Welcome and Review of Minutes

11:32 a.m. meeting start.

July 24, 2018 meeting minutes approved.

Review and Discuss Proposed Recommendation Language

The subcommittee discussed their first recommendation:

“To aid with transparency with the testing process, to increase public trust in autonomous vehicle design and cybersecurity practices, and to aid in the effort to protect critical infrastructure, the subcommittee encourages manufacturers to work with recognized industry information sharing entities.”

The subcommittee voted to include “related cybersecurity infrastructure” in place of “critical infrastructure.”

The subcommittee discussed where their recommendations fit in relation to testing and deployment. Rep. Susan McLain and Cheryl Hiemstra noted that future discussions about deployment will be able to refer to this report’s recommendations as examples.

The subcommittee discussed their second recommendation:

“The subcommittee recommends that an independent workforce study be conducted.”

The subcommittee approved this recommendation without edits.
The subcommittee discussed their third recommendation:

“The subcommittee recommends including the following principle statements in the 2018 report:

a. Policy development for autonomous vehicles should further Oregon’s existing goals and objectives, including: transportation, safety, greenhouse gas emission reduction, land use planning and development, and economic development.

b. Policymakers 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, protect consumers, and support a strong economy. Useful information and data will be necessary to assist in that effort, while protecting consumer privacy and proprietary information.”

The subcommittee decided to include “social equity” as a goal in both points a. and b.

The subcommittee discussed their fourth recommendation (unnumbered in the associated document):

“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

a. The manufacturer shall either:

1. 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,

2. Anonymize the information that is not necessary for the safe operation of the vehicle.

b. 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.

c. 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.”

The subcommittee decided not to include this recommendation at this time.
Public Comment

None.

Recap and Next Steps

Cheryl Hiemstra will present these recommendations at the meeting on August 15.

Approved Recommendations

Cybersecurity Recommendations

1. To aid with transparency with the testing process, to increase public trust in autonomous vehicle design and cybersecurity practices, and to aid in the effort to protect related cybersecurity infrastructure, the subcommittee encourages manufacturers to work with recognized industry information sharing entities.

Recommendations for Continuing Work

2. The subcommittee recommends that an independent workforce study be conducted.

3. The subcommittee recommends including the following principle statements in the 2018 report:

   a. Policy development for autonomous vehicles should further Oregon’s existing goals and objectives, including: transportation, safety, social equity, 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 and social equity, decrease congestion, boost transportation choices, protect consumers, and support a strong economy. Useful information and data will be necessary to assist in that effort, while protecting consumer privacy and proprietary information.