Meeting: Executive Committee, Meeting #15
Location: Virtual Meeting only
Date: August 22, 2023

Members in Attendance:

Member*	Organization	Present (Y/N)	Rep Sent in Place (Y/N)
James A. Restucci (Chair)	Washington State Transportation Commission	Y	--
Shiv Batra (Vice Chair)	Washington State Transportation Commission	N	N
Senator Joe Nguyen	Washington State Legislature	N	N
Senator Claudia Kauffman	Washington State Legislature	N	N
Senator Curtis King	Washington State Legislature	N	N
Senator Ann Rivers	Washington State Legislature	N	N
Rep David Hackney	Washington State Legislature	N	N
Rep Shelley Kloba	Washington State Legislature	Y	--
Rep Mary Dye	Washington State Legislature	N	N
Rep Leonard Christian	Washington State Legislature	Y	--
Chief John Batiste	State Patrol	N	Y – Scott McCoy
Mike Kreidler	State Insurance Commission	N	Y – David Forte
Marcus Glasper	Department of Licensing	Y	Y – Beau Perschbacher
Roger Millar	Department of Transportation	N	Y – Daniela Bremmer
Debbie Driver	Governor's Office	N	N
Joel Sacks	Department of Labor & Industries	N	Y – Allison Drake
Cami Feek	Employment Security Department	N	Y – Caitlyn Jekel
Bill Kehoe	State Chief Information Office, WaTech	Y	Y – Zack Hudgins
Laura Johnson	Department of Health	N	N
Shelly Baldwin	State Traffic Safety Commission	Y	Y – Pam Pannkuk
Dr. Yinhai Wang	Smart Transportation Applications & Research Laboratory (STAR Lab), University of Washington	N	N
Justin Leighton	Washington State Transit Association	Y	--
Bruce Agnew	ACES Northwest	Y	--
Greg Spotts	City of Seattle Transportation Department	N	N
Curt Augustine	Alliance for Automotive Innovation	Y	--
Brenda Wiest	Teamsters Local 117	Y	--
Todd O'Brien	Adams County	Y	--
Fernando Mejia Ledesma	Puget Sound Sage	N	N
Bryan Mistele	INRIX	N	N
Mellani McAleenan	WA AAA	Y	--
Bryce Yadon	Futurewise	Y	--
Ariel Wolf	Autonomous Vehicle Industry Association	N	Y – David Benneli
Steve Gordon	Gordon Truck Centers	Y	--

AV Work Group Executive Committee

Member*	Organization	Present (Y/N)	Rep Sent in Place (Y/N)
Aidan Ali-Sullivan	Waymo	Y	--
Anna Zivarts	Disability Rights Washington	Y	--

* AV Work Group meetings are open to all Washington State Legislature Committee Chairs.

A full recording of the virtual meeting and meeting materials are available on the WA AV Work Group website:

Meeting agenda, presentation materials, and recording can be found on the meeting page of the Work Group website: https://avworkgroupwa.org/committee-meeting/executive-committee-meeting-15

Questions and responses during presentations can be found in the Presentation Questions Log table at the end of this document.

WELCOME AND INTRODUCTIONS

Jim Restucci, Chair of the Autonomous Vehicle (AV) Work Group, opened the meeting with introductions of Executive Committee members and an overview of the meeting agenda.

INDUSTRY SAFETY UPDATE

Motional – Sam Wempe, Director of Government Relations & Public Policy; *Waymo –* Aidan Ali-Sullivan, Head of State Political Strategy and Senior Manager of State Policy & Government Affairs

Sam Wempe, Director of Government Relations & Public Policy at Motional, provided an overview to the group of Motional's history, footprint, top priorities, and vehicle safety. Mr. Wempe highlighted Motional's 18-month independent safety audit with TUV SUD and the organization's publicly available Voluntary Safety Self-Assessment.

Aidan Ali-Sullivan, Head of State Political Strategy and Senior Manager of State Policy and Government Affairs at Waymo, provided an overview to the group of Waymo's history, priorities, and vehicle safety. Mr. Ali-Sullivan updated the group on Waymo's transition to a fully zero-emission electric fleet for passenger vehicles. Mr. Ali-Sullivan also updated the Working Group that, as of January 2023, Waymo reached over one million miles of autonomous driving with no human behind the wheel. Waymo subsequently published a publicly-available research paper outlining the details and analysis of contact events experienced during the first one million miles of no-human-behind-the-wheel driving entitled *Safety Performance of the Waymo Ride-Only Automated Driving System at One Million Miles*.

AV REGULATORY NEEDS

Carnegie Mellon University – Phil Koopman, Associate Professor; *University of Miami –* Bill Widen, Professor of Law

Phil Koopman, Electrical and Computer Engineering Associate Professor at Carnegie Mellon University, presented a high-level overview of automated vehicle state policy issues, inclusive of notes on AV safety rhetoric, a summary of AV safety, policy points (i.e., societal benefits; public road testing; municipal preemption; SAE Level 2/2+/3 issues; federal vs. state regulation), and common misconceptions about AV's.

Bill Widen, Professor of Law at University of Miami, presented information on current laws and regulations for AVs with the position that there is not at this time sufficient laws and regulation to address issues raised by new AV technology. Professor Widen focused on a key claim that AVs should be held to a state's ordinary negligence regulation and common laws.

AV ROADMAP TO THE FUTURE – DRAFT DOCUMENT WALK-THROUGH

Scott Shogan, Vice President, *WSP USA*

Scott Shogan, Vice President for WSP USA, presented a document walk-through of the draft "Roadmap to the Future." The document is intended to serve as the Work Group's legacy deliverable and be a resource for lawmakers to consider future actions.

Delivery of the document is scheduled for the end of 2023 and will serve as an initial roadmap of how the State of Washington can continue to prepare for AV deployment.

The components presented during the walk-through included: Agency Readiness, Testing & Pilots, Public Outreach, Safety, and Path to Deployment.

Presentation on the Agency Readiness component of the Roadmap included the following topics: training; infrastructure; equity; and partnerships.

Mr. Shogan polled meeting Work Group attendees for feedback on the material presented related to the Agency Readiness Pillar using Mentimeter. Responses included support from the Work Group on the direction that was presented for the Agency Readiness Pillar, along with interest in exploring the SAE J 3018 safety standards and the NHTSA 2020-0106. Mentimeter responses also indicated interest from the Work Group in continuing discussions on the topics presented and opening the conversation to include outreach to the public to provide educational resources and to gather input.

Presentation on the Testing & Pilots component of the Roadmap included the following topics: state-directed pilots; supporting other pilots/activities; and lessons learned.

Mr. Shogan polled meeting Work Group attendees for feedback on the material presented related to the Testing & Pilots Pillar of the Roadmap using Mentimeter. Responses included expressed interest in doing testing and collaborating with public transit agencies on pilot programs and looking to other areas that have already conducted their own testing and pilot programs to gain insight on best practices and lessons learned.

Presentation on the Public Outreach component of the Roadmap included the following topics: public education; legislative engagement; and pilot engagement.

Mr. Shogan polled meeting Work Group attendees for feedback on the material presented related to the Public Outreach Pillar of the Roadmap using Mentimeter. Responses included an emphasis on the importance of effective outreach and building community literacy to achieve public acceptance of the technology. Some additional thoughts shared included expressed interest in trying to leverage the World Cup in Seattle as an opportunity to engage the public.

Presentation on the Safety component of the Roadmap included the following topics: law enforcement/first responders; incident reporting and analysis; pedestrians, bicyclists, and other vulnerable road user safety; infrastructure; and data and cybersecurity.

Mr. Shogan polled meeting Work Group attendees for feedback on the material presented related to the Safety Pillar of the Roadmap using Mentimeter. Responses included a focus on delineating clear roles and responsibilities and leveraging data collected during testing to inform which safety infrastructure investments should be prioritized.

Presentation on the Path to Deployment component of the Roadmap included the following topics: engagement with industry; uniform national framework; state regulatory structure and laws; and workforce impacts.

Mr. Shogan polled meeting Work Group attendees for feedback on the material presented related to the Path to Deployment Pillar of the Roadmap using Mentimeter. Responses included an emphasis on the importance of ensuring a strong local government role is coordinated with state priorities, and that key stakeholders are empowered and prioritized through implementation through engaging, education, and training opportunities.

Mr. Shogan closed his portion of the presentation with an announcement that the Roadmap will be brought to vote at the October Work Group meeting. He then presented a poll question asking the Work Group members if they would support a recommendation to adopt the draft Roadmap presented. Seven (7) respondents replied "Yes"; one (1) respondent replied "No"; and four (4) respondents replied, "Not Sure." For those who replied "No" or "Not Sure", Chair Restucci prompted respondents to elaborate on their responses, "need to know next steps"; "the actual words on the paper will really matter"; and would "like to follow up for clarifications on a few sections" were the three responses to this prompt that were submitted via Mentimeter.

*All Mentimeter responses are included in the meeting summary appendix.

EXECUTIVE COMMITTEE MEMBER ITEMS
Open forum

All Executive Committee members in attendance were given the opportunity to offer thoughts, insights, and observations.

CLOSING REMARKS

Chair Jim Restucci thanked the presenters, organizers, and Executive Committee members, and asked if there was any other business to come before the committee.

Closing Remarks presented included an outline of important dates listed below:

- October 4, 2023 – AV Work Group meeting (voting action)
- December 31, 2023 – Final AV Work Group Report due to Governor & Legislature

MEETING ADJOURNED.

PRESENTATION QUESTIONS LOG

Presentation	Participant	Question / Comment	Presenter Response
INDUSTRY SAFETY UPDATE	Representative Shelley Kloba	Sam Wempe, would you be able to share a link with the group to the Motional VSSA?	Wempe: https://motional.com/sites/default/files/inline-files/Motional_Voluntary_Safety_Self-Assessment.pdf
INDUSTRY SAFETY UPDATE	Bruce Agnew	What have been your practical experiences as you have navigated the regulatory environments you both have worked in (e.g,, Texas, California, Arizona) What have been your practical experiences navigating innovation while ensuring safety? What are lessons for Washington State?	Ali-Sullivan: It's important to balance safety and commercial opportunity. In California, Waymo has had to get 10 permits to operate in San Francisco, which has taken 6 years. This does not stimulate growth of business in a state, and does not necessarily provide for any more safety. We are shifting to Texas because right now because it is more tenable there than in California or Washington. Wempe: Agreed with Ali. All heavy permitting does is lead to the hiring of more consultants and lawyers and less focus on putting resources towards safety. Arizona, similar to Texas, allows self-certification. Agencies then allow for progress.
INDUSTRY SAFETY UPDATE	Anna Zivart	Are the vehicles in your fleets wheelchair accessible and how do you plan to address any inequities?	Wempe: Vehicles are wheelchair accessible but not certified. Have tested with a number of individuals with wheelchairs and have found that the vehicles can accommodate those people's needs. This is something we are always looking to improve, making it even easier to access and engage with our vehicles. Ali-Sullivan: The Jaguar E-Pace is not currently wheelchair accessible, but looking to work with manufacturers to provide wheelchair-accessible vehicles.

Presentation	Participant	Question / Comment	Presenter Response
INDUSTRY SAFETY UPDATE	Anna Zivart	How are you addressing the algorithmic bias of people who move differently on the public right of way?	Wempe: We involve folks of all accessibilities early on in the process (i.e., people with cognitive disabilities; visually impaired individuals), in early testing, development of deployment considerations, and data analysis. All vehicles are equipped with options including audio only; visual only; and tactile engagement. Ali-Sullivan: The vehicle cameras are constantly building and identifying objects all around it. Our vehicles are identifying humans, objects, and movements that are occurring around it, without bias.
INDUSTRY SAFETY UPDATE	Armand S	Can Waymo discuss the fare details for their charged rides in both SF and Phoenix? (Base fare, cost per min and/or mile, etc.?)	Ali-Sullivan: Don't know cost precisely, but equivalent to Uber or Lyft vehicles. With economies of scale at play we should be able to bring those costs down.
INDUSTRY SAFETY UPDATE	Representative Leonard Christian	Is it possible for these vehicles to be controlled remotely if necessary?	Ali-Sullivan: Waymo's fleet vehicles do not have remote control capabilities. But we can provide assistance to the vehicle from afar to help it navigate around complex situations. We also have a team that can come out to a vehicle to service it. In San Francisco the average time it took to get out to service a vehicle in need was 4 minutes. By and large this has not been an issue for us. Wempe: Motional does not have remote control access of its fleet vehicles, but does have a remote vehicle assistance function as well as a team that can come to the vehicle and operate it manually if needed.

Presentation	Participant	Question / Comment	Presenter Response
INDUSTRY SAFETY UPDATE	Greg Spotts	Want to caution against talking about balancing safety and innovation. SDOT is safety over everything, and that is non-negotiable. A better way to look at it is to find a safety regulatory framework that is manageable.	Ali-Sullivan: Waymo vehicles prioritize safety over everything, sometimes even if it is an inconvenience to other vehicles. Reality on the ground is that vehicles are programmed and operate with safety as the number one priority in operation. Wempe: Have not had a single at fault incident in Las Vegas. One of the most common incidents is related to other vehicles driving aggressively trying to pass our vehicles.
INDUSTRY SAFETY UPDATE	Representative Shelley Kloba	When you do have situations where something has gone wrong and someone needs to come out to the vehicle, what actually happens there?	Wempe: There are different classification of what stoppage of a vehicle might be. In these instances we will first try to navigate low level situations using a remote vehicle assistance function. In more complex situations a team member will come pick the vehicle up and drive it manually. Ali-Sullivan: Can usually get the vehicle to extract itself, but will sometimes have a team member come to personally extract the vehicle if necessary.
INDUSTRY SAFETY UPDATE	Representative Shelley Kloba	Could we also get a link for Waymo's VSSA from Aidan Ali-Sullivan?	
INDUSTRY SAFETY UPDATE	Daniela Bremmer	Have been impressed with personal experience with AVs in San Francisco.	
INDUSTRY SAFETY UPDATE	Anna Zivarts	https://dredf.org/2023/03/09/addressing-disability-and-ableist-bias-in-autonomous-vehicles-ensuring-safety-equity-and-accessibility-in-detection-collision-algorithms-and-data-collection/	

Presentation	Participant	Question / Comment	Presenter Response
INDUSTRY SAFETY UPDATE	Bill Kehoe	How will advances in AI be or are utilized in your technology?	
INDUSTRY SAFETY UPDATE	Bill Kehoe	What is next in terms of improving the technology and what will be the impact on further improving risk, safety, and the overall expansion of the technology?	
INDUSTRY SAFETY UPDATE	Anna Zivarts	My question around algorithmic bias was for people outside of the vehicle, on the streets. Specially, if the AI is trying to predict movement of people outside of the vehicle, is the AI adequately trained on how people using different kinds of mobility devices move different than other pedestrians.	
AV REGULATORY NEEDS	David Forte	Have you put any thought into data collection to reduce cost in assigning liability	Widen: There is a data recorder that is automatically initiated in an accident and would help to determine liability more accurately with collected forensics. Koopman: There are technical standards in process.
AV REGULATORY NEEDS	David Forte	Since AV software transports humans and things should we consider them to be common carriers?	Widen: Should use each state's standards and apply ordinary negligence. Koopman: Common carrier standards may not be enough. Need to consider harm to other users.

Presentation	Participant	Question / Comment	Presenter Response
AV REGULATORY NEEDS	Daniela Bremmer	Do you have examples of successful approaches to pre-emption of local jurisdictions?	Koopman: The industry has been very successful at lobbying to get pre-emption – happened in PA and various places. Not concerned that companies will be bad actors, need to be responsive to local conditions. Widen: Need to differentiate between issues that arise in testing and issues that arise in deployment. Main concern is that companies don't have to provide cities with testing plans that show that they are not discriminatory. Would not like to see testing in historically disadvantaged communities and low-income neighborhoods. Need to make these things non-discriminatory (e.g., considerations for religious clothing).
AV REGULATORY NEEDS	Aidan Ali-Sullivan	Let's be clear, these cars can recognize people regardless of their clothing. Regulators are the ones who decide where and when a company can operate testing.	Koopman: That is not true, we have data that shows that clothing color makes a difference. That is not an inherent function of the technology. The technology does not see all people. Should in theory be able to, but in practice we know it does not work out. Widen: I don't want to see even an innocent accident to be used to make a political point. Need to consider local conditions more so than where regulations come from. A good compromise is to make the liability regulations clearer.

Presentation	Participant	Question / Comment	Presenter Response
AV REGULATORY NEEDS	Greg Spotts	https://www.geekwire.com/2022/seattle-launches-permit-system-for-companies-testing-self-driving-vehicles-on-city-streets/ We are proud that SDOT has permitted two firms to test on our streets. Another argument against pre-emption is that cities need to integrate robotaxi into the other modes – for example, when planning transportation needs for complex events such as MLB All Star week or Taylor Swift concerts.	
AV ROADMAP TO THE FUTURE	Daniela Bremmer	SDOT is good example for a cooperative approach to work with private service providers	
AV ROADMAP TO THE FUTURE	Phil Koopman	Good points Greg Spotts. If the companies play well with cities that's fantastic. But cities need to not have their hands tied if it goes differently.	
AV ROADMAP TO THE FUTURE	Aidan Ali-Sullivan	There should be state-wide law enforcement standards. There are opportunities to streamline federal and state reporting on AV incidents.	
AV ROADMAP TO THE FUTURE	David Bonelli	Need to collect data for the main purpose of safety.	
AV ROADMAP TO THE FUTURE	David Bonelli	Privacy laws need to be considered with their local context	

Presentation	Participant	Question / Comment	Presenter Response
AV ROADMAP TO THE FUTURE	Brenda Wiest	Our workforce committee has worked with folks at WSU and should have some additional information on that as we go into the last meeting. Would be interesting to see what we will do in the future convening stakeholders around deployment. Have not received a single call or e-mail in outreach.	Ali-Sullivan: There has been extensive stakeholder outreach and it will continue. Have met with lots of stakeholders and community members.
AV ROADMAP TO THE FUTURE	Beau Perschbacher	Are there any existing plans for paths to deployment? Commercial AV deployment seems like it is more imminent than personal AV deployment.	Ali-Sullivan: Only so much industry can do, need to see partnerships with legislators. Companies will ultimately choose the path of least resistance. Also important to think about which kind of deployment.
AV ROADMAP TO THE FUTURE	Armand S	City of Seattle did not see engagement in last session of legislation but would like to be engaged in the future.	
AV ROADMAP TO THE FUTURE	Jim Restucci	All AV legislation must come through this work group before going to legislatures.	
AV ROADMAP TO THE FUTURE	Representative Shelley Kloba	What are the guidelines for getting items on the agenda for this meeting for the work group?	
AV ROADMAP TO THE FUTURE	Brenda Wiest	Need more clarity on next steps for the Roadmap before voting	
AV ROADMAP TO THE FUTURE	Anna Zivart	This is a question of resources and where we should be investing. Do not see a compelling reason why the State of Washington should be investing in this space when other states are showing interest in doing the testing.	

Presentation	Participant	Question / Comment	Presenter Response
AV ROADMAP TO THE FUTURE	Aidan Ali-Sullivan	Put forward legislation independently because Seattle introduced legislation without any input from the industry.	Armand S: Seattle did not introduce legislation. Seattle did outreach with the industry, and will continue dialogue with the industry in the future – including Waymo. Interested to see how deployment conversation will continue, and excited to continue to work with the industry collaboratively in Seattle.
AV ROADMAP TO THE FUTURE	Greg Spotts	SDOT would never want to "do PR" for private companies. However its important our stakeholders understand SDOT's involvement, the philosophy/values behind our decisions, and that the public has the opportunity to inform those values and decisions	
AV ROADMAP TO THE FUTURE	Anna Zivarts	I would want to make sure we are looking at safety in the context of public health, in particular public health disparities (HEAL Act). Would AVs induce more VMT? What are the impacts of that, and how are those impacts felt by historically overburdened communities?	
AV ROADMAP TO THE FUTURE	Bill Widen	A fast path to deployment would be to get liability rules correct via statute and be and streamlined in all other areas so long as you take care to respect historically disadvantaged areas.	
AV ROADMAP TO THE FUTURE	Reema Griffith	Absent legislative direction, we have to assume this work group is sunsetting in December......and thus will craft the roadmap under this assumption. It will be important to ensure the roadmap report is relevant, regardless. So If the 2024 Legislature provides direction for carry-on work the roadmap will still be a relevant input to lawmakers.	

Presentation	Participant	Question / Comment	Presenter Response
AV ROADMAP TO THE FUTURE	Brenda Wiest	Seattle also did outreach to the labor community	
OPEN FORUM	Representative Shelley Kloba	Developing legislation around liability and will be putting that forward in the near future.	

APPENDIX

Do you have any feedback on what we presented for the Agency Readiness Pillar?

11 Responses

Looks like the right direction

Legislation supporting safe testing and consumer protection. Very interested in Professor Widen's comments on non discrimination clauses in testing plans

Very interested in exploring the SAE J 3018 safety standards and the NHTSA ANPRM NHTSA 2020-0106

Where in the roadmap do we put a set of standards to be met when testing without a human driver? Currently there are none, and this seems irresponsible

I would like to see a Legislative Caucus of like-minded legislators to continue to discussions after the Work Group sunsets.

There should be a feedback loop so that public agencies can ask for assistance as new situations develop.

Like the idea of some sort of public forum continuing the outreach and education along with fact gathering.

Happy to join a legislative AV caucus !

Ditto on the SAE J3018

6

Do you have any feedback on what we presented for the Agency Readiness Pillar?

11 Responses

consider agency resource and staffing challenges.

The pilot proposal and infrastructure items by the AV WG was a well developed & collaboratively supported recommendation. Are there plans to resubmit once more for legislative funding consideration?

Do you have any feedback on what we presented for the Testing & Pilots Pillar?

15 Responses

Glad to see the equity and access language, that is key

The state needs to conduct it's own pilot. We can only learn so much from what other states have done.

Many states are considering legislation requiring safety operators for AV Vehicles

The AV companies most active (Waymo, Cruise, Zoox) are not interested in pilots. What will the benefit of a pilot be if we are testing a niche use case (low speed shuttle)?

Testing is the best way to expose the public to the experience and for learnings to happen on the ground, given our unique geographic and weather environment.

Why spend/invest state resources on AV testing, when we can rely on what other states are learning.

There could be a place that holds interest in pilot projects - think file drawer that has ready to go pilots from providers and local governments.

Pilots should have a requirement that a public transit agency be involved, to be able to consider how AVs fit into the entire mobility web

consider the issues around product liability and negligence in our statutory approach

Do you have any feedback on what we presented for the Testing & Pilots Pillar?

15 Responses

The incredible history of successful innovation in Seattle region can be built upon with collaborative learning between cities, state and AV industry

Every state that is serious about AV's has conducted a pilot.

Not investing in technology that furthers car-dependency

Pilots should be wheelchair accessible

clear plans for first responders to avoid the pitfalls experienced in other locations

Want to echo the requirement for a safety operator

8

Do you have any feedback on what we presented for the Public Outreach Pillar?

13 Responses

This is an often an underfunded effort but is so critical to acceptance

I've found that the seattle public isn't well informed yet and has many concerns. Lots of upside here

A pilot could include public ed and be targeted to the upcoming World Cup event in Seattle

This is such an important aspect to public acceptance and needs to be an ongoing effort

Like with any new technology, the public's knowledge level is so important. They will not use the technology if they do not understand it.

Education on how to share the road with AVs could decrease some of the crashes caused by human drivers

Legislative transportation committees ought to have a work session with industry and dr koopman/dr widen

Love the World Cup opportunity!

Companies MUST be financially responsible for education efforts

Do you have any feedback on what we presented for the Public Outreach Pillar?

13 Responses

The federal AV Pooled Fund program (hosted by Drive Ohio, Ohio DOT) has an active engagement plan with private partners. (and public outreach through PAVE) that might be useful to explore.

State's responsibility could be limited to incorporation into driver education

would be interested in a seperate work session that adresses the unique place freight and the supply chain have in this space

We have great existing systems to use real time data from share mobility devices that can be built upon. Curb space is contingent on data sharing with local governments

Do you have any feedback on what we presented for the Safety Pillar?
16 Responses

It is not governments role to disseminate First Responder info, that is squarely the responsibility of the companies

Good start! So important to get this right and clearly define roles and responsibilities. Seems we can lead a lot from our partners in SF. .

Data collected while testing will be useful to inform what safety infrastructure investments need to be made

very interested in holding computer driver behavior to the same standard as a human driver including tickets and penalties is worth exploring

for Roadmap document, it would be helpful to clarify current legislative provisions for incident reporting and what is suggested in addition or instead.

Prev. industry legislation did not allow the state to suspend operations due to unsafe AV driving. The state regs should allow for suspension and not preempt cities from imposing restrictions as well

I like the idea that ONLY safe and tested AVs be deployed

The data standards used for shared mobility device companies interacting with local DOTs in real time can be built upon for robotaxi. Curb space innovation contingent on that data sharing

in the liability space including product liability as well as tort and criminal liability spelled out in statute

Do you have any feedback on what we presented for the Safety Pillar?
16 Responses

The legislative transportation committees should review J3018 and determine what changes need to be made in the law in order to meet the safety standards.

Agree with city ability to suspend operations

Ensuring data transparency : where are miles driven/how many miles/ access to data for local traffic management and curb management

preserving local gov'ts ability to regulate in their communities

Consider the ways to ensure law enforcement and first responder issues with AVs can be collected and resolved. (For example, AV running over main water lines during a fire response.)

stress that infrastructure safety improvements are aimed to enhance safety for all

human safety operators for commercial operation until technology is proven to be as safe as human driving

8

Do you have any feedback on what we presented for the Path to Deployment Pillar?

9 Responses

It will be important to ensure a strong local government role and and set of authorities that is coordinated with state priorities.

Updates to liability as well as ability to ticket a computer driver are essential to broad deployment

How will cities, where the vehicles will operate, be empowered to have a seat at the table - especially with uplifting first responder/resident/visitor concerns?

WA is an active participant on the national level as for a Natl AV Policy request.

State DOTs have proposed these natl. CAV Principles : https://transportation.org/cav/wp-content/uploads/sites/81/2023/05/CAV-Policy-Principles-v4-press1-2.pd
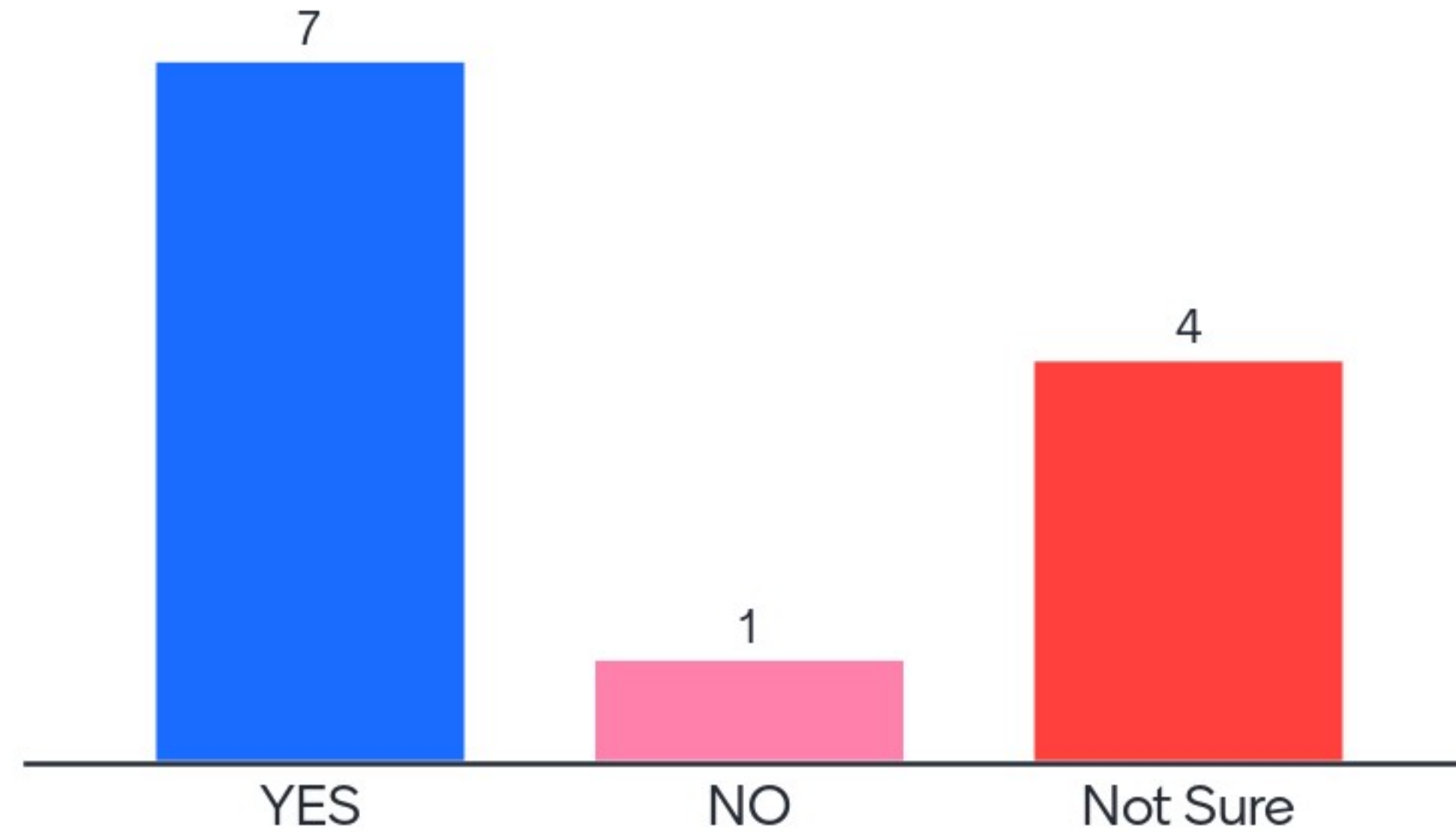
Can we also discuss post-deployment? IE, trip level data sharing, collaboration on serving target populations, labor and training, etc.

Let's define what is meant by "path to deployment". Answers change and remain unclear what is expected by industry.

"technology is wanted" we didn't see any stakeholder engagement or collaboration on how to make the technology serve our population with the previous bill.

Do we need to update WA CAT Policy Framework to reflect the final WG recommendations and Roadmap? https://oohwstcavworkgroup.blob.core.windows.net/media/D efault/documents/infrastructure-systems/Meeti

If you answered "NO" or "Not Sure", please share your thoughts on why you may not support

3 Responses

need to know the next steps

I answered yes, but the actual words on paper will really matter

like to follow up for clarification on a few sections

3