MEETING SUMMARY

Meeting:	Health & Equity Subcommittee	
Location:	Teleconference	
Date:	June 16, 2020	

Attendees:

First Name	Last Name	Organization
Dave	Andersen	Washington State Department of Commerce
Daniela	Bremmer	Washington Department of Transportation (WSDOT)
Brian	Brooke	Sound Transit
Barb	Chamberlain	WSDOT
Brian	Chandler	DKS Associates
Kit	Chiu	WSP USA
Christopher J.	Comeau	City of Bellingham
Heidi	Corcoran	Milligan Partners
Andy	Dannenberg	University of Washington (Chair)
Margo	Dawes	Seattle Department of Transportation (SDOT)
Patrick	Lynch	Transpo Group
Kyle	Miller	WSDOT
Dana	Quam	Washington House of Representatives
Paula	Reeves	Washington Department of Health, Subcommittee Staff
Yes	Segura	Smash the Box
Sahar	Shirazi	WSP USA
Ara	Swanson	EnviroIssues
Bryce	Yadon	Futurewise
Anna	Zivarts	Disability Rights Washington

WELCOME, INTRODUCTIONS AND QUICK OVERVIEW OF WORK TO DATE
Dr. Andrew Dannenberg

- The meeting began with a brief welcome from Dr. Andrew Dannenberg, and a round of introductions from meeting attendees.

- Dr. Dannenberg followed with work plan progress updates:
  - Existing literature on existing inequities – this task is being led by Brian Chandler and Francois Larrivee. Andy has asked this sub-workgroup to develop 1-2 pagers on the existing literature they have found.
  - Tools and equity assessment frameworks – this task is being led by Barb Chamberlain and Margo Dawes. They are looking for operational terms being used in equity and also exploring tools or checklists that could be used to engage other subcommittees. Margo has already shared some of this information with Dr. Dannenberg and this information will

be distributed to the rest of the subcommittee. Margo emphasized that automated Vehicles (AVs) are not the solution to equity in and of themselves.

- o Subcommittee communications – this task is being led by Yes Segura and Kit Chiu. Yes has offered to work on social media, working with Enviroissues who are in charge of social media for the broader working group. There is a need to make sure that what is being done by this subcommittee is within the framework of the broader working group and not independent of it. Yes is also looking into communication within the subcommittee. Dr. Dannenberg noted that there is a resource section within the website for the subcommittees where information might be shared. Paula shared the Work Group website link: https://avworkgroupwa.org/work-group .

- o Grants and funding opportunities – this task is being led by Kyle Miller and Chris Comeau. They had previously outlined what is happening in the Infrastructure subcommittee, in terms of the type of grants that they are tracking. Heidi Corcoran offered to support this effort to see what other funding opportunities are available.

- Discussion:

  - o Paula Reeves indicated that they are looking to figure out better communication approaches within the subcommittee. They will be trying out different platforms after June.

  - o Margo made the suggestion that they should connect the first two workstreams as there are potential overlaps between the two workstreams. The two workstreams intend on communicating further through email.

Introduction of and Requests for Comments on the June 2020 Subcommittee Report
Dr. Andrew Dannenberg & Paula Reeves

- All subcommittees are being asked to submit a report summarizing their work to date, and there is a need to prepare for the June 24th executive meeting.

  - o Laura Johnson, executive for the division overseeing this subcommittee will be in attendance, as will Dr. Dannenberg.

- Paula presented on the Subcommittee Summary developed to date.

  - o The recommendation from Laura was to provide a brief summary of the working groups for this update.

  - o Dr. Dannenberg recommended that the summary refer to these as "Work Plan Groups" rather than working groups to avoid confusion with the broader Autonomous Vehicle work group.

  - o The summary also provides a history on the subcommittee, highlighting that it is a newer subcommittee compared to the others, being about a year behind in its forming.

  - o The next steps section would provide an overview of how the subcommittee is progressing

- Kit asked whether the summary should add that that we are working on developing a consistent understanding of the definitions.

  - o Paula responded that there is a bullet on a policy program review process already.

- - Margo, suggested adding another bullet on top of the policy bullet to indicate that we are developing a consistent definition that other AV subcommittees can rely on.

- Margo commented that the bullet on increasing representation of traditionally marginalized communities may not be sufficient.

  - Margo indicated that increasing is more incremental, while the word centering would have bigger impact to shift the direction.

  - Paula and Margo revised the third bullet. Instead of saying increase representation, the bullet now says to center historically and currently disinvested communities in all development of autonomous vehicles, programs and investment decisions.

- Paula noted that from a timing perspective, the report will proceed toward the legislature at the end of 2020. Anything that we include in the summary needs to be ready for action before the end of the timeline.

Topic Closed.

Presentation on Emerging Mobility and Equity
Sahar Shirazi, WSP Policy and Planning Lead, AVs and Emerging Mobility

- Sahar Shirazi from WSP was invited to present on Emerging Mobility and Equity.

  - She is the policy and planning lead for AVs and Emerging Mobility, under the Emerging Mobility Strategies team.

  - Her experience is mainly in policy and programming and has had many years of public sector experience, including with the USDOT and the California Governor's office.

  - Personal experience is the key driver in her equity focus, and much of her work falls at the intersection of transportation, economics, environment, and equity.

  - Her interest in emerging mobility comes mainly from the opportunity to leverage the change to address equity challenges, and she wants to make sure that we don't repeat past mistakes made in history.

- On the topic of equity in the current climate:

  - The current situation is an "emergency within emergencies."

  - While there has always been institutionalized inequity, the pandemic, and social and political unrest is bringing additional layers to the issue.

  - The current pandemic is exacerbating the inequities that were already in our system, but also presents an opportunity to do more.

  - There are many reasons that People of Color (POC) are being hit hardest. Many of this relates to chronic issues (such as poor healthcare even before the pandemic).

  - However, the current moment feels different, and presents a potential opportunity to do things differently.

- Institutionalized inequity comes in many forms, and is apparent when examining maps across history.

  - Modern maps today continue to show the impacts of redlining maps of the past, and these areas continue to experience poorer health outcomes. The past cannot be ignored when talking about the current.

  - Equity of outcomes is important, and we cannot achieve the same outcomes if people are put at the same starting place.

  - There are many racial equity frameworks and toolkits available, including from organizations like TransForm, and NACTO. There are also other platforms, such as Design for Theory of Change, which can help facilitate working with communities to create outcomes.

- Transit ridership had been declining all over the country ahead of the pandemic, with the exception of Seattle.

  - When it comes to emerging mobility, the case has always been that transit has to be the backbone. That has been a challenge with transit ridership in decline, and the current pandemic is pushing some transit systems to the brink of being unable to recover. Particularly as the CDC recommends people to drive to avoid spreading the coronavirus, it is unclear how many transit agencies will bounce back.

- In considering AVs, transit is always going to be more efficient. Even if there were a train of AVs, it would still be spatially less efficient than a train.

- There is a need to think more holistically about what is public transport, and examine all the different ways people are getting around.

  - There remain issues related to racial dynamics within different mobility options that are not often thought of. For example, cycling is for some people of color can be a sensitive matter as there is a disproportionate level of enforcement for POCs, an in particular, Black and Brown people, while biking.

  - In considering different forms of mobility, there is also a need to consider the different types of people that are affected.

  - Micromobility, though originally seen as made for the young and affluent, has actually seen increased use by marginal populations. Reasons include that there is a lower bar of entry (the service is generally more affordable), and some who cannot bike find it easier to travel on scooters.

- An emerging challenge is that a lot of companies have also scaled back their micromobility options as a response to COVID.

  - Companies like Uber have removed bicycles from the JUMP system, and destroyed them, rather than putting them to use elsewhere or storing them.

  - While some believe scooter-share services may jump back once the pandemic passes, there are many unknowns related to the long-term sustainability of these services.

- Assessment of opportunities is key when it comes to emerging mobility.

  o Starting with a focus on equity through the process, and through accountability on how success is measured are important.

  o There are issues of access that are both physical and cultural. For example, an individual might be able to speak English, but may not be comfortable enough to actually request and take a service. This is on top of other economic and environmental barriers.

  o Metrics may touch on a wide array of areas, including access to opportunity; equitable land use; VMT, GHG, air quality; public health impacts; participation and representation; and investments in infrastructure that reflect community needs.

- The gap between public understanding and perception is also a challenge. With the information evolving so quickly, it is difficult for the public to keep up.

  o Information is sometimes provided in publicly accessible ways but not always technically accurate, and vice versa.

  o Conversations need to be made open and in ways that are understandable by the public.

- Permitting, regulating and evaluation also pose potential challenges.

  o There are different levels of regulation required in this space, but they don't always align.

- Private mobility companies are facing financial challenges at this time as well, and so partnerships will be needed now more than ever to make things happen.

- From a public-sector standpoint, capacity and expertise are limitations as the public sector has limited capacity to manage these projects, and even more limitations within the public to manage the amount of information coming in.

- In relation to the public, there is a need to get beyond the "inform and consult", and move towards "collaborate and empower".

- There is also a need to consider a balance between effectiveness and efficiency. While maximizing efficiency makes sense on paper, it doesn't always consider what that actually means for people on the ground.

- Disaggregated data by race and other classifications is also important in ensuring that outcomes for different population groups is fully understood.

- Questions and Discussion:

  o Dr. Dannenberg asked whether there are specific policies related to AVs that should be put forward to support health and equity?

    ▪ Sahar responded that there are many policies being developed out of California that could be considered here, but that policies are just the beginning, and actual

implementation is needed. One policy to consider might be a high-level objective for equity metrics within AV programs, but figuring out what those metrics should be needs to be part of the co-creation process.

- o Yes Segura commented that there has been a significant amount of discussion around defunding the police and enforcement is one thing that frequently comes up in relation to AVs. With this movement towards defunding, who should be enforcing AVs?

    - ▪ Sahar responded that it's difficult to say without knowing the issues specific to Washington State. Much of the work in California has had to do with reducing the situations that lead to negative enforcement interactions. As an example, traffic cameras were illegal in California, despite being used in many other places. Technically, traffic cameras enforce equally, but the outcome is that some people will be impacted more than others based on where they are located, and the broader design of the system. There is a need to consider how the system will react.

- o Dave Andersen asked a question on where mechanisms by which disproportionate impacts get though the system.

    - ▪ Sahar responded that housing may be a close issue to consider. Part of the systemic racism that is being dealt with today is historical, and has been around for 100s of years. Undoing this will take time.

    - ▪ Dave further commented that when considering deployment of other resources, such as broadband, which has huge impacts on the ability to access opportunity, that was largely rolled out by the private sector to places that could afford it first, which has created inequities. In considering AVs, how can that be guided to influence the pace and place of deployment?

    - ▪ Sahar responded that one example may be in the way micromobility has been rolled out. Many places created permitting requirements even prior to micromobility arriving to mitigate impacts prior to launch. There's an opportunity in emerging mobility more broadly to apply this approach. Despite uncertainty, policies can be put in place first, and adapted as needed through testing to ensure the right outcomes.

Topic Closed.

NEXT TELECONFERENCE MEETING: July 21st, 2020 12pm – 1pm

MEETING ADJOURNED.