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					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	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>	<i>contributing action</i>
Deployment-Oriented Activities	2nd	Develop a prioritized list of topics needing legislative reform (e.g. video screens, public records act, etc.)	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 overarching objectives.	subcommittee sponsor agencies, according to their legislative responsibilities.	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 require 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 to require safety features, such as the ability for manual override of automated driving under emergency situations • Consider legislative reform to ensure passenger safety and security on mobility services that make use of AVs, such as in-vehicle security features or limitations for unattended shared ride services	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	For example: • Consider legislative reform to protect the rights of workers dislocated by the deployment of AVs and ADAS
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. 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	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. For example: • Ensure that the AV data guiding principles recognize, and address the potential for inequitable representation of different parts of the population within data	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. 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	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. For example: • Where necessary, ensure that AV data guiding principles consider liabilities associated with maintaining the accuracy and completeness of data used in critical functions, such as standard vehicle operations or emergency and work zone detours	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. For example: • Review proposed AV data guiding principles to ensure consistency with data needs from a licensing standpoint • Facilitate the gathering of input from companies that have self-certified through the DOL	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. For example: • 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	Lead the identification of AV data guiding principles, and work with other subcommittees to determine avenues for adoption. 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	Provide input on the data guiding principles based on the priorities and objectives of the subcommittee. 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 driving system", "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 actions 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. 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	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. 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 devices that are used by people of variable backgrounds and bodily ability	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. 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.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. For example: • Consider the impact of the recommended language on 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.	Review and assess the impact of newly defined terms and definitions on the assignment of liability across different actors within the AV and ADAS environment, 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.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. 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.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. For example: • Consider the impact of the recommended language, and proposed terms and definitions, on the interpretation of AV data guiding principles, and the requirements associated with the sharing of AV data.	Review and provide input on revisions from the perspective of the priorities and objectives of the subcommittee. For example: • Consider the impact of the recommended language and proposed definitions and terms on the roles, responsibilities, and liabilities of workers who support services that operate or support AV mobility services.
			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	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	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, and ensure equitable distribution of educational resources.	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.	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.

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CAT-Oriented Actions	4th	Develop AV health and equity guiding principles to apply across all subcommittees	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 it. The development of AV health and equity guiding principles for use across all the subcommittees would help to ensure that considerations for health and equitable outcomes underlie all recommendations that are put forward by each of the subcommittees.	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.	<p>For example:</p> <ul style="list-style-type: none"> • 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 	<p>For example:</p> <ul style="list-style-type: none"> • 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. 	<p>For example:</p> <ul style="list-style-type: none"> • 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. 	<p>For example:</p> <ul style="list-style-type: none"> • 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 	<p>For example:</p> <ul style="list-style-type: none"> • Contribute to the health and equity guiding principles by identifying potential safety implications that have disparate impacts for different parts of the population 	<p>For example:</p> <ul style="list-style-type: none"> • Provide insight into how existing and emerging data collection and management practices impact the representation and privacy of various parts of the population. 	<p>For example:</p> <ul style="list-style-type: none"> • 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