Washington State AV Work group - Infrastructure and Systems Subcommittee
Meeting Minutes
April 26th, 2019 | 9am-12pm
WSDOT HQ Nisqually Board Room

310 Maple Park Ave SE - Olympia, WA 98501

Attendees:

First Name	Last Name	Organization
Robert	Acevedo	HDR
Curt	Augustine	The Alliance of Automobile Manufacturers
Ted	Bailey	WSDOT
Debi	Besser	Washington Traffic Safety Commission
Brian	Brooke	Sound Transit
Jason	Cambridge	City of Seattle
Jason	Campos	IBI Group
Marc	Daily	Thurston Regional Planning Council (TRPC)
Barry	Einsig	CAVita
David	Fletcher	Spokane Regional Transportation Council (SRTC)
Chris	Grgich	Intelligent Transportation Society of Washington (ITS-WA)
Reema	Griffith	Washington State Transportation Commission
Eric	Hahn	Vancouver
Mark	Hallenbeck	University of Washington (UW) Transportation Resource Center
Bob	Hart	Southwest Washington Regional Transportation Council (RTC)
Azmeena	Hasham	Verizon Smart Communities
Les	Jacobson	WSP USA
Don	MacKenzie	University of Washington
Francesca	Maier	Fair Cape Consulting
Cecile	Malik	City of Auburn
Loreana	Marciante	HNTB
Mamie	Marcuss	Challenge Seattle
Steve	Marshall	City of Bellevue
Mark	Masongsong	Urban Logiq
Jill	McKay	IBI Group
Roger	Millar	Washington State Department of Transportation (WSDOT)
Kyle	Miller	WSDOT
Markell	Moffett	WSP USA
Simone	Montez	UW School of Law, Student
Kyle	Murphy	Utilities and Transportation Commission
Pavithra	Parthasarathi	Puget Sound Regional Council
Ron	Pate	WSDOT
Mathew	Perkinson	Utilities and Transportation Commission
Jeff	Peterson	First Group
Michelle	Rasmussen	Eastern Washington University
Irfan	Rizvi	AAA Washington
Stephanie	Sams	WA Department of Licensing

First Name	Last Name	Organization
Scott	Shogan	WSP USA
Mike	Walton	PACCAR Inc
Andrea	Weckmueller-Behringer	Walla Walla Valley Metropolitan Planning Organization
Michael	Wendt	WSDOT
Ian	Wesley	WSDOT
Jan	Whittington	University of Washington
Christine	Wolf	NW Seaport Alliance
Joey	Yang	HDR
Kim	Zentz	Urbanova

WELCOME, INTRODUCTIONS, OPENING REMARKS
Roger Millar

- Introductions
- Walkthrough agenda
- Go-To-Webinar remote participant process

Topic closed.

PUBLIC COMMENT

- No public comment.

Topic closed.

REVIEW / DISCUSS NEXT STEPS WITH 2019 ACTION PLAN
Ted Bailey / Roger Millar

- One of the Goals of the 2019 Action Plan is to track what is happening nationally and apply to WA State
    - Roger Miller is co-chair of AASHTO [Cooperative Automated Transportation (CAT) Coalition](#)
        - Joint coalition with ITS America, AASHTO, ITE
        - Talking about same issues nationwide
        - Able to access data, thoughts, expertise, etc.
    - Roger Millar also on board of ITS America and Co-Chair of the [Mobility on Demand Alliance](#)
        - Able to tap other sources of information
        - Opportunity for WA State to engage at national level
    - ***ACTION ITEM***: Any subcommittee members interested in being part of CAT Coalition or Mobility on Demand Alliance, contact Roger Millar for more information.

ACTIVITY #1 – Developing a "Best Practices" Policy Summary Document

- Francesca Maier is Lead for Activity #1
- Team identifying and reviewing AV related policy documentation nationwide to feed into WA State's process
    - AASHTO, along with other groups and subject matter experts, have screened several policy document suites to identify usefulness and applicability to certain aspects of AVs
        - Building content across states

- ▪ Developed a [clearinghouse of CAT policy frameworks](#)
- Review clearinghouse material as starting point to identify applicable policies for WA State
  - o Need systematic process for documenting policies and frameworks reviewed for traceability when recommending policy to WA Legislature
  - o Initial [template](#) created to document each volunteer's reviews – content, applicability, audience, impacts, and recommendations to move forward
- Activity #1 Team to review 22+ AASTHO frameworks and additional for complete review
- Activity #1 Team to divide and conquer, Team Lead to coordinate who reviews what
- Want entire subcommittee to be comfortable with team's approach before jumping into reviews
- Initial review of Activity #1 progress at June meeting, finalizing review by end of September
- Activity #1 Team can add/change content to review template as appropriate
- Subcommittee discussion on overlapping work being done by other agencies/entities
  - o US Department of Energy has consortium for energy component of C/AVs
    - ▪ National Labs feeding into (e.g. Take advantage of the networked effects of EV charging at the same time the AV charging occurs)
    - ▪ Department of Ecology, Department of Commerce…others capturing best practices – not just focused on AVs but part of their work feeds into ours
  - o Transportation ecosystem is very broad. If there are policy documents/guidance that could feed into our work, please send information to Activity #1 team to include in their reviews.
    - ▪ Review, highlight key points, and determine if it fits into our policy framework and goals, and is worth others' second review
    - ▪ There are placeholders in the developing WA State CAT Policy Framework (as it applies to Infrastructure Owner Operators) to plug things in
    - ▪ If only focusing on cars, may miss opportunities such as disadvantaged communities
  - o Considerations for regional, city, MPO, etc. will be different. Good to know about, but different than trying to shape State's role in this space
  - o Activity #1 team currently has five members. A lot to review, more volunteers are needed.
- For transparency, review results will be posted online for public accessibility

ACTIVITY #2 – Develop Project Selection Criteria

- Robert Acevedo is Lead for Activity #2, Shannon Walker to support.
- Activity #2 to develop project selection criteria to guide current and new grant programs and funds
- Initial list of potential projects gathered during survey previously conducted
- Group will draw on experiences applying for and being involved in grant activities
- SDOT Pilot Evaluation Scorecard to be used as starting point – Activity #2 version simplified
- Oregon DOT also developing an AV project evaluation scorecard
- Project selection criteria must connect back to CAT policy framework – what we want accomplished in policy should be reflected/played out in project selection
- Activity #2 team will review existing project/grant evaluation criteria to build upon
- Team will develop guidelines for storing information, online collaboration tool, etc.
- Task 2 of Activity #2 – Funding Opportunities
  - o Team will understand funding options
  - o Leverage existing grants such as ATCMTD and new ones for AVs
  - o Make searchable matrix to find projects that meet criteria and identify funding sources
- Subcommittee discussion on Activity #2:

- SDOT Scorecard is Transit and TNC focused. Need similar approach for freight projects
- Encourage working group to meet with division administrators (active trans., rail, etc.) to identify available grants that could be applicable – current grants or new program opportunities
- WSDOT Rail/Freight/Ports group looking for ways to fund opportunities through grants - Freight Mobility Strategic Investment Board (FMSIB) may be an opportunity to look into
- Jurisdictions (cities, MPOs, etc.) in rural WA have limited resources, difficult to keep up with current grant programs. Suggest expanding existing programs instead of creating more to track
- Effort underway to consolidate opportunities/funding into single access point – Will provide more information at June meeting
- A product of Activity #2 will be list of grant programs and opportunities – provides awareness of opportunities, coordinates with existing grants and criteria for easy alignment

ACTIVITY #3 - Partnership and Collaboration discussions with private sector companies
(Note: See Subgroup Activity Progress Report, April 22nd, 2019)

- Activity #3 Leads – John Milbrath and Scott Kuzincki, WSDOT supporting
- Activity #3 April through September 15th
- 11 companies now self-certified in WA State to test and/or deploy AVs
- WSDOT reaching out to self-certified companies to identify partnerships, data sharing opportunities, discuss barriers to deployment
- Keeping discussions high-level and WA State focused (not what is happening at national level), starting with self-certified companies and will then expand
- Focusing on infrastructure topics – Pavement markings, traffic signal functionality, railroad crossings, etc. – What should we be doing to address C/AV technologies?
- Team developing template for partnership discussions to keep uniform without being restrictive
- AV Executive Committee scheduled meeting with PACCAR in Sept. at Mt. Vernon testing facility
- Subcommittee discussion on Activity #3:
  - Activity originally about truck platooning, expanded to all self-certified companies. Activity #4 will cover end-of-year reports from PACCAR and Peloton on truck platooning activities.
  - Are representatives from self-certified companies part of any subcommittees?
    - Only PACCAR and Peloton have sent representatives to this subcommittee
    - Subcommittees are self-selecting, self-certified companies encouraged to attend
    - Companies may be represented through associations they belong to
- Ted Bailey will be setting up monthly coordination calls with each Activity's Leads for regular check-ins on Activity progress.
- *ACTION ITEM*: If anyone would like to volunteer to participate in Activities #1-3, please contact Ted Bailey.

Topic closed.

ROUNDTABLE GROUP DISCUSSION

- At national level, having same conversations with USDOT, ATA, etc. Need to ensure discussions include labor/workforce. They often assume we are doing it "to" them, not "with" them
  - Ports offer parking for trucks. If trucks are automated and never need to park, how will ports handle the reduced need for labor to be available for parking coordination?
- A lot of value can be gained to enabling Level 2 AV technology
  - L2 is going to be standard automation on trucks coming out

- Lot of safety benefits come from Level 1 and 2 automation
  - Target Zero – include focus on what we can accomplish with Level 1 and 2 technologies
  - Work here can bleed into transportation reauthorization conversations
  - There are ZEV credits now, explore rebates for having Level 1 and 2 technologies deployed
  - Huge safety and mobility benefits from Level 1 and 2 technologies. Don't miss near-term opportunities from technology available right now by focusing only on higher automation.
  - Arizona has current reports on testing/deployment of automated trucking that can be leveraged.
  - Suggestion broadening/splitting off Activity #3, Action #2 to a new Activity #4 into a freight mobility discussion
    - Seaport lines looking at contract options with dock operators and longshoremen to change operations hours so trucks can park during peak hours, staying out of rush hour traffic
    - Longshoremen, teamsters, etc. need to be engaged – thinking about AVs from different perspective
- UW just developed a device that detects when a truck enters an area – WSDOT looking at that.
  - Any bills in this session that have been considered and/or passed that would change the landscape here?
    - A lot of policy direction is about cleaner fuels and energy
    - WSDOT budget: Not getting more funding from the legislature for 19-21, evaluating the ability to restack/reprioritize existing funding to move CAT forward.
    - Personal Delivery Devices (PDD) bill is moving forward, got through both houses
  - Subcommittee's role in facilitating Insurance industry pricing structures for Level 2 automation?
    - Good point to consider, will hand off to the Liability Subcommittee
  - Need to continue to consider the role of *connected* technologies. A lot of vendors going straight to automated technologies without connectivity.
    - Consider passive detecting of other vehicles as well as active detection
    - Operational design domains (ODD)
      - A company operating in AZ made a big deal crossing state lines – was it authorized to do so?
      - Evaluating autonomy, driving on highways not challenging. Need downtown area travel.
      - Need to measure maturity of ODD for companies testing/deploying
      - Should define design domain criteria
        - Activity #3 and #4 cover ODD – where deployed now, where desired?
        - WSDOT following SAE on ODD. Looking at definitions for different levels of automation, ODD and beyond.
    - Connected vs. Autonomous – Our legislation references connected *and* autonomous vehicles (C/AV). As an agency we are talking about cooperative automated transportation (CAT)
      - Autonomous only is not good public policy. Have to be connected.
      - How do we make transportation system cooperative? ITS America created Mobility on Demand Alliance to address, and Mobility-as-a-Service (MaaS) is being done in Europe
      - Mobility on Demand and MaaS models are for everyone in the transportation system, not just those that can afford autonomous vehicles.
      - Integration similar to Washington's ORCA card system, integrated with multiple entities and systems. How could that be integrated with Lyft, Uber, Lime, etc.?
  - How do we price this appropriately to get the outcomes we want?
    - Need to determine what is public vs. private, and then how to price appropriately
      - Example: First/last mile solutions are needed to help support getting to transit so folks can leave cars in garage – private or public funded?
    - If a car is driving alone (zero occupancy), what is pricing structure?

- o   Need to think about the whole system, not just the vehicles.
- Sound Transit just started a pilot that is trying to address a lot of these issues.
  - o   Via Transit deployed as a TNC, integrating with the ORCA card.
  - o   Wheelchair accessible, low income discounts, call centers available
  - o   Pilot will have thorough evaluation, capture labor vs. other costs
- How do we leverage shifts in transportation for better long-range infrastructure planning?
  - o   By turning data into information.
    - ▪ How to protect the proprietary nature of private industry data and protect rights of citizen's privacy while still accessing and using data
    - ▪ University system potential place to cache data, protected and usable at the same time
    - ▪ UW created the [Transportation Data Collaborative (TDC)](#) space for this purpose
  - o   Can look at impacts of models given penetration rates of AV and CV. Considerations on environment, workforce, etc.
- TNCs don't seem to be represented in subcommittees. Have reached out but none have directly engaged.
- Regarding data sharing – What about funding for data analysis and IT support functions? Currently struggling to set aside money for data that agencies already have.

Topic closed.

APPOINTMENTS TO THE AV WORKGROUP EXECUTIVE COMMITTEE
Reema Griffith

- WSTC adding additional members to expand dimensions of Executive Committee
- Reviewed in-person handout of additional members being invited to join Executive Committee. Categories and selected organizations (organizations to elect an individual as representative to attend meetings) include:
  - o   Data & Technology – INRIX
  - o   Shared/Electric – ACES Northwest
  - o   Automakers – Association of Global Automakers
  - o   Local Government – Association of Washington Cities
  - o   Consumers/Traveling Public – AAA Washington
  - o   Environment – Futurewise
  - o   Transit – Washington State Transit Association
  - o   Academic – University of Washington
  - o   Transportation Network Company – Uber
  - o   Underrepresented Communities – Puget Sound Sage
  - o   Freight – Washington State Trucking Association
- Subcommittee discussion of Executive Committee expansion:
  - o   Several organizations and categories not represented or underrepresented in this expansion:
    - ▪ Underrepresented communities (e.g. blind, deaf, physically/intellectually disabled) – each one is different and may have conflicting priorities
    - ▪ Minority communities, such as Conference on Minority Transportation Officials
    - ▪ Impacts of transportation on land use, such as Planning Association of Washington or WA Chapter of American Planning Association
    - ▪ Transportation Professionals, such as civil and traffic engineers
    - ▪ Women's Transportation Seminar (WTS International)
    - ▪ ITS Washington

- - Contracting community, such as Association of General Contractors
  - American Consulting Engineers Council
  - Health Impacts, such as Secretary of Health
  - Department of Commerce
  - National Association of City Transportation Officials (NACTO)
  - Congress for New Urbanism
  - Note that 30 members in already a lot. Making the jump to 45, to include additional underrepresented communities and organizations, isn't that big of a leap.
  - o Recommendations will be brought to Executive Committee
  - o Hoping subcommittee structures provide platform for engagement of all of these organizations, where the real engagement and activities are happening

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OTHER TOPICS FOR DISCUSSION

- Executive Committee request for subcommittees to engage UW to discuss law review – Bill Covington (UW) is coming to June subcommittee meeting
- Current State Public Records Act (PRA) restricts data sharing opportunities, as transportation data is easily personally-identifiable and therefore privacy invasive.
  - o UW has been unable to fund a review/update to PRA to protect individual privacy while allowing data sharing
  - o Note that Challenge Seattle has declined to take this issue up
    - Steve Marshall to talk to Challenge Seattle about this topic
  - o UW and Association of Municipal Cities have offered to resource this topic if funded
  - o Concern is individual travel traces/trips are easily identifiable. Need rules to govern use and release of data
  - o *ACTION ITEM*: Additional discussion is needed to determine best method to carry this conversation forward

Topic closed.

NEXT MEETING

June 14, 2019 2:00pm to 4:30pm – P*articipate remotely via Go To Webinar*

Meeting Adjourned.