



MEETING SUMMARY

Meeting: Executive Committee, Meeting #16

Location: Virtual Meeting

Date: November 2, 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	Y	--
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	N	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	N	Y – Zack Hudgins
Laura Johnson	Department of Health	N	N
Shelly Baldwin	State Traffic Safety Commission	Y	--
Dr. Yin Hai 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	Y – Armand Shahbazian
Curt Augustine	Alliance for Automotive Innovation	Y	--
Brenda Wiest	Teamsters Local 117	N	--
Todd O’Brien	Adams County	N	--
VACANT SEAT	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	Y	--
Steve Gordon	Gordon Truck Centers	Y	--
Aidan Ali-Sullivan	Waymo	N	Y – Annabel Chang
Anna Zivarts	Disability Rights Washington	N	Y – Cecilia Black

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A full recording of the virtual meeting is available on the Transportation Commission's YouTube page: <https://www.youtube.com/watch?v=FaRZGjl1j1M>

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-16>

WELCOME AND INTRODUCTIONS

Jim Restucci, Chair, AV Work Group Executive Committee

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.

A LOOK BACK AT THE WORK GROUP'S JOURNEY

Markell Moffett, Transportation Advisory Services, CDM Smith

Markell Moffett, Transportation Advisory Services at CDM Smith, kicked off an overview of a look back at the work group's journey to-date. The Work Group first met on June 27, 2018, with 16 Executive Committee Members and 5 Subcommittees, and last met on November 2, 2023, with 35 Executive Committee Members and 7 Subcommittees. A summary of the Executive Committee's activity was presented, which included a report out of 13 Executive Committee meetings and 95 Subcommittee meetings held over the duration of the Work Group, with 25 total recommendations put forward, 17 endorsed, and 8 acted upon/legislated.

PASSENGER SERVICES, AUTONOMOUS VEHICLES AND DIGITAL POLICY

Open Mobility Foundation – Andrew Glass Hastings, Executive Director; Angela Giacchetti, Director of Partnerships & Development; Michael Schnuerle, Director of Open Source Operations

Andrew Glass Hastings, Executive Director, Angela Giacchetti, Director of Partnerships & Development, and Michael Schnuerle, Director of Open Source Operations, from Open Mobility Foundation presented on passenger services digital policy and data sharing. The presentation opened with a brief overview of the Open Mobility Foundation's history and vision, before moving into an outline of the Open Mobility Foundation's approach, and deep-dive into mobility data specifications- inclusive of background on data sharing technology, evaluating curb metrics, and a walk through of use-cases. The Open Mobility Foundation presentation closed with a highlight of some additional resources and passenger services that are available.

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SUBCOMMITTEES' FINAL UPDATES

Health & Equity: Dr. Andrew Dannenberg, Affiliate Professor, *University of Washington*

Liability: David Forte, Senior Policy Advisor, *Office of the Insurance Commissioner*

Licensing: Beau Perschbacher, Legislative and Policy Director, *Department of Licensing*

Workforce: Allison Drake, Policy and Stakeholder Engagement Advisor, *Department of Labor and Industries*; and Caitlyn Jekel, Government Relations Director, *Employee Security Department*

Dr. Andrew L. Dannenberg provided an update for the Health & Equity Subcommittee, discussing the importance of health and equity considerations for AV policy, and discussed two recommendations previously brought forward to the Executive Committee, for further consideration in the Work Group's final annual report.

David Forte, Senior Policy Advisor, Office of the Insurance Commissioner. Then reported for the Liability Subcommittee, providing a review of the subcommittee's activity over the Work Group's purview and final liability considerations.

Beau Perschbacher, Legislative and Policy Director, Department of Licensing, presented for the Licensing Subcommittee an overview of the subcommittees' accomplishments and proposed recommendations- focused on recommendations previously brought forth by the subcommittee and endorsed by the Work Group – a law enforcement interaction plan and enabling rulemaking authority for the Department of Licensing on the AV Self-Certification Program.

Allison Drake, Policy and Stakeholder Engagement Advisor, Department of Labor and Industries and Caitlyn Jekel, Government Relations Director, Employee Security Department, presented on the Workforce Subcommittee, focusing on recommendations for data needs and an exploration of policies to provide support for workforce impacts of AVs and worker transition.

2024 LEGISLATIVE SESSION

Representative Shelley Kloba, *Washington State House of Representatives*

Representative Shelley Kloba presented on autonomous vehicle liability standards, discussing the current problem statement – the current tort system is unworkable in practice for AVs. Representative Kloba presented a proposed solution, to create a “legal fiction of a ‘Computer Driver’”, with context of how the Computer Driver would interact with the system, following on the Miami School of Law Research Paper “Liability Rules for Automated Vehicles: Definitions and Details,”, presented to the Work Group in August 2023 by Philip Koopman and William H. Widen. Representative Kloba concluded with benefits of this approach and anticipated next steps in preparation for the 2024 state legislative session.

MEETING SUMMARY

AV ROADMAP TO THE FUTURE – FINAL WALKTHROUGH

Reema Griffith, Executive Director, *Transportation Commission*; Markell Moffett, Transportation Advisory Services, *CDM Smith*

Reema Griffith, Executive Director, Transportation Commission, provided an overview of how the “*Roadmap to the Future*” will serve as the Work Group’s Legacy Deliverable and be a resource for law makers to consider future actions, discussed the five key components that serve as building blocks for the *Roadmap*, and queued up the working session to discuss feedback on the future considerations identified for each key component. Markell Moffett, CDM Smith, then conducted a live, interactive feedback session each future consideration identified for the *Roadmap*, including Executive Committee members’ level of support for each consideration, and discussion on questions and any potential reservations with each consideration’s objective and listed actions for consideration.

2023 ANNUAL REPORT

Markell Moffett, Transportation Advisory Services, *CDM Smith*

Markell Moffett, Transportation Advisory Services at CDM Smith provided an overview of the Work Group’s 2023 Annual Report to the Governor and Legislature, due to the Governor and Legislature January 2, 2024. The report will provide an overview of the Work Group structure and process, 2023 Work Group activities and meetings as well as all of the work the Work Group has conducted since its inception in 2018, final recommendations to the Governor and Legislature, an overview of the Transportation Commission’s *Roadmap to the Future* legacy deliverable for this Work Group, and conclusion of the Work Group’s purview as of December 31, 2023.

FINAL WORK GROUP MEETING WRAP-UP AND NEXT STEPS

Jim Restucci, Chair, *AV Work Group Executive Committee* and Reema Griffith, Executive Director, *Transportation Commission*

Jim Restucci, Chair of the Autonomous Vehicle (AV) Work Group, and Reema Griffith, Executive Director, Transportation Commission, led the Final Work Group Meeting Wrap Up and Next Steps with an announcement on final steps for the Executive Committee, and thanked the Work Group for their unrelenting service that made this Work Group possible.

CLOSING REMARKS

Jim Restucci, Chair of the Autonomous Vehicle (AV) Work Group thanked the presenters, organizers, and Executive Committee members, and asked if there was any other business to come before the committee.

MEETING ADJOURNED.



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Appendix – “Roadmap to the Future” Considerations Polling Results





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If somewhat or not supportive, what are your reservations for the "Permitting" future consideration?

Future Consideration	Objective	Action
Permitting	Refine the state's existing permitting and notification program for AV use on public roadways.	Resource agencies with dedicated staff and resources to holistically manage an AV permitting program, from assessing on-road testing applications and operations, to compliance, to deployment (the current small-scale program is operated by the Department of Licensing). Determine what other agencies, if any, play a role in the permitting process, and provide resources and authorization for those agencies to engage.

Conflicting requirements with other state permitting structures, and potential to create a patchwork



I am not convinced of the safety of this technology. I am concerned that testing in the open world may cause unnecessary harm.



Very supportive



No reservations, I see this step as absolutely critical in a Path to Deployment



N/A





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Roadmap: Agency Readiness - What is your level of support for the "Infrastructure" future consideration?

Future Consideration	Objective	Action
Infrastructure	Identify and prioritize infrastructure investment needs to support efficient and safe AV operation in the near- and long-term.	<p>Prepare an AV strategic plan which identifies needed investments statewide, and organizational needs to implement identified actions. An AV strategic plan should address the level of need for physical and digital infrastructure investments, as well as funding, resources, and partnerships needed to implement investments. The AV strategic plan should include evaluation equity opportunities and impacts in infrastructure needs and improvements.</p> <p>Appoint a State AV lead agency to lead the strategic planning effort, as well as coordinate activities across the various state agencies who play a role the testing and deployment of AVs.</p>

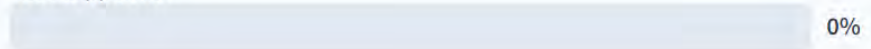
Very supportive



Somewhat supportive, some reservations



Not supportive





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This should be part of a broader infrastructure investment needs, but there's no need for unique "AV-specific" infrastructure



The road structure that I have seen around the puget sound is not ready



I worry that companies will put all of the resource responsibilities on the state to fund. But appreciate how having a lead agency will help the previous priority of permitting



I'm concerned about spending resources without the proper collaboration so that we're not duplicating efforts like we're doing on charging stations thank you



Proper resourcing is important to all efforts.



Coordination by the State AV Lead should also include cities and counties who maintain the roads that AVs will likely travel on.





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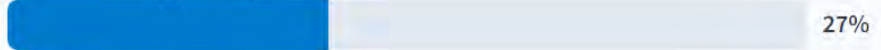
Roadmap: Agency Readiness - What is your level of support for the "Multi-State Coordination" future consideration?

Future Consideration	Objective	Action
Multi-State Coordination	Coordinate with neighboring states to ensure common approaches for travel and interstate commerce.	Create a standing forum for coordination with representatives from Oregon and Idaho and/or the WASHTO area.

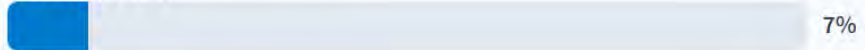
Very supportive



Somewhat supportive, some reservations



Not supportive





MEETING SUMMARY

If somewhat or not supportive, what are your reservations for the "Multi-State Coordination" future consideration?

I can only speak to my limited knowledge. I have not seen evidence of multi state cooperation.



Very supportive as long as activity is adequately resourced.



use existing structures and forums instead of creating new



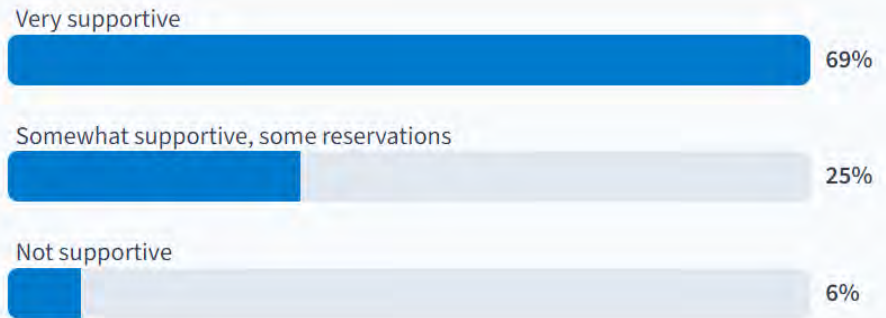
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Roadmap: Agency Readiness - What is your level of support for the "Agency Preparedness through Training" future consideration?

Future Consideration	Objective	Action
Agency Preparedness through Training	Develop skillsets within state agencies to understand AV industry developments, regulatory requirements, and partnerships.	Develop training resources for state agencies which support their ability to remain current on technology and AV industry advancements.





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Need standards before training, also perhaps should be agency-specific - not all need training resources?



Who's paying for this?



Include mechanisms for state staff to coordinate with city and county staff who may be closer to AV developments in their areas.



Worry about sources of training, where does it come from?



I believe we need to agree on a standard before we get involved in training





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Roadmap: Agency Readiness - What is your level of support for the "Infrastructure Planning & Safety" future consideration?

Future Consideration	Objective	Action
Infrastructure Planning & Safety	As infrastructure investments continue to be made, begin to consider the needs of AVs and other emerging technologies.	<p>Identify opportunities for complimentary investments that support AV accommodation and also result in increasing safety for the general motoring public to ensure AVs – and all road users – can be safely supported by infrastructure. Examples of infrastructure enhancements that could be invested in now for current road user safety as well as AV preparedness includes:</p> <ul style="list-style-type: none"> – Updating pavement markings with consistent and clearer markings and reflectivity for AV technologies (e.g., LiDAR, cameras) to identify pavement markings and traverse roadways appropriately – Managed curb space: Cities can define curb spaces within their jurisdiction, including applicable usage for various curb space areas. One AV use case managed curb space assists with is city-approved robotaxi pick-up/drop-off locations that reduces or removes potential road user safety for both the road user in the robotaxi as well as other road users that may traverse the defined area.

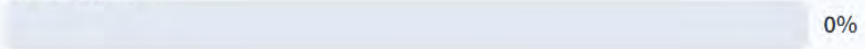
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Not supportive





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Since most of the markings are on locally maintained roads, develop mechanisms to support local agencies to deliver. Support continued local designation of curbspace, but develop state collaboration to understand and share information. ☆

Balance between improving equity in infrastructure for all modes first ☆

This is an opportunity for a "twofer" on investments if done well, with proper awareness. ☆

It's efficient to address as many needs as possible while investing. ☆

AV industry benefits -ROI for public investments ☆

Again - I worry about funding. The public taxpayer funding a private sector initiative concerns me. ☆

Transportation investment cycles can be very long - much longer than traditional IT investments. Awareness on both sides of investment are important. ☆

Specific definition needed on "increasing safety." Is it fatalities, crashes, near-misses? Also, can't cities manage their curb space now? Seems redundant ☆

caveat - needs to support safety for all ☆

Supportive of prioritizing infrastructure that aids current road users but AVs are still onlu ☆

AV legislation should not preempt cities from being able to manage their curbspaces for AV loading and other purposes. ☆

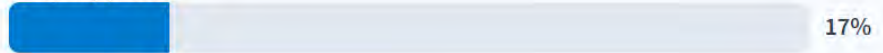


MEETING SUMMARY

Roadmap: Agency Readiness - What is your level of support for the "Partnerships" future consideration?

Future Consideration	Objective	Action
Partnerships	Develop and further cultivate partnerships with the private sector for strategic AV testing and investment in the state.	Create a state-level office focused on developing strategic private sector partnerships within the AV and technology space to support the advancement of a methodical process of preparation for AVs. Partnership cultivation should include identifying opportunities to address a variety of AV impacts, such as workforce, infrastructure, equity, and safety.

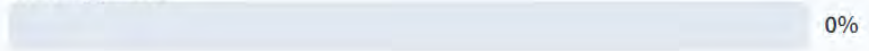
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- Clear mandate for an office will help provide focus for the types of partnerships and the value to the public of the partnerships.
- As with most of these considerations, very worried that this will take investment away from other under invested multimodal transit and will steer away from stronger regulatory requirements around accessibility
- Partnership should create public good, not private income
- Need regulatory certainty to develop relationships with privacy sector
- Anytime government gets involved, it ends up costing taxpayers more
- I am suspect of "private sector " trying to take over and push their agenda ahead of public interest.
- instead of creating a new office use Department of Commerce and like existing Public Private Partnership forums
- A state-level office should coordinate with cities and counties who have close relationships with organizations/CBOs that should be partners to this work with industry.
- Workforce and equity issues work well at the State level, but safety and infrastructure issues are rooted locally so a there would need to be a local/State partnership first for this to work well.
- Partnerships and collaborative investments will be key to advancing AV operations
- I support a lead agency model, not sure that a separate state level agency is warranted at this juncture
- Clear governance and clear authority is important to be effective.
- Recommend waiting until there is regulatory certainty at the state for commercial
- Support the objective, not sure we need a full stand alone office
- WSDOT already has an office of Public Private Partnerships



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Roadmap: Public Outreach - What is your level of support for the "Public Education" future consideration?

Future Consideration	Objective	Action
Public Education	Provide public education and outreach to advance understanding around the benefits and limitations of AV technologies, to encourage safe and effective deployment.	Assign a lead state agency and authorize and resource them to develop a public AV outreach plan that could include statewide focus groups, surveys, etc. The AV outreach plan should include an equity strategy that identifies approaches and processes for engaging under-represented communities.

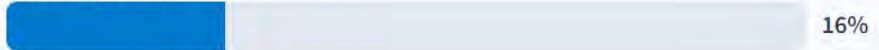
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Working across agencies to do effective public outreach can be difficult without a clear governance structure; roles should be defined for example for - WSDOT, WSTC, WaTech, DOL.

Include education on current ADAS systems for better understanding of benefits and short falls of technology

Public education as a state responsibility should be confined to driver's ed. Industry needs to provide other educational materials and campaigns

Coordinating with CBOs/local orgs will be essential to building trust within communities; explore funding from private AV operators to operationalize this.

instead of focusing on AV only-(that has very limited if any deployments in WA) focus also on technology including ADAS benefits and education.

Just seems like this should be borne by the private sector.

Gotta educate the public so that their input can guide future policy making and investment decisions.

Unclear whether State level messages would resonate on this topic.

I do not support using taxpayer dollars to advertise for private companies

A clear mandate, clear governance, and clear authority is important for effectiveness.



MEETING SUMMARY

Roadmap: Public Outreach - What is your level of support for the "Collaboration" future consideration?

Future Consideration	Objective	Action
Collaboration	Collaborate with partner states, peer agencies, and technology developers to identify best practices, and identify consensus approaches to managing the operation of AVs.	State agencies and policy makers should actively engage in dialogues with industry organizations and representatives through working groups, conference attendance, conversations, and more. Actively engage with other states/jurisdictions and AV representatives to stay informed on what's happening around the country and what WA can replicate as it works to prepare for AV operations.

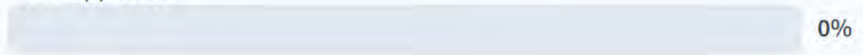
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- Include private sector in discussion ☆
- Should focus on how to align for consistency across states, but be always mindful of supporting local level role in implementing. ☆
- Just industry and agencies is too limited of a collaboration ☆
- Soliciting info from the cities within partner states may be useful as the AVs, and the effects of their deployment, are concentrated in certain areas (see San Francisco, Austin, Pheonix, etc.) ☆
- There should be a place for the collaboration learnings to go - to legislature? to governor? to WSDOT? ☆
- Would need to add members of the public and their voices to the collaboration ☆
- More collaboration is usually better across all levels of government. ☆



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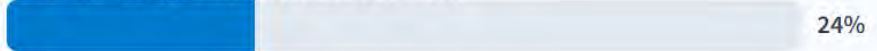
Roadmap: Safety - What is your level of support for the "Law Enforcement / First Responders" future consideration?

Future Consideration	Objective	Action
Law Enforcement / First Responders	Ensure that AV companies understand LE/FR needs before deploying. Ensure that LE/FRs understand how to interact with AVs.	Require a LE/FR Interaction Guide that either engages with the LE/ FR in each jurisdiction where AV testing and/or deployment is occurring OR is centrally provided at the state-level, with state agency(ies) disseminating to localities.

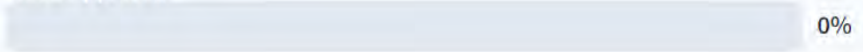
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Across industry everyone agrees that this is a priority 


Include LE/FRs in the development of the guide to ensure consideration for the unique challenges that may exist from their perspective. 


LEIP is a must and should be created with law enforcement feedback. AAMVA has great standards for an LEIP. 


Support this idea, which has been adopted in other states. Recommend adopting similar approaches that have worked well elsewhere. 

Companies need to proactively work with FR during testing, then once more broadly deployed, this can be a state agency responsibility 

This is not unique to WA- what can we learn from other states and local jurisdiction (like Seattle) that actively engage in this space. Dependent on resource and enabling legislation. 

Safety must be first priority. Can't expect emergency personnel to know what to do without guidance from the private sector on how to interact - ie: rules of interaction 

Listening to the LE/FRs on the ground will add a needed practical perspective to the technology. 

Directly & require engagement with police & fire staff to understand their real challenges with AV interactions and their needs. 



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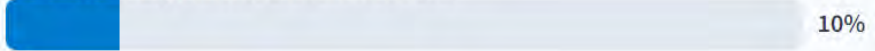
Roadmap: Safety - What is your level of support for the "AV Incident Reporting & Analysis" future consideration?

Future Consideration	Objective	Action
AV Incident Reporting & Analysis	Monitor AV testing and deployment activities to enable the informed regulatory decision making and advance public safety.	<p>Develop requirements and a framework for incident reporting and incident analysis at the state level. Start with requiring the collection of information that is currently collected by NHTSA and determine whether state-level reporting is needed to supplement.</p> <p>Use incident reporting information to develop and shape minimal risk and liability profiles and liability requirements for various deployment scenarios. For example, a low-speed, fixed-route AV shuttle that operates in a private campus will likely have a different risk profile and potentially different liability requirements than an AV that operates freely at varying speeds across multiple public roadway types (city street, rural road, state highway).</p> <p>Determine any potential legal, operational, and/or financial penalties to assess an AV company operating in Washington if one of its AVs is responsible for the cause of a safety incident (e.g., collision with other vehicle).</p>

Very supportive



Somewhat supportive, some reservations



Not supportive





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Concerned with using data to potentially create performance standards for AV safety, as this is the federal government's role to establish safety standards



yes, general support but will require DOL rule making authority- too many nuances-



I like this as robots need to be held accountable for their actions.



Agree with objective but not proposed actions.





MEETING SUMMARY

Roadmap: Safety - What is your level of support for the "Vulnerable Road User Safety" future consideration?

Future Consideration	Objective	Action
Vulnerable Road User Safety	Set expectations and requirements for AV operational performance and ensure there is a clear understanding of AV operations by all road users.	Conduct public outreach on any AV testing, pilot, or deployment. Identify road safety related information, such as road signage, that will require improvements to clearly communicate presence of AVs and expectations of how road users may interact with an AV.

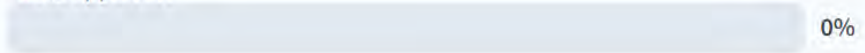
Very supportive



Somewhat supportive, some reservations



Not supportive





MEETING SUMMARY

If somewhat or not supportive, what are your reservations for the "Vulnerable Road User Safety" future consideration?

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Vulnerable Road User Safety	Set expectations and requirements for AV operational performance and ensure there is a clear understanding of AV operations by all road users.	Conduct public outreach on any AV testing, pilot, or deployment. Identify road safety related information, such as road signage, that will require improvements to clearly communicate presence of AVs and expectations of how road users may interact with an AV.

VRU safety includes more actions than listed here... word to allow more options for ensuring VRU safety

The objective ties together two different concepts, which is confusing: 1) AV Op performance 2) Understanding of all road users

I think local education about AV testing is important, but beyond that at this stage seems a bit much

This could become another unfunded mandate to the cities and counties

Objective and Action statements are not well aligned- i.e. fed vs state vs local roles

I worry that vulnerable road users will be subject to unreasonable expectations re: liability

Safety is paramount, but road signage may not be a practical solution given the extent of AV movement.

Allow cities/counties/states to be responsive to vulnerable populations by collaborating on geofencing or ODD for AV deployments as necessary

Who is going to pay for the signage?



MEETING SUMMARY

Roadmap: Safety - What is your level of support for the "Data & Cybersecurity" future consideration?

Future Consideration	Objective	Action
Data and Cybersecurity	Safeguard the security and privacy of data and communications related to AVs, especially in safety-critical situations.	Invest resources to execute or support initiatives that focus on data management, data security, data privacy, and cybersecurity, including network security for remote operations and policies related to personally identifiable information. Direct agencies executing or supporting these initiatives to leverage industry best practices, and fill in with gaps as needed, for data privacy and data sharing standards for any data collected by or shared with the State.

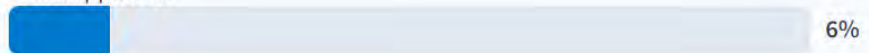
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MEETING SUMMARY

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Cybersecurity breaches can potentially be dangerous if a bad actor obtains control of a vehicle/vehicles



Engaging with the state Privacy office and / or state Cybersecurity office would be beneficial.



Support if it does not preclude local access to data needed to operate and manage the roadways.



Objective statement needs refinement/clarification --data related to AV operations?



Protect individual privacy by anonymizing personal data from connected and automated vehicles. Ensure company proprietary and confidential information is preserved through use of data standards (MDS/CDS) for trip level vehicle data that is needed to manage the right of way.



Very supportive of data privacy and security, don't know enough about industry standards to know if that is the best path



Clear compliance with data privacy, and data security laws in other states would be helpful.





MEETING SUMMARY

Roadmap: Testing & Pilots - What is your level of support for the "Pilots" future consideration?

Future Consideration	Objective	Action
Pilots	Provide the public first-hand experience with AVs, enable the exploration of possible operational considerations unique to Washington in preparation for future AV deployment, and identify approaches to harnessing AV opportunities that increase equity and access.	Conduct a state-sponsored and managed AV pilot project in multiple locations statewide. Create a state-led grant program to encourage local municipalities and/or companies to manage their own AV projects. Integrate public engagement as a core component of a pilot.

Very supportive



Somewhat supportive, some reservations



Not supportive





MEETING SUMMARY

If somewhat or not supportive, what are your reservations for the "Pilots" future consideration?

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Pilot programs are ok but should not be an impediment to authorizing broadly the safe deployment of AVs across the state

Gov investment needs to be in areas where industry might not see enough profit potential but where there is public benefit

Instead of a pilot, would like to see a legislative path for deployment (commercial or PCO)

the second part of the action clarify how that would be funded (i.e companies?) -assuming part one require legislative action/funding as well

Concerned about funding coming from State Transportation budget. Need to identify income source first

A pilot program does not provide regulatory certainty, and without that certainty there is little incentive or reason for AV companies to invest resources in Washington state

Gov investment needs to be in areas where industry might not see enough profit potential but where there is public benefit

A combination makes the most sense - state-sponsored and managed in places that want to pilot but don't have the bandwidth/resources. Grant program to support agencies that have the ability to run their own and can share learnings.

Funding, AV pilots are expensive - also defining outcomes so the public is aware of the purpose, availability of service, etc. Pilots may be a good mechanism to engage with transit providers to test AV integration with transit service

Very supportive of a pilot, not sure about state sponsored and managed pilot.



MEETING SUMMARY

Roadmap: Testing & Pilots - What is your level of support for the "AV Testing Lessons Learned" future consideration?

Future Consideration	Objective	Action
AV Testing Lessons Learned	Document learnings from testing activities in-state to inform policy making and future AV deployment. Stay informed of lessons learned from other jurisdictions' testing and pilot activities to further inform decision makers.	Direct the State Transportation Commission to develop a lessons learned inventory from other jurisdictions' AV testing efforts and activities. Direct the state agency(ies) responsible for leading any AV pilots in Washington, or monitoring AV testing activities, to document and share lessons learned from AV testing and pilots with peer agencies, lawmakers, and other states to continue building on AV lessons learned across the country.

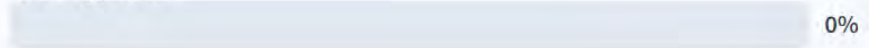
Very supportive



Somewhat supportive, some reservations



Not supportive





MEETING SUMMARY

If somewhat or not supportive, what are your reservations for the "AV Testing Lessons Learned" future consideration?

Should include cities who may have closer experience with AV testing activities



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MEETING SUMMARY

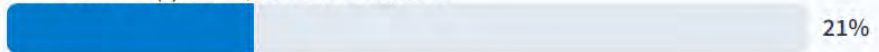
Roadmap: Path to Deployment - What is your level of support for the "Define a Clear Path to Deployment" future consideration?

Future Consideration	Objective	Action
Define a Clear Path to Deployment	Provide clear expectations of regulatory agencies, supporting entities, and companies deploying AVs in Washington.	Assign and resource a lead state agency to coordinate across decision makers, peer agencies, community partners, and AV industry partners to define what a "clear path to deployment" means in Washington State. This effort should leverage other states' AV policies to align where applicable to reduce a patchwork of policy.

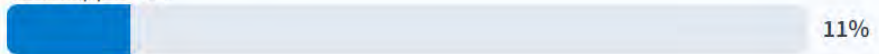
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Need a lead if we want coordination and streamlined process 


Yes, certainty is needed via legislation to align with the majority of states' approaches to AV regulation 

There should be legislation authorizing safe deployment 

Avoid a one-size-fits-all/carte blanche approach since not all AV companies are at the same performance level for deployment 

good objective but action is problematic, no agreement on what it means 

I feel that this would be taken as a green light. 

Need legislation 



MEETING SUMMARY

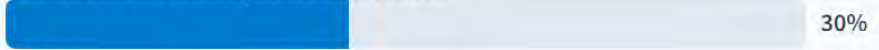
Roadmap: Path to Deployment - What is your level of support for the "Monitor and Address Changes at the Federal Level" future consideration?

Future Consideration	Objective	Action
Monitor and Address Changes at the Federal Level	Monitor AV policy activity happening at the federal level and take action as needed when AV policies shift nationally.	Assign and resource a state agency to monitor activity happening at the federal level for AV policy, regulation, and operational approaches. Direct the assigned lead agency to keep apprised of and communicate with decision makers and peer agencies federal shifts in AV policies and approach.

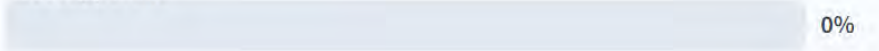
Very supportive



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MEETING SUMMARY

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this should be responsibility of all agencies and entities working with AV/technology . Use national organizations that focus on this task for info sharing etc



Need to be aware of what's happening nationally and at the federal level.



Seems like each agency will watch for what could impact their area of jurisdiction better than one agency designated.



Supportive as long as state regulation preserves the traditional authorities and roles states vs. federal lawmakers have in regulating transportation.



Advocate for federal standards for AV driving system performance and vehicle design standards.

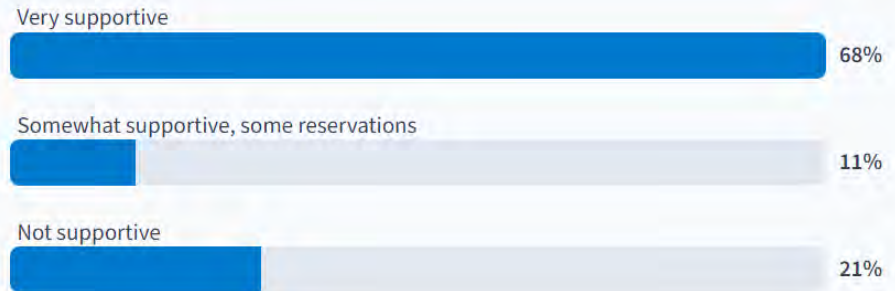




MEETING SUMMARY

Roadmap: Path to Deployment - What is your level of support for the "Local Regulation" future consideration?

Future Consideration	Objective	Action
Local Regulation	Actively collaborate with and support local-level AV policy, regulation, and testing and deployment activities.	Assign and resource a lead agency to maintain ongoing coordination and collaboration with cities in Washington to act in concert with cities conducting AV research, policymaking, and/or testing and deployments. This coordination includes identifying consistent approaches across cities, where applicable, coordinating public communication and messaging, leveraging lessons learned from other localities, etc.





MEETING SUMMARY

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Most operations will be in local roads so they have to be involved. And have standing authority that is not likely pre-empted.



Cities/Counties manage and operate the majority of streets and are closest to the action to be able to both partner and assist with AV deployment. Seattle had demonstrated a workable model.



pls clarify "support local level policy" . The is big push for preemption.



Local AV regulation will lead to a patchwork of regulations. Strongly oppose. No precedent of this anywhere in the country.



Should avoid patchwork of AV legislation across localities



Need to include county governments

