

Highlighted cells in columns F through M indicate a suggested lead entity for the action

					Executive Committee	Health and Equity Subcommittee	Infrastructure & Systems Subcommittee	Liability Subcommittee	Licensing Subcommittee	Safety Subcommittee	System Technology & Data Security Subcommittee	Workforce Subcommittee
Broad Focus Area	Rank	Action	Description	Workgroup Roles	contributing action	contributing action	contributing action	contributing action	contributing action	contributing action	contributing action	contributing action
Near-Term Testing Activities	1st	Conduct open discussions with companies with DOL self-certification to understand what motivates testing decisions	Companies that self-certify to test their technologies in Washington State do so for varying reasons and in varying ways. Improved understanding of what motivates testing decisions (such as where, when, and how testing is done) can enable Washington State to be better prepared to address emerging needs, remove obstacles to testing as appropriate, find alignment with State priorities, and help inform the development of policy frameworks that guide testing and future deployment towards more desirable outcomes.	As the companies with self-certification are currently registered through the DOL, the DOL and the Licensing Subcommittee are best placed to engage these companies in discussion on the motivations of their testing decisions. The remainder of the Work Group could contribute to the discussion either through direct participation or through guidance pertaining to their respective topics.	Contribute to the discussion and ensure that key questions and considerations around motivations for testing are considered. For example: • Provide an overarching perspective on testing considerations to address areas not covered by any subcommittee • Ensure a balance of perspectives are considered	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Ensure motivations for testing decisions do not conflict with health and equity objectives • Identify opportunities where testing decisions may be leveraged in support of health and equity objectives	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Identify potential alignment between motivations for testing and priorities from the perspective of infrastructure and other supporting systems • Identify infrastructure and systems needs that may encourage testing opportunities	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Consider the liability implications of various testing scenarios that are of interest to industry partners	Facilitate and/or provide guidance on discussions with self-certified companies. For example: • Engage self-certifying entities through the DOL • Provide guidance to the DOL on scenarios and/or workshops with self-certifying entities	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Ensure motivations for testing decisions do not conflict with or compromise safety objectives • Identify potential alignment between motivations for testing decisions and priorities for testing related to safety	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Ensure motivations for testing decisions to do not conflict with or compromise objectives around data security and privacy • Identify potential alignment between motivations for testing decisions and priorities for system technology and data security	Contribute to discussions as a subcommittee and/or as its members desire. For example: • Ensure that motivations for testing decisions do not conflict with or compromise objectives related to workforce safety and rights
	2nd	Implementation of and/or revisions to ESHB 2676 section 2: Autonomous Vehicle Testing & Reporting	Section 2 of ESHB 2676 establishes the minimum reporting requirements for companies that self-certify to test their technologies in Washington State. In its current form, the information required from self-certifying entities include contact information, the local jurisdictions where testing is planned, vehicle identification numbers, and proof of insurance. The bill lays out the requirements for reporting prior to, during, and after testing, including any incidents that occur. It also specifies requirements for public access to information, and retains the ability for a fee to be charged to offset administrative costs.	As the DOL has led the charge on implementation and revision of ESHB 2676, the DOL and the Licensing Subcommittee are best placed to continue the work of revising Section 2, and to implement the established requirements with companies that have self-certified for testing. The remainder of the Work Group could contribute by providing input to the revisions of Section 2 of ESHB 2676 based on the priorities and objectives represented by each subcommittee.	Serve as a clearinghouse for the proposed revisions to the requirements in Section 2. For example: • Provide an overarching perspective on testing considerations to address areas not covered by any subcommittee • Ensure a balance of perspectives are considered	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Ensure that reporting requirements sufficiently address questions that need to be answered from the perspective of health and equity, such as where testing is being done and the services being provided	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Identify potential reporting requirements that would allow a better understanding of the expected interaction between vehicle testing and infrastructure and other supporting systems	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Ensure that reporting requirements are sufficient in addressing matters related to liability, and enables the State to appropriately assign responsibility over various aspects of testing	Solicit input from other subcommittees and key stakeholders to revise Section 2 of ESHB 2676, and support the DOL as it progresses to implementation of the updated requirements. For example: • Circulate language from Section 2 of ESHB 2676 to other subcommittees for review and incorporate inputs • Facilitate a discussion with other subcommittees to capture the balance of perspectives from the different subcommittees	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Ensure that reporting requirements are sufficient for addressing questions related to AV safety	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Ensure that the reporting requirements for self-certifying entities sufficiently protect the privacy of those involved, while meeting the standards of the state of practice in mobility data reporting	Provide input on revisions to Section 2 requirements based on subcommittee priorities and objectives. For example: • Ensure that reporting requirements are adequate in informing Washington State and its stakeholders in the tracking of workforce trends
Near-Term Testing Activities	3rd	Identify and pursue funding to support pilot and testing activities	Funding could be identified and pursued to support pilot and testing activities that specifically address the needs and objectives of the state, the Work Group, or a subset of the Work Group's membership.	All workgroup subcommittees should work to identify and pursue funding to support pilot testing activities. However, given that many of the current funding opportunities for pilot and testing activities exist within the transportation space, WSDOT and the Infrastructure and Systems Subcommittee may be best positioned to identify, initiate, lead, and/or support the pursuit of those opportunities. Other Work Group subcommittees could contribute by identifying and pursue additional funding opportunities through their networks.	Leverage the Executive Committee's network to identify funding opportunities, and based on subcommittee inputs, make recommendations to the Transportation Commission on funding sources to pursue. For example: • Review the funding sources identified by the subcommittees to ensure alignment and non conflict with broader Work Group priorities and needs	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Explore potential for any pilot activities to incorporate access to disadvantaged populations • Explore potential for any pilot activities to include a health impact assessment or other study of outcomes and how they may impact health and equity	Build on understanding of existing funding sources to identify and pursue funding to support pilot and testing activities. For example: • Identify use cases which meet work group and CAT policy goals, and may be suitable/eligible for pilot funding • Identify existing transportation and infrastructure funding sources from the Federal Government that could be leveraged to support pilot and testing activities	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Consider potential partnerships within the insurance industry where testing and pilot objectives align with or are compatible with policy goals and objectives	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Explore opportunities to partner with private companies, such as those that have self-certified through the DOL, where testing priorities and objectives align or are compatible	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Identify existing funding sources from the Federal Government that are oriented towards improving transportation safety	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Consider potential partnerships with private companies that have similar priorities and objectives in studying the management of data and information from AVs and ADAS	Consider how subcommittee goals may be achieved through pilot/testing activities For example: • Consider funding opportunities from the Federal Government that are oriented towards workforce safety, rights, and workforce training and transition

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Broad Focus Area	Rank	Action	Description	Workgroup Roles	contributing action	contributing action	contributing action	contributing action	contributing action	contributing action	contributing action
Deployment-Oriented Activities	1st	Prioritize a list of near-term infrastructure investments to pursue (signing/striping, broadband, etc.)	Certain advanced and automated driving technologies may necessitate specific infrastructure needs to support proper function and ensure safe operation. Prioritization of a list of near-term infrastructure investments to pursue could support the advancement of near-term testing and eventually deployment.	The "Infrastructure and Systems" Subcommittee is best placed to lead the identification and prioritization of a list of near-term infrastructure investments to pursue. The remainder of the Work Group could contribute by providing input on the prioritization of potential infrastructure investments based on the anticipated impacts of the infrastructure investments on the priorities and objectives of each subcommittee.	Provide overarching guidance on the prioritization of infrastructure investments, and ensure a balance of perspectives across the subcommittees	Provide input on prioritization based on positive or negative impacts of infrastructure investments to subcommittee focus.	Select input from the rest of the Work Group and develop a list of potential near-term infrastructure investments to pursue, and identify top priorities to include as part of recommendation for Executive Committee and Transportation Commission.	Provide input on prioritization based on positive or negative impacts of infrastructure investments to subcommittee focus.	Provide input on prioritization based on positive or negative impacts of infrastructure investments to subcommittee focus.	Provide input on prioritization based on positive or negative impacts of infrastructure investments to subcommittee focus.	
					For example: • Review prioritized list of near-term infrastructure investments and ensure balanced consideration of input from all subcommittees • Facilitate the submission of recommendation from the subcommittees to the Transportation Commission	For example: • Encourage prioritization of supporting infrastructure, such as broadband in disadvantaged communities to ensure equal opportunity for deployment of services • Discourage infrastructure investments that would negatively impact the urban environment for other road users, particularly that of pedestrians and cyclists	For example: • Work with AV technology companies to determine emerging infrastructure needs • Host workshops with all subcommittees to identify and prioritize investments • Develop a prioritization framework according to a balance of the priorities and objectives of the other subcommittees	For example: • Ensure that prioritized infrastructure investments do not compromise infrastructure state-of-good-repair, and other elements for which the infrastructure managers are liable • Consider the risks and liabilities associated with infrastructure investments expressly intended to support AV operation	For example: • Identify infrastructure investments that support safe operation of AVs and ADAS, such as wider (at least 6 inches) retroreflective striping to support lane keeping technologies	For example: • Ensure that any underlying communications, data, and information infrastructure investments are proposed with cybersecurity and privacy protection in mind	For example: • Ensure that changes to the transportation system created by recommended infrastructure investments do not compromise or overlook the safety of workers who are frequently exposed on the roadway system. This may include impacts to construction zones where the quality of infrastructure varies depending on existing conditions
Deployment-Oriented Activities	2nd	Develop a prioritized list of topics needing legislative reform (e.g. video screens, public records act, etc.)	Most existing legislation is designed for manually driven vehicles and may not appropriately address the impacts and requirements of AVs and/or other vehicles with varying degrees of ADAS. Legislative reform may be needed to provide the appropriate framework for near-term testing and future deployment of vehicles with ADAS and AVs. This may include enabling the use of in-vehicle features previously prohibited in manually driven vehicles, or establishing limitations on features or use cases that may be in conflict with the overarching objectives.	All workgroup subcommittees should contribute to the identification of topics needing legislative reform. Given the broad range of potential topics, prioritization may need to occur across separate streams through the various subcommittee sponsor agencies, according to their legislative responsibilities.	Provide overarching guidance on the prioritization of topics needing legislative reform, and ensure a balance of perspectives across the subcommittees.	Review existing legislation to identify topics in need of reform to address the priorities and objectives of the subcommittee.	Review existing legislation to identify topics in need of reform to address the priorities and objectives of the subcommittee.	Review existing legislation to identify topics in need of reform to address the priorities and objectives of the subcommittee.	Review existing legislation to identify topics in need of reform to address the priorities and objectives of the subcommittee.	Review existing legislation to identify topics in need of reform to address the priorities and objectives of the subcommittee.	
					For example: • Provide guidance where there are points of overlap or contradiction across the different subcommittees • Facilitate the submission of recommendation from the subcommittees to the Transportation Commission	For example: • Consider legislative reform required to ensure equitable treatment of passengers that make use of AV services • Consider legislative reform to ensure that ADAS and AV technologies do not have inherent biases in their treatment of different parts of the population	For example: • Consider legislative reform required in relation to the use of different road rights-of-way by AVs • Consider legislative reform to provide consideration of AV implications in statewide transportation planning efforts	For example: • Identify the legislative reform required to align with and/or adapt to emerging definitions and terminology (including potential language from the Uniform Law Commission)	For example: • Consider review of driver licensing requirements to account for interactions between manual drivers and AVs • Consider a review of licensing requirements for mobility service providers to account for use of AVs	For example: • Consider legislative reform required to align with and/or adapt to emerging definitions and terminology (including potential language from the Uniform Law Commission)	For example: • Review the Public Records Act for potential topics in need of reform • Consider legislative reform required to ensure the protection of data generated from the use of AVs and ADAS, such as owner and passenger information, tracked locations from passenger trips, and any imagery collected both inside and outside of vehicles
Deployment-Oriented Activities	3rd	Identify and adopt AV data guiding principles	Transportation vehicle technologies like AVs and other vehicles with ADAS collect, use, and generate a significant amount of data. While the data can be used to reveal valuable insights, it can also lead to challenges such as privacy and cybersecurity.	The "System Technology & Data Security" Subcommittee is best placed to lead the identification and adoption of data guiding principles. The remainder of the Work Group could contribute by providing input and feedback on the guiding principles based on the priorities and objectives of each subcommittee.	Provide overarching guidance and serve as a clearinghouse on the AV data guiding principles.	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee.	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee.	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee.	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee.	Lead the identification of AV data guiding principles, and work with other subcommittees to determine avenues for adoption.	
					For example: • Provide guidance where there are points of overlap or contradiction across the different subcommittees • Facilitate the submission of recommendation from the subcommittees to the Transportation Commission	For example: • Ensure that the AV data guiding principles recognize, and address the potential for inequitable representation of different parts of the population within the data	For example: • Ensure that AV data guiding principles recognize data needs from an infrastructure planning and investment perspective • Ensure that AV data guiding principles direct the collection of data to be interoperable with existing data collected by infrastructure owners and operators	For example: • Where necessary, ensure that AV data guiding principles recognize data needs from an infrastructure planning and investment perspective • Facilitate the gathering of input from companies that have self-certified through the DOL	For example: • Review proposed AV data guiding principles to ensure consistency with data needs from a safety perspective • Ensure that AV data guiding principles direct the collection of data to be interoperable with existing data collected for the tracking and assessment of safety	For example: • Identification and evaluation of existing industry and national best practices on AV data guiding principles • Engage other subcommittees in providing feedback on data guiding principles, and incorporate accordingly	For example: • Identify where AV data guiding principles could be leveraged to protect the privacy and rights of workers • Consider the impact of new AV data guiding principles on needs from a workforce training perspective
Deployment-Oriented Activities	4th	Review and recommend revisions to the draft Uniform Law Commission AV Model Bill language & HB 2470	The Uniform Law Commission AV Model Bill language and HB 2470 seek to establish definitions and parameters around the licensing of AVs and vehicles with ADAS. The draft language currently proposes definitions for terms including "Associated automated vehicle", "Automated driving provider", "Automated operation", "Automated vehicle", "Completely automated trip", "Dedicated automated vehicle", "Dynamic driving task", "Minimal risk condition". Adoption of definitions will influence the effect and interpretation of legislation on AVs and ADAS, as well as the roles and responsibilities of entities involved in the provision, operation, and use of these technologies.	As the language put forward in the Uniform Law Commission AV Model Bill and HB 2470 could have a direct impact on the assignment of liability across different actors within the AV and ADAS environment, as well as other users of the road, this action is of greatest relevance to the "Licensing" and "Liability" subcommittees. In particular, the "Licensing" subcommittee may be best positioned to lead review of this language as companies that have self-certified through the DOL will be impacted greatly by the proposed definitions and terms. The remainder of the Work Group could contribute by providing recommended revisions to the draft language.	Provide overarching guidance and serve as a clearinghouse on any recommended language revisions.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee.	
					For example: • Uphold objective for alignment of terms and definitions put forward by the Uniform Law Commission • Review to ensure a balance of perspectives across the different subcommittees	For example: • Assess the impact of recommended language such as exceptions to prohibitions on television viewers, screens, and personal electronic devices, and consider whether this is sufficient in addressing the range of devices that are used by people of variable backgrounds and bodily ability	For example: • Consider the impact of the recommended language on roadway maintenance and operations, particularly within the limits of a highway where an operator is not required to occupy an AV under automated operation	For example: • Consider the impact of the recommended language on the assignment of liability to the various actors within the AV environment, such as the responsibility of "automated driving providers" on violations of the rules of the road by an associated AV under automated operation.	For example: • Engage companies that have self-certified for testing through the DOL on potential impacts that the recommended language could have on their operations • Consolidate the inputs of other subcommittees and provide recommended revisions to the Executive Committee.	For example: • Consider the impact of the recommended language, and definitions of terminology on the enforcement of traffic safety laws and the determination of responsibility for traffic safety incidents, including under situations when an AV operating in automated operation does not have an operator occupying the AV • Review and evaluate the safety impacts of recommended language, including exclusions for dedicated AVs from vehicle equipment requirements related to the dynamic driving task performed by a human driver.	For example: • Consider the impact of the recommended language, and proposed definitions and terms on the interpretation of AV data guiding principles, and the requirements associated with the sharing of AV data.
Deployment-Oriented Activities	5th	Develop an Education Plan to communicate the benefits and limitations of ADAS and AV	Variable understanding of the benefits and limitations of ADAS within the industry and among the general public raises the potential for misinformation and misunderstanding. This could result in either under reliance on the technology-leading to missed opportunities where the technology could be leveraged to improve transportation conditions, or over reliance on the technology leading to severe risks to safety. Development of an Education Plan would help to create greater clarity and consistency around the benefits and limitations of ADAS and AV, and ensure that the appropriate information is provided to stakeholders at pace with technological development, testing, and deployment.	Education of the industry, the public, as well as new and existing drivers is a responsibility across the subcommittees. However, the "Safety" Subcommittee, led by the WTSC, is best placed to lead discussions related to the development of an Education Plan to communicate the benefits and limitations of ADAS and AVs. The remainder of the Work Group could contribute by ensuring the Education Plan reflects the priorities and objectives of their members, and that the information is disseminated through the appropriate avenues to users of the transportation system.	Provide overarching guidance and serve as a clearinghouse on any recommended language revisions.	Provide input to the Education plan based on the priorities and objectives of the subcommittee.	Provide input to the Education plan based on the priorities and objectives of the subcommittee.	Provide input to the Education plan based on the priorities and objectives of the subcommittee.	Provide input to the Education plan based on the priorities and objectives of the subcommittee.	Through the WTSC, collaborate with other subcommittees to develop an education plan.	
					For example: • Ensure that the Education Plan addresses education for a range of potential audiences	For example: • Ensure that the education plan adequately addresses the needs of people of variable backgrounds and bodily ability • Ensure that any education plan, and resultant educational materials, are disseminated equitably to all.	For example: • Provide input to the development of the education plan, and ensure that the information regarding interactions between ADAS and AVs with transportation infrastructure (including road rights-of-way, and communications infrastructure) are accurately, and adequately, addressed • Identify avenues of communication to new and existing drivers, such as through signage to direct road users towards additional information about ADAS and AVs.	For example: • Ensure that the education plan has an approach to communicating the information to companies that are self-certified for testing, and eventually deployment • Consider additional measures, such as advanced certification for self-certified testing and/or deployment entities as an acknowledgment of their understanding of the benefits and limitations of ADAS and AV.	For example: • Consider revisions to driver education and testing required for self-certified testing and/or deployment entities as an acknowledgment of their understanding of the benefits and limitations of ADAS and AV.	For example: • Ensure that emerging information on the safety benefits and limitations of ADAS and AVs is appropriately captured and disseminated to the various users who require this information • Work in collaboration with other subcommittees to incorporate specific benefits and limitations that pertain to their areas of focus, and identify different avenues through which the information could be communicated.	For example: • Ensure that the education plan captures the benefits and limitations of ADAS and AVs as it relates to systems technology and data security, such as information for existing transit and mobility providers interested in transitioning towards the use of ADAS and AVs

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CAT-Oriented Actions	1st	Conduct scenario planning to explore alternative AV futures and potential impacts and policy implications	Despite increasing certainty around the capabilities of ADAS and AV technology, there remains a substantial amount of uncertainty around how the technologies will impact the transportation system, and more broadly, society as a whole. Scenario planning is a common approach for capturing and understanding uncertainty, and has been widely used to inform understanding of emerging mobility options and technologies. Conducting scenario planning to explore alternative AV futures for Washington State would help to identify potential impacts and policy implications, and provide guidance on potential strategies and solutions that need to be considered to support desirable outcomes.	Conducting a scenario planning exercise is a major undertaking that is likely to require significant effort beyond the scope of the Work Group subcommittees, and would likely best be handled by an agency which can contract for support services or provide sufficient staff time/expertise. While the subcommittees may not be well positioned to lead a scenario planning exercise at this time, each subcommittee could contribute to a recommendation for scenario planning to be conducted, and elevate specific considerations based on the priorities and objectives of their subcommittee.	Elevate the need for scenario planning to the Transportation Commission and Legislature, and support the initiation of scenario planning as an action for the subcommittees to engage in.	For example: • Ensure that the scenario planning process includes consideration for implications related to impacts on different communities, particularly those who have been historically marginalized and/or disadvantaged	For example: • Ensure that the scenario planning process includes consideration for implications related to a full range of infrastructure and systems in the state that could be impacted by ADAS and AV technology.	For example: • Contribute to the scenario planning discussion by identifying implications to liability that could manifest under different scenarios	For example: • Contribute to the scenario planning discussion by identifying potential scenarios where changes to licensing may be needed or serve as a solution.	For example: • Ensure that the scenario planning process includes consideration for implications related to different aspects of safety, including on-road safety for different road users, as well as in-vehicle safety for passengers.	For example: • Contribute to the scenario planning discussion by identifying potential implications related to system technology and data security, such as emergent needs for data and information management for various stakeholders.	For example: • Ensure that the scenario planning process includes consideration for implications to the workforce, such as existing workers who may be displaced from their current roles due to the deployment of ADAS and AVs in different capacities.	
	CAT-Oriented Actions	2nd	Based on policy goals, prioritize a list of deployment scenarios to enable focused policy and strategy discussion	Although much of the technological development in ADAS and AVs has been led by private industry, opportunities exist to deploy the technologies in ways that can serve policy goals and objectives. Establishing a prioritized list of potential ADAS and AV deployment scenarios or use cases based on policy goals can help to enable a more focused policy and strategy discussion, and provide greater guidance on pilots and testing, infrastructure investments, and required legislative reform.	Policy goals related to the deployment of ADAS and AVs are focused strongly on the impact to users within the transportation system, and the opportunities to improve mobility by leveraging these opportunities. While most subcommittees are likely to have a part to play in identifying possible deployment scenarios, the 'Health and Equity' and 'Infrastructure and Systems' Subcommittees have particular focus on impacts to the mobility of users in the transportation system, and are best positioned to identify and prioritize those scenarios.	Support the discussion by identifying potential deployment scenarios from developments across the industry, and elevate prioritized deployment scenarios for consideration by the Transportation Commission and Legislature.	Identify and prioritize potential deployment scenarios that would contribute to the overall improvement of equity in the transportation system. For example: • Identify deployment scenarios which could improve employment or healthcare access to disadvantaged populations. • Explore deployment scenarios that could support policy objectives outside of transport, such as food security and public health.	Identify and prioritize potential deployment scenarios that could contribute to improving operations of the transportation system. For example: • Explore potential use cases for leveraging AV technology supporting goods movement. • Consider deployment scenarios that leverage ADAS and AV technology in the support of public transit services.	Support the policy and strategy discussion by identifying potential implications from the perspective of the priorities and objectives of the subcommittee. For example: • Review identified ADAS and AV use cases for potential liability implications, such as the liabilities to support the operations of automated public transit and pedestrian services.	Support the policy and strategy discussion by identifying potential implications from the perspective of the priorities and objectives of the subcommittee. For example: • Identify the licensing requirements for in-vehicle personnel that might be required to support the operations of automated public transit and pedestrian services.	Support the policy and strategy discussion by identifying potential implications from the perspective of the priorities and objectives of the subcommittee. For example: • Contribute to the policy and strategy discussion by identifying potential safety implications of various deployment scenarios • Consider approaches to various deployment scenarios that could contribute to improving safety	Support the policy and strategy discussion by identifying potential implications from the perspective of the priorities and objectives of the subcommittee. For example: • Contribute to the policy and strategy discussion by identifying system technology upgrades or internal changes that will be needed by public agencies to effectively make use of ADAS and AVs in their services and operations	Support the policy and strategy discussion by identifying potential implications from the perspective of the priorities and objectives of the subcommittee. For example: • Identify the circumstances under which ADAS and AVs deployment scenarios will create workforce dislocation or skills mismatch implications • Identify needs for re-training and re-skilling, and support workforce transition efforts that minimize direct impacts for the existing workforce
CAT-Oriented Actions	3rd	Develop engagement opportunities for disadvantaged communities for Work Group discussions	Automated transportation will have broad impacts on the transportation system and its users, but these impacts will be differently experienced by different parts of the population. Public and stakeholder engagement is key to all developments within the transportation system. However, particular attention needs to be placed on disadvantaged communities that have historically had less opportunity to influence transportation outcomes. Development of engagement opportunities for disadvantaged communities to engage meaningfully in Work Group discussions would help the Work Group gain a better understanding of existing mobility needs that could be addressed with automated transport, and potential challenges and sensitivities that should be contend with.	The 'Health and Equity' Subcommittee has specific focus on the needs of disadvantaged communities and is best placed to identify and develop engagement opportunities for disadvantaged communities to engage in Work Group discussions. The remainder of the Work Group could contribute by working with the 'Health and Equity' Subcommittee to uncover specific Work Group discussions in need of targeted consideration of impacts and opportunities for disadvantaged communities.	Elevate the need for engagement opportunities for disadvantaged communities, and communicate with the Transportation Commission and Legislature on opportunities to support accommodations to overcome barriers to participation from disadvantaged communities.	Lead the identification of disadvantaged communities that are underserved within current Work Group discussions, and identify an approach to engage these communities more effectively. For example: • Take stock of representation across current subcommittee membership and identify gaps in perspectives that need to be filled • Consider accommodations to overcome barriers to participation for representatives of disadvantaged communities, such as virtual meeting access, transit fare subsidies, adjusted meeting times, and/or honorariums	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to ensure that the recommendations for infrastructure investments receive adequate review from representatives of disadvantaged communities, and do not pose disproportionate impact	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to ensure that the allocation of liabilities across different actors is easily understandable and can be communicated effectively in laymen's terms for a broad and diverse audience	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to identify existing limitations to licensing among members of disadvantaged communities, and consider how this could be addressed with shifts within the AV environment	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to review recommendations and ensure that the concept of safety captures broad perspectives of what safety looks like for different parts of the population, and different users of the transportation system	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to ensure that information around data privacy and security is easily understandable and can be communicated effectively in laymen's terms for a broad and diverse audience.	Identify subcommittee discussion topics in need of targeted consideration of impacts and opportunities for disadvantaged communities. For example: • Work with the Health and Equity Subcommittee to identify workforce implications that will have disproportionate impact to disadvantaged communities and identify potential ways to support more effective transition of the workforce.	
	CAT-Oriented Actions	4th	Develop AV health and equity guiding principles to apply across all subcommittees	Ensuring desirable outcomes for communities across the state is an important policy goal for the transportation system. Beyond moving people and goods from point to point, the transportation system can impact community health, and more broadly quality of life. However, these impacts are not always experienced equally, and some communities may benefit more from the design and policies that dictate the transportation system, while others are disproportionately impacted by it. The development of AV health and equity guiding principles for use across all the subcommittees would help to ensure that equitable outcomes underlie all recommendations that are put forward by each of the subcommittees.	The 'Health and Equity' Subcommittee has specific focus on the needs of disadvantaged communities and is best placed to identify and develop engagement opportunities for disadvantaged communities to engage in Work Group discussions. The remainder of the Work Group could contribute by providing insight on how health and equity guiding principles might interact with the work of their subcommittees, and ensure that the principles are applicable to their needs.	Review and serve as a clearinghouse for health and equity guiding principles put forward by the Work Group.	Lead the development of health and equity guiding principles in consultation with other subcommittees to ensure applicability. For example: • Research and evaluate industry and national best practices on health and equity principles related to AVs • Consult with other subcommittees on approaches to maximize the utility of the health and equity principles for their work	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Support the Health and Equity Subcommittee by providing information on how principles may interact with standard infrastructure investment decision making processes and existing evaluation frameworks.	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Consider the responsibility that different actors within the AV environment have in upholding health and equity, and support the development of language in the guiding principles that clarify expectations in this area.	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Provide insight on existing equity challenges related to licensing, such as the ability for different parts of the population to access licenses due to issues such as cost, or access to training and testing, and consider how these implications will manifest in an AV environment	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Contribute to the health and equity guiding principles by identifying potential safety implications that have disparate impacts for different parts of the population	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Provide insight into how existing and emerging data collection and management practices impact the representation and privacy of various parts of the population	Provide insight on how the health and equity guiding principles can interact with the work of the subcommittee, and give insight on ways to make the principles broadly applicable. For example: • Provide input on how the health and equity guiding principles could be made applicable to the protection of worker rights, and in the development of training programs aimed at countering dislocation of workers