



MEETING MINUTES

Meeting: System Technology and Data Security Subcommittee

Location: WSP USA Office, Seattle

Date: October 29, 2018

Attendees:

Name	Organization
Alex Alben	OCIO
Michael Schutzler	WTIA
Reema Griffith	WSTC
Elliott Okantey	Porter, Foster Rorick, LLP
Kate Garman	City of Seattle
Kelly Rula	Seattle DOT
Brenda Wiest	Teamsters 117
Robin Fry	WSP USA
Eileen Sullivan	Amazon
Rose Feliciano	Internet Association
Courtney Scott	WSP USA
Leo McClosky	Echodym
Joseph Williams	State of WA
Ian Griswold	WTIA
Simone Montez	UW
Ryan Harkins	

Discussion Items:

1. Introductions and Updates
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2. Presentation from Simone Montez, University of Washington Law School

Simone Montez provided a presentation related to automated vehicles that covered a range of topic areas:

- a. What is an AV vehicle?
 - i. Vehicle capable of sensing its environment and navigating without human input
 - ii. Autonomous technology includes radar, laser, GPS, computer vision, advanced control systems, and interpret sensory information to identify
 1. At what point do we take over the vehicle if something happens?
 2. When do you trust the technology to do its job?
- b. To bring AI-enabled autonomous driving?
 - i. Video
 1. Level 4 truck
- c. Level 4: High automation
 - i. System is able to determine what is going on in the truck (system failure). They can operate own their own devices without any human intervention.
 1. Who should be in the truck? Engineer or CDL?
 - ii. Human can intervene in a Level 4
 1. Long time before Level 5
- d. PACCAR
 - i. Testing track at Mount Vernon
 - ii. Another track opened up in Sunnyvale, CA
 - iii. University of Michigan mobility transformation center
 - iv. Florida DOT Sun Trax
- e. Platooning
 - i. Combines technologies to improve fuel efficiency and safety (flame animation)
 1. Radar and Lidar measures the distance to a target
 2. V2V communication
 3. Fuel efficiency - \$1.50 per a mile
 - ii. Peloton – connective technology that allows for braking and acceleration
 - iii. Transfer hub and teleoperation
 1. Smart roads?
 2. Last mile
- f. Volvo Vera Autonomous Truck
 - i. Operated and controlled over the cloud
 1. Battery level check
 2. What freight is loaded
 3. It's location



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- 4. Requirements of services
- ii. No cab or manual controls
 - 1. Self-driven
 - 2. Good for in city deliveries/last mile delivery
- iii. Logistics
 - 1. Pull 32 tonnes
 - 2. Self-driven electric truck
 - 3. Trailers or load carriers
 - 4. Short and repetitive trips
 - 5. Staging and storage areas
 - 6. Zero exhaust emissions and low noise levels
- g. City Infrastructure
 - i. Need to think about more than just cars...pedestrians, bicyclists, etc.
 - ii. Vera company
 - iii. Where is it coming from, who is going to invest in it?
 - iv. OEM - City
 - 1. Fiber
 - 2. Infrastructure
 - 3. 94% of accidents that occur are because of human error
- h. Regulatory framework
 - i. Safety
 - 1. Motorcyclists being detected by cars
- i. FMCSA
 - i. Regulations. See how they fit into what we are doing
 - ii. FMCSA is reconsidering its previous stance that a driver is required behind the wheel of a commercial vehicle at all times.
- j. Insurance requirements
 - i. Motor carriers
 - ii. Manufacturers
 - iii. Third-Party Vendors (retro fitters, maintenance, compliance)
 - iv. \$5 million limit minimum just for general freight
- k. Cyber Security
 - i. How will data be utilized?
 - ii. What needs to be addressed?
 - 1. Hacking
 - 2. Implement a formal IS governance approach
 - 3. Detect insider threat
 - 4. Update software and systems
- l. Who can apply for testing?
 - i. Authorized commercial motor carriers
 - ii. Authorized motor carriers



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- iii. Authorized manufactures
- iv. Authorized third-party vendors
- m. Questions
 - i. Commercial right to privacy
 - 1. Union protection
 - 2. Right to privacy
- 3. Discussion questions

The group engaged in discussion on some key questions distributed to the group in advance of the meeting:

- a. From a data and security point of view, what's the critical path requirement for successful deployment of Autonomous Vehicles in Washington State?
 - 1. What are the gaps?
 - a. Privacy issues trying to address
 - b. AV does a better job of recording trip
 - i. Most data will not be moved off a car
 - ii. Should it be regulated?
 - c. Who owns data in car?
 - i. No federal law
 - 2. Is there a need for regulation for data?
 - 3. Blank spaces on the grid
- ii. Focus on things only in this state?
 - 1. Rules for testing
 - a. May not make us the top place to be tested in
 - b. What can we do to encourage testing to happen here?
 - c. Data privacy bills
 - i. Access to data
 - ii. Update and correct your data
 - iii. Right to certain categories of data
 - iv. Right to opt of sale or sharing of data w/o your consent (not advertising)
 - d. Sovereign identity bill – legislative action
 - i. Broad privacy bill
 - ii. Small specific bills
 - 2. Can piece together data id things to figure out who owns the car
 - a. Do you have permission?
 - i. Get permission first
 - 1. Levels of permission
 - 2. Right and obligations of state



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3. No overarching federal regulation
 - a. Federal safety standards but not cyber standards/regulations
4. Cybersecurity
 - a. Could be hacked/cause problems
 - ii. Federal regulation
- b. Should our committee break into several sections along the lines of – **wait until there is a need**
 1. Might be different answers for each scenario below
 2. Test security of vehicle software
 - a. State regulated?
 - b. Expectation that the feds are not going to do anything
 - i. Do we want them? Do we want to be a leading state?
 1. What needs to be set up to make us a leading state if we want that
 - a. Privacy protection – some of it may not need to be covered by the state?
 - c. Concrete pragmatic view. Decide where you want to be in the continuum and be pragmatic
 - i. Give legislature a framework to think about
 3. Principles are different dependent on where you sit/point of view
 - a. Trucks
 - b. Taxis
 - c. Personal vehicles
 - ii. TNC vehicle issues
 - iii. Truck-train vehicle issues
 - iv. Private vehicle issues
 - v. Municipal Vehicle issues
 1. Transit
 - vi. Commercial Fleets (not commercial trucks)
- c. What does success look like for this committee in terms of specific recommendations to be made to the Executive Working Group?
 - i. Who owns the data?
 - ii. Broader privacy law
 - iii. 9 certified agents
 1. Possibly 2 are testing?
 - a. Don't have to report if they are testing
 - iv. Need cybersecurity standards (control system)
 1. NHTS is doing some security testing
 2. Who is liable? Certain amount of assurance to be able to get on the road



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- a. Minimum liable requirements to encourage more people to test in WA
 - i. Certification
 - 1. Testing AV versus trucks, etc.
 - b. At what point does state COI care?
 - i. City could get sued
 - 1. Already happening with non-AVs
 - v. Clearinghouse - what vehicle does under certain circumstances with the data and what type of AV
 - vi. Break down into phases
 - 1. Testing
 - 2. Real world
 - vii. Caution to think government is not going to be any good at this
 - 1. Can support any framework
 - a. Smart roads
 - i. Make sure un-hackable
 - ii. What is being recorded
 - 1. Usable metric (set up right away)
- d. Is the State of Washington doing enough to promote AV technology, specifically in the areas of data and security?
 - i. Security – Need cybersecurity standards.
 - ii. Shift in the workforce of commercial drivers
 - iii. Lime pod cars
 - iv. Framework of use cases in regards to data privacy
 - a. Research of road laws – Gap analysis
 - b. Oregon is creating some
 - i. Sit back and watch to see what they do
 - c. Look at Oregon and Minnesota’s use cases
 - v. Anyone else we want to invite to meeting?
 - vi. Recap Federal Rules 3.0 what states should regulate (DOT 3.0) – digest it and summarize
 - vii. Understanding of existing black boxes in vehicles – guy to the left of me
 - viii. Discuss privacy bills that are going
 - a. What we want to acquire (in regards to testing data)
 - i. TNCs
 - ix. What testing data/information would be useful to have in terms of planning? – City

4. Next Steps

The next meeting will be held after Thanksgiving but before December 11th



WASHINGTON STATE
AUTONOMOUS VEHICLE
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