Welcome and Review of Minutes

1:04 p.m. meeting start

June 12 meeting minutes approved

Task Force Debrief

The subcommittee discussed the cybersecurity concerns of requiring a remote link in a vehicle without a human backup driver, an issue which had been referred to the subcommittee at the July 12 Task Force Meeting.

David McMorries said that there should be no technical obstacle to creating a remote link that is secure.

The subcommittee decided to suggest adding the word “secure” in front of the Subcommittee on Licensing and Registration’s recommendation “link to a remote operator who can assume control of the vehicle or have the vehicle achieve a minimum risk condition.”

Discussion - Becky Steckler’s memorandum “AV Policy Furthering Oregon’s Transportation, Land Use, and Global Warming Pollution Reduction Goals and Economic Development Principles"
The subcommittee discussed Becky Steckler’s memorandum, which can be found as part of this meeting’s materials.

Becky explained that the main goal of her memo is to consider how automated vehicle (AV) technology can be approached to help the state achieve its long-term policy goals. She said having goals is critical when facing disruptive change.

Carrie MacLaren asked how local planning goals and priorities can be considered as well.

Becky Steckler noted that what rollout will look like is uncertain and much of the work on these issues is conjecture at this point.

Rep. Susan McLain said that planning for the transitional period is important and that plans need to be realistic.

David McMorries asked what the subcommittee wanted to incentivize and what information they needed to know to allow policymakers to make good decisions.

Graham Trainor said he felt that there was a lot of information that would be needed before a deployment phase.

Becky Steckler said that regulations around the sharing economy and other emerging technologies are being developed on the fly and gradually improving in an iterative process.

Rep. Susan McLain said there needs to be a balance between planning and allowing for deployment and innovation.

Carrie said that different technology is more appropriately regulated at different jurisdictional levels.

Rep. Susan McLain said that interstate issues would have to be considered too.

Becky Steckler said that some states have a very “open for business” policy and mindset toward AVs. She suggested this approach may have unintended consequences if states are not mindful of their overall goals when thinking about the technology. She said that Oregon is different and has the opportunity to make sure it leverages AV technology to meet statewide goals.

**Discussion – Carrie MacLaren and Becky Steckler’s memorandum “Desired Data to Guide AV Policy Development”**

The subcommittee turned its attention toward Carrie MacLaren’s and Becky Steckler’s memorandum, which can be found with the materials for this meeting.

Carrie said that the main point of the memo is to contemplate what data would be needed to make good decisions to meet state and local policy goals. She said that the range of data that could be useful is wide. She said data from transportation network companies (TNCs)
would be the first priority but that data from private vehicles would be valuable as well. She noted the need to balance collection of useful data with privacy concerns.

Rep. Susan McLain asked if information from sidewalk delivery vehicles or drones should be included in a data reporting scheme.

Carrie MacLaren said that airborne drones were not a concern for the purposes of this memo but that collecting information about sidewalk vehicles still would be valuable.

Cheryl Hiemstra asked how the data described in the memo would be collected.

Becky Steckler suggested a third party would be responsible for the collection and transfer of data to help allay privacy concerns.

Carrie MacLaren noted that there are National Association of City Transportation Officials (NACTO) data-sharing principles to build on and that there are pilots of this kind of system.

Jared Franz expressed his concern that demographic data needed to address Title 6 and equity concerns would be not be collected.

Rep. Susan McLain said that effectively serving both urban and rural communities would be a priority.

Becky Steckler noted that collecting such data is difficult to balance with the protection of privacy.

Carrie MacLaren said that accessible services can be mandated, but echoed Becky’s concern about privacy.

Susan McLain said that work is being done to collect this type of data in education without sacrificing privacy. She supports getting whatever data can be helpful to address equity issues.

Jared Franz said that demographic data will be collected and used for marketing purposes.

Cheryl Hiemstra stated that there will need to be more consideration of privacy, intellectual property and anti-trust issues at some point.

**Discussion – Policy Recommendations**

The subcommittee decided to recommend that the two memos discussed in today’s meeting be considered in the future work of the task force.

Cheryl Hiemstra raised the possibility of recommending the creation of a subcommittee on data for the possible next report. Jared Franz agreed.

Carrie MacLaren pushed back against that idea, believing that data considerations should always be tethered to specific goals.
Cheryl suggested to the group a recommendation for testing and deployment that would encourage AV manufacturers to work with industry information sharing entities, such as Information Sharing and Analysis Centers (ISACs).

David McMorries suggested building trust with Auto-ISAC now and noted that he is working with Multi State ISAC (MS-ISAC).

The subcommittee decided to adopt Cheryl's proposed recommendation with the deletion of the reference to deployment.

Cheryl asked the subcommittee to consider recommending a data privacy requirement for deployment based on a requirement in California's AV regulations.

Carrie expressed concern with having the report dance between testing and deployment recommendations.

Graham Trainor objected to any recommendations referencing deployment.

The subcommittee decided to accept the privacy recommendation but to only include it if the report addressed deployment issues.

The subcommittee agreed to recommend that an independent workforce study related to autonomous vehicles be conducted, but declined to recommend a timeline for it to be completed.

Public Comment

Phil Donovan, representing Waymo, offered to provide industry input to Carrie MacLaren on the subcommittee recommendations and to specifically address the link to a remote operator issue.

Recap and Next Steps

Carrie MacLaren to provide draft recommendation language to subcommittee based on memos to be voted on.

Long Term Policy Workshop meeting: August 1

Call meeting to confirm recommendation language: August 6

Full Task Force meeting: August 15

Recommendations

Policy recommendations from July 24, 2018 subcommittee meeting to be discussed during August 6, 2018 meeting.

1. To aid with transparency with the testing process and to increase public trust in autonomous vehicle design and cybersecurity practices, the subcommittee encourages manufacturers to work with recognized industry information sharing entities.
2. The subcommittee recommends that an independent workforce study be conducted.

3. The subcommittee recommends including the following value statements in the 2018 report:
   a. Policy development for autonomous vehicles should further Oregon’s existing goals and objectives for transportation, safety, greenhouse gas emission reduction, land use planning and development, and economic development.
   b. Policy makers are evaluating both the impacts and opportunities the deployment of AVs will have in communities. In many cases, decision-makers are aiming to shape policies to ensure AVs can improve traffic safety, decrease congestion, boost transportation choices, and support a strong economy. The private sector should be asked to share useful information to assist in that effort, while protecting consumer privacy and proprietary information.

If the Task Force decides on standards for deployment, the subcommittee would like to include the following policy recommendation addressing Consumer Privacy:

Information Privacy for Deployment
1. The manufacturer shall either:
   a) Provide a written disclosure to the driver of an autonomous vehicle, and for vehicles that do not require a driver, the passengers of the vehicle, that describes the personal information collected by the autonomous technology that is not necessary for the safe operation of the vehicle and how it will be used; or,
   b) Anonymize the information that is not necessary for the safe operation of the vehicle.

2. With respect to a vehicle the manufacturer sells or leases to a customer, if the information is not anonymized, the manufacturer shall obtain the written approval of the registered owner or lessee of an autonomous vehicle to collect any personal information by the autonomous technology that is not necessary for the safe operation of the vehicle.

3. A manufacturer shall not deny use of an autonomous vehicle to any person on the basis that they do not provide the written approval specified in subsection (b) of this section.