Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	1 - Organize for Innovation	03	A	01-03-A	Regarding safety vs. preservation budgets, both are chronically underfunded by the legislature. The point is that the societal cost of safety is enormous and the funding for safety is negligible. It could be it belongs in the Safety section. We do have to ask: should we preserve facilities that don't enhance safety? Or should we prioritize safer parts of the network for preservation actions?	01-03-A revised to refocus action on how CAT and technology can support intent, and revised reference to increased spending, focusing on prioritizing appropriate projects to support goal.
IdeaBoardz	1 - Organize for Innovation	03	A	01-03-A	Safety and preservation are linked. If pavements are blown up it will cause accidents. Of course with bridges the link is well known. I definately agree with the intent, just wanted to have clarification it is a two prong issue that needs to live within that agency. It is good to highlight it to the legislature though as well	No action. Comment noted for record.
Workshop Discussion	1 - Organize for Innovation	03	A	01-03-A	This is not necessarily agency's role, nor may we have the power to act on it. Preservation funding is a main issue, have to balance between what is safety and what is preservation.	01-03-A revised to refocus action on how CAT and technology can support intent, and revised reference to increased spending, focusing on prioritizing appropriate projects to support goal.
Workshop Discussion	1 - Organize for Innovation	03	A	01-03-A	Does this belong under the Safety Goal (#7)?	Strategy 03 and action 01-03-A revised to address how organization adaptation can support intent.
IdeaBoardz	1 - Organize for Innovation	N/A	N/A	N/A	A lot of the strategies are too specific. E.g. Strategy 3 could be simply "Restructure agency budgets" and Strategy 2 could be "Review organizational structures."	No action. Strategies as written aims at specific subsets of overarching goal, broader language may lessen aim/focus and discourage achievable actions.
IdeaBoardz	1 - Organize for Innovation	N/A	N/A	01-05-I	Should the Mobility Data Specification actions move under Strategy 5? They are currently under the Livability goal	Mobility Data Specification action (now 01-05-I) related to data storage and management strategy aligned under Goal 1, Strategy 5.
IdeaBoardz	2 - Shared Mobility	01	B	02-01-B	If ride hailing isn't supporting transit, and isn't required to be ADA accessible, than it is undercutting transit, therefore limiting…	No action. Comment noted for record.
IdeaBoardz	2 - Shared Mobility	01	D	02-01-D	Clarify that 1D "support" means the application of public funds.	No action. Support strategies beyond application of public funds could be applied to encourage increase in transit or other high occupancy mode ridership.
Workshop Discussion	2 - Shared Mobility	01	D	02-01-D	Do not believe the State should place artificial restrictions on private sector companies or ridesharing companies based on an occupancy/shared use qualifier. Private sector companies who may not meet this qualifier can be still be helpful in increasing mobility. The State can encourage ride-hailing companies to promote transit ridership, as in 1-E, but 1-D goes a step too far for this overall framework.	No revisions, action not removed. Comment noted for record.
IdeaBoardz	2 - Shared Mobility	01	E	N/A	Strat 01, 1-E Not needed - no TNC company will promote transit over their own services	Intent of 02-01-E combined with 02-03-A, action to incentivize TNCs to promote increase in transit. Not all will promote transit over their own services, but some may either of their own volition or because they were provided incentives (funding, permitting, opportunities to shape policy, etc.)

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	2 - Shared Mobility	01	E	N/A	For 1E, some transit agencies, such as King County Metro have pilot projects using ride-hailing apps for on-demand shuttle service to transit. It is done through a partnership with private sector.	No action. Comment noted for record.
IdeaBoardz	2 - Shared Mobility	01	F	02-01-E	Move 1F to land use	Action revised to focus on piloting technology in support of improved connections to transit.
IdeaBoardz	2 - Shared Mobility	01	N/A	02-01-N/A	Strategy rewrite: Increase the proportion of homes that are within a 10 min (walk or shared ride) to a 15 minute headway transit service.	Strategy 01 revised to reflect 10 minute distance includes walk or shared ride to a 15-minute peak hour headway transit service.
Workshop Discussion	2 - Shared Mobility	01	N/A	02-01-N/A	Is the "10 minute" referring to walking distance? Does it now encompass ride hail/share?	Strategy 01 revised to reflect 10 minute distance includes walk or shared ride to a 15-minute peak hour headway transit service.
IdeaBoardz	2 - Shared Mobility	02	C	02-02-C	Strat 02, 2-C We should recommend the need not the re-utilization let the leg decide.	Intended for design guidance rather than a legislative request/decision on what projects to implement. Action revised to focus on evaluation of reutilization, rather than directing to it. Action 02-02-B combined with 02-02-C to provide Road Diets and Complete Streets as one of many potential methods to reutilize space when evaluating applicability.
IdeaBoardz	2 - Shared Mobility	02	C	02-02-C	2-c should be Provide guidance to local agencies and professionals on how to re-utilize the existing road space that support the use of emergent modes.	02-02-C revised to reflect.
Workshop Discussion	2 - Shared Mobility	02	C	02-02-C	We should recommend the need and not the get into the analysis on the re-utilization of road space. The legislature needs to decide how best to meet the recommended need.\nLegislature may decide to add capacity and not reutilize.	Intended for design guidance rather than a legislative request/decision on what projects to implement. Action revised to focus on evaluation of reutilization, rather than directing to it. Action 02-02-B combined with 02-02-C to provide Road Diets and Complete Streets as one of many potential methods to reutilize space when evaluating applicability.
Workshop Discussion	2 - Shared Mobility	02	E	02-02-E	I agree with the action, but it does not seem appropriate here. Is that our role? How does it relate to shared mobility? Suggest removing it.	No revisions, action not removed. Comment noted for record.
IdeaBoardz	2 - Shared Mobility	06	N/A	02-06-N/A	The new strategy 6 is more of an action than a strategy.	No action. Strategy reviewed and remaining as-is.
IdeaBoardz	2 - Shared Mobility	N/A	N/A	N/A	Vanpools operated by Metro and others should be given more incentives and become electric. Also test AV vanpools on a few geofenced routes	AV vanpool action added as 02-04-C.\nIncentivization of vanpools should be covered under 01-06-A and 02-03-A. Electrification should be covered under 08-02-C.
IdeaBoardz	2 - Shared Mobility	N/A	N/A	N/A	Station areas along ST LRT extension will provide great opportunity for shared mobility and TOD	No action. Comment noted for record.
IdeaBoardz	2 - Shared Mobility	N/A	N/A	N/A	...transit options for disabled community members.	No action. Concept addressed under Goal 6 Equity.
IdeaBoardz	2 - Shared Mobility	N/A	N/A	N/A	Consider narrowing the focus. As drafted reads like a mobility choice plan, not shared mobility specific to CAT infrastructure needs policies	This CAT Policy Framework is meant to support CAT and how to get the most out of bringing technology into the system. Not meant to be specific to "CAT infrastructure needs policies". One of the focuses of CAT is shared mobility.
IdeaBoardz	3 - Economic Vitality and Livability	01	N/A	N/A	Strategy 1: The privacy issues associated with MDS need to be addressed. MDS is somewhat controversial in the micromobility industry.	Multiple actions related to MDS have been revised to address that MDS is one of many solutions to consider under the broader concept of mobility data standards.
IdeaBoardz	3 - Economic Vitality and Livability	01	N/A	N/A	Consider combining 1-D and 1-E	Mobility Data Specification action (previously 03-01-D) related to data storage and management strategy aligned under Goal 1, Strategy 5. Action 03-01-E retained and minimally revised (now 03-01-D).

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	3 - Economic Vitality and Livability	01	N/A	N/A	What is the controversy re privacy issues?	(Assuming this is in response to the comment that privacy issues associated with MDS need to be addressed) Several private sector companies and advocacy groups have identified potential data privacy concerns with MDS as it stands now. There are not clear policies and guidelines on how the data will be used, shared, retained/purged, etc. One resource for more information is a letter from EFF and OTI: https://www.eff.org/files/2019/04/03/eff_oti_letter_re_ladot_mds_privacy_concerns_april_3_2019.pdf
IdeaBoardz	3 - Economic Vitality and Livability	06	A	03-06-A	For 6-A how about for clarification "Work with private industries to identify needs for different approaches and technologies for local entities.	03-06-A revised to clarify coordination between public agencies & private sector with local entities for technology strategies.
IdeaBoardz	3 - Economic Vitality and Livability	06	A	03-06-A	6A- Suggest that the wording be revised to emphasize partnership between entities and local govt to adapt instead of 1-way	03-06-A revised to clarify coordination between public agencies & private sector with local entities for technology strategies.
IdeaBoardz	3 - Economic Vitality and Livability	06	A	03-06-A	recording Eric's question on understanding Goal 03-06-action A... "adapt"	03-06-A revised to clarify coordination between public agencies & private sector with local entities for technology strategies.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	A	04-01-A	Original language was more inclusive, revisions limit us to look specifically at ADAS rather than including all connected vehicle technologies.	04-01-A revised to broaden scope to current and near-term connected technologies.
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	01	A/B	04-05-N/A	Eric: 5A/5B minimize jargon and tech. language	Actions revised to reflect plain language.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	B	04-01-B	Using long awaited MUTCD updates vs looking at developing state-specific standards	04-01-B revised to accommodate differing paths for machine readable signing and striping standards.
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	01	C	04-01-C	For 1-C In the spirit of what i understand Chess's explanation how about " Prioritize roadway AV investments based on the benefit verses cost for the implementation.	04-01-C revised to reflect.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	C	04-01-C	Be cautious on prioritizing roadway investments, do not want to make updates to streets at end of their useful life.	04-01-C revised to address facility lifecycle.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	C	04-01-C	New language excludes some types of vehicles, such as the needs of micromobility	04-01-C revised to remove direct reference to vehicle fleets, broaden scope to existing and near-term ADAS technologies regardless of mode.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	C	04-01-C	Both service life of facility and ADAS technologies should be considered/incorporated	04-01-C revised to address service life of facility and reroute focus of ADAS technologies to connected and automated technologies to broaden vision beyond just ADAS.
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	01	E	04-01-F	1E - (alternate to roadway types, focus on corridors) Identify priority corridors for CAT deployment and tie these corridors to funding opportunities e.g. interstates for truck platooning and urban corridors for MaaS/curb management.	Action revised to address both roadways and corridors and their readiness for upgrades or deployments of CAT technologies.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	F	04-01-F	Seems like a sub-action that could go under Action 1-D.	Moved Action under Goal 1 to align with other actions related to sharing knowledge among partners.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	01	N/A	04-01-N/A	Strategy language added "and maintainable" - Maintainable should be covered by "resilient"	Resilience inherently includes maintenance. FHWA defines resilience as "Resilience or resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions." FHWA Order 5520(6)(e) Infrastructure and its elements cannot be resilient without be maintainable. Removing "maintainable" from strategy language, it is implicit.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	02	C	04-02-C	The multi-agency connected vehicle data platform - this data needs be anonymized prior to sharing/storage.	04-02-C revised to address that data should be shareable with public (determination of whether data must be anonymized prior to sharing/storage will be based on evaluation of data against data standards, sharing and retention rules set forth in Goal 1 Strategy 5 data standards efforts).
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	02	C	04-02-C	How will data be anonymized before sharing? Suggest offline conversation about data anonymization and sharing, and relation to PRA.	04-02-C revised to address that data should be shareable with public.
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	02	N/A	04-02-N/A	The state should leave the 5.9ghz un-reserved and partner with private carriers who have more expertise in managing spectrum use for better efficiency.	To the extent WA state public agencies have purview, agencies' view is to preserve and utilize what is left of the 5.9GHz spectrum for public safety applications, in accordance with FCC allocations and intentions, to support the safe movement of goods, people, and services.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	02	N/A	N/A	Given FCCs recent decision making, recommend changing strategy language all together to preserve and utilize what is left for safety.	Strategy 02 revised to reflect.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	03	A	04-03-A	Is there a group that can or will be reviewing statutes that may be restrictive?	This action, as well as 07-06-A, revised/added to address needed review of RCWs/WACs. 03-01-C addresses review of PRA for restrictiveness to public/private partnerships.
IdeaBoardz	4 - Infrastructure & Context Sensitive Street Design	04	B	04-04-B	Strategy #4 - include local government, who often manage curb space mentioned here	Action A remains, any entity able to participate in this action. Action B revised to include local government.
Workshop Discussion	4 - Infrastructure & Context Sensitive Street Design	N/A	N/A	04-N/A-N/A	Intent of Goal 4 is to consider service life. If we are not looking at service life or maintenance/renewal activity, we may end up eliminating things that support the needs of the fleet right now. It is important to accommodate vehicle fleets 10 years from now, not AVs in the potentially distant future, and to consider that lifecycle and cost.	Action language through Goal 4 revised to reflect appropriate references to service life considerations.
General Comments and Edits	4 - Infrastructure & Context Sensitive Street Design	05	A/B	N/A	N/A	QUESTION TO REVIEWERS: How does this strategy and its related actions specifically relate to CAT, and how CAT can support the promotion of durable, physical, and digital networks…(Goal 4)?
General Comments and Edits	5 - Land Use	01	A	05-01-A	N/A	Conversion back to original language before workshop – "Transit Oriented Development" is the term EPA uses in their Smart Growth recommendations and terminology.
IdeaBoardz	5 - Land Use	01	A	05-01-A	Provide support to local jurisdictions to accommodate regional shared mobility needs within their land use plans	05-01-A revised to reflect local jurisdiction reference; remaining language remains to keep narrowed focus of action to shared mobility and TOD, which are specific recommendations in the EPA Smart Growth guidance.
IdeaBoardz	5 - Land Use	01	B	05-01-B	1B "encourage innovative parking management policies" instead of "eliminate parking requirement";	05-01-B revised to focus on innovating parking management policies, not speciic to minimum parking elimination.
IdeaBoardz	5 - Land Use	01	B	05-01-B	Recognizing that not everyone has cars and on-street parking is a give-away to car-owners.	05-01-B revised to focus on innovating parking management policies, not speciic to minimum parking elimination.
IdeaBoardz	5 - Land Use	01	B	05-01-B	Cities and agencies are starting to study AV/s impact on parking reduction. The group could facilitate those efforts	No action. Comment noted for record.
IdeaBoardz	5 - Land Use	01	B	05-01-B	1-B) Provide support and technical assistance to cities and counties to reduce or eliminate parking requirements in a way to support desired mode shift	05-01-B revised to focus on innovating parking management policies, not speciic to minimum parking elimination.
IdeaBoardz	5 - Land Use	01	B	05-01-B	We need policies that de-incentivize using public space for car storage	No action. Comment noted for record.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	5 - Land Use	01	B	05-01-B	1B modify eliminate parking requirements to eliminate MINIMUM parking requirements. Note that some jurisdictions are implementing MAXIMUM parking requirements.	05-01-B revised to focus on innovating parking management policies, not specific to minimum parking elimination.
Workshop Discussion	5 - Land Use	01	B	05-01-B	Caution eliminating minimum parking requirements. Need to have parking requirements on an arterial. Businesses still require people to come in that aren't from a heavy urban area where they can walk or use transit.	05-01-B revised to focus on innovating parking management policies, not specific to minimum parking elimination.
IdeaBoardz	5 - Land Use	N/A	N/A	N/A	Land use is a local issue and the actions need to be consistent with the goal statement. It is a difficult goal to tie actions to.	No action. Comment noted for record.
IdeaBoardz	5 - Land Use	N/A	N/A	N/A	The goal is not needed, Land use is part of local jurisdiction.	No action. Goal not removed. Comment noted for record.
Workshop Discussion	5 - Land Use	N/A	N/A	N/A	Why is this goal here? The Growth Management Act (GMA) covers this. Land use does not fit in our recommendations. We are supposed to focus on autonomy. Parking, land use decisions… why are we deciding/recommending that?	No revisions, goal not removed. Comment noted for record.
Workshop Discussion	5 - Land Use	N/A	N/A	N/A	What are the right actions to support land use and smart growth? As this technology evolves, it can increase urban sprawl. You can sit in your car for two hours and take a nap, willing to live further away. Not sure these two actions (1-A & 1-B) can achieve what we want out of the gate.	New action 05-01-C added, per U.S. Environmental Protection Agency guidance and recommendations for land use and smart growth, to help support how to achieve ultimate land use goals as they relate to CAT in this policy framework.
IdeaBoardz	6 - Equity	02	A	06-02-A, E, F	Perhaps instead of performance measures for accessibility it should be permitting criteria for TNCs?	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects.
Workshop Discussion	6 - Equity	02	A	06-02-A, E, F	Performance measures do not equal accessibility. If the performance requirement is that the TNC must be ADA accessible, that may address this concern. Need to consider existing language and whether it meets this need.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that ADA compliance could be one of the accessibility criteria.
IdeaBoardz	6 - Equity	02	B	06-02-B, E, F	New action for Strategy 3: Use equity as a project evaluation criterion.	New actions 06-02-E and 06-02-F added to address.
IdeaBoardz	6 - Equity	02	B	06-02-B	2B - Concern with specifying TNC technology. The goal is to improve accessible mobility - doesn't need to be TNC	06-02-B revised to broaden beyond TNCs.
IdeaBoardz	6 - Equity	02	B	06-02-B, E, F	Add requirements for TNCs to be accessible if they are to be used for paratransit. Accessible includes mobility needs for wheelchair users, car seat users, etc.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that these points could be one of the accessibility criteria.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	6 - Equity	02	B	06-02-B, E, F	Many regions in the country have seen TNCs undercut fixed route transit. Fixed route is required to be ADA accessible. TNCs are not	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that these points could be one of the accessibility criteria.
IdeaBoardz	6 - Equity	02	B	06-02-B, E, F	Add an action to Strategy 2 (or modify 2B) to make it clear that public funds for TNCs/private mobility providers must be tied to accessibility requirements, especially for paratransit.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects.
IdeaBoardz	6 - Equity	02	B	06-02-B	Modify 2B from TNCs to private mobility providers and modify Use to "evaluate". (There are studies showing how TNCs are harmful to equitable mobility.)	06-02-B revised to reflect suggested revisions.
Workshop Discussion	6 - Equity	02	B	06-02-B, E, F	Recommend that there be a requirement that TNCs provide wheelchair accessible vehicles, and it be a priority.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that wheelchair accessible vehicles could be one of the accessibility criteria.
Workshop Discussion	6 - Equity	02	B	06-02-B, E, F	TNCs cannot replace fixed route transit or dial-a-ride services unless they provide wheelchair accessible vehicles and support rural areas.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that wheelchair accessible vehicles could be one of the accessibility criteria, as well as supporting rural areas.
Workshop Discussion	6 - Equity	02	B	06-02-B, E, F	Concerns around the futures of AVs, and how that will likely be connected to ride hailing, who it may leave out. If ride hailing is a supplement or replacement to fixed route transit – who gets left out?	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that these points could be one of the accessibility criteria.
Workshop Discussion	6 - Equity	02	B	06-02-B	ADA currently does not apply to ride hailing the way it applies to fixed route transit. Different jurisdictions have different requirements – ride hailing companies may have wheelchair accessible vehicles in other markets based on those	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that ADA compliance could be one of the accessibility criteria.
Workshop Discussion	6 - Equity	02	B	06-02-B, E, F	Understanding how private mobility providers increase accessibility, but the core issue is that if we are using private mobility providers to complement the transit network, access needs to be broad and for all.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that ADA compliance could be one of the accessibility criteria.
Workshop Discussion	6 - Equity	02	B	06-02-B, E, F	Aside from disabled populations, there are also people with language or financial barriers to access this service.	New actions 06-02-E and 06-02-F added to address.
IdeaBoardz	6 - Equity	03	A	06-03-A/B	3-A_ Consult with marginalized communities to then prioritize and fund their mobility needs.	Original (pre-workshop) 06-03-A language preserved. New action 06-03-B added to address prioritization and resourcing of mobility needs.
IdeaBoardz	6 - Equity	03	A	06-03-A	The edits to Action 3A modify the meaning of the action. The edits should be added as a new action rather than replacing the existing one.	Original (pre-workshop) 06-03-A language preserved. New action 06-03-B added to address prioritization and resourcing of mobility needs.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
Workshop Discussion	6 - Equity	03	A	06-03-B	Seems premature to be discussing funding until we understand the mobility needs.	References to "funding" throughout strategies and actions language has been converted to the concept of "resources" - resources may encompass funding (whether legislatively funded or through another means such as grants), staff, technical assistance, guidance, standards, policies, etc.
Workshop Discussion	6 - Equity	03	A	06-03-B	The modifications to this action language change the intent of the action statement. Suggest splitting "consult with" and "prioritize and fund" into two different actions.	Original (pre-workshop) 06-03-A language preserved. New action 06-03-B added to address prioritization and resourcing of mobility needs.
IdeaBoardz	6 - Equity	03	A/C	06-03-A, C	3-A &C We should not be recommending funding - this is a leg function. Our recommendation should be the outcome and let the leg decide funds	References to "funding" throughout strategies and actions language has been converted to the concept of "resources" - resources may encompass funding (whether legislatively funded or through another means such as grants), staff, technical assistance, guidance, standards, policies, etc.
IdeaBoardz	6 - Equity	03	C	06-03-D	3C (new) Remove "alternative", to provide mobility options that don't need to be "alternative" to improve mobility access	Action revised to reflect "desirable mobility options" rather than "alternative mobility options"
IdeaBoardz	6 - Equity	03	N/A	06-03-E	Identify and address barriers to using active modes, such as bike shop deserts and lack of basic mechanics/maintenance knowledge.	New action added under Strategy 03.
General Comments and Edits	6 - Equity	05	A	N/A	N/A	Strategy 05 combined into Strategy 02 B for supplementing Fixed Route Transit and Dial-a-Ride services through shared mobility providers.
IdeaBoardz	6 - Equity	05	A	06-02-E, F	Strat 05, 1-A training material is fine, certification creates a barrier for entry for the TNC's to provide services.	Action revised to focus on training and guidance, not specifically certification. 06-02-E and 06-02-F provide support for determining ADA compliance prior to being enabled to support publicly funded projects.
IdeaBoardz	6 - Equity	N/A	N/A	N/A	As the rep for the health and equity subcommittee I think this goal needs some work to be consistent with gov's equity principle	No action. Health & Equity Subcommittee noted they will be taking a deeper dive into this goal and its related strategies and actions. Comment noted for record.
IdeaBoardz	6 - Equity	N/A	N/A	N/A	Work with transit agencies to ensure equitable access to TNC service to diverse groups.	New actions 06-02-E and 06-02-F added to address how to establish and apply accessibility criteria to publicly funded projects. Note that these points could be one of the accessibility criteria.
IdeaBoardz	6 - Equity	N/A	N/A	N/A	article on how TNCs undercut fixed route transit, leaving disabled riders without transit. https://www.wcpo.com/news/transportation-development/cincinnatis-accessible-taxi-shortage-makes-direct-commutes-rare-for-people-in-	No action. Comment noted for record.
IdeaBoardz	6 - Equity	N/A	N/A	N/A	Transit does not need additional funding for ADA training. We don't need to recommend funding this out of this effort.	No action. Agencies/entities that select actions to take on will support any funding/resourcing required to carry out action. Comment noted for record.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	6 - Equity	N/A	N/A	06-03-F	Identify and address barriers to shared mobility mode use such as inadequate lighting, long headways and other issues that make users (especially women) fear for their safety. Strategies like CCTVs are preferred by transit users.	New action 06-03-F added to address.
General Comments and Edits	7 - Safety	01	A	07-01-A	N/A	Removed "HOV" in relation to occupancy enforcement, broaden scope to occupancy enforcement in general, which may include HOV, HOT, multi-use, BAT, etc.
IdeaBoardz	7 - Safety	01	A	07-01-A	Automated enforcement has equity issues but those are associated with how it is implemented rather than the technology itself. It avoids the biases in policing.	No action. Comment noted for record.
IdeaBoardz	7 - Safety	01	A	07-01-A	We don't need to expanding automated enforcement when the autonomous vehicle should be able to avoid committing the infraction in the first place	Framework beyond just AVs - broader CAT focus. Want to consider more near term technologies, mixed environment, and potential for AVs to not always follow the law, need enforcement in place.
Workshop Discussion	7 - Safety	01	A	07-01-A	Why do we have a goal expanding automated enforcement when the autonomous vehicle should be able to avoid committing the infraction in the first place?	Framework beyond just AVs - broader CAT focus. Want to consider more near term technologies, mixed environment, and potential for AVs to not always follow the law, need enforcement in place.
Workshop Discussion	7 - Safety	01	A	07-01-A	Struggling with how this enables automated or connected vehicles.	The Infrastructure & Systems Subcommittee is working with the Washington State Transportation Commission (WSTC) or the AV Work Group to take on CAT, not just AVs. Can encompass occupancy, congestion management, traffic management systems, topics related to connectivity beyond AVs. Can encompass all aspects of the transportation system in part of a broader CAT system, where AV is just a subset.
Workshop Discussion	7 - Safety	01	N/A	07-01-N/A	As a law enforcement officer, I am hesitant to embrace Strategy 1 under Goal 7s use of the word "Expand" automated enforcement. I think "Consider" might be a better approach and would better catch the conversation we had. It is not a big brother or heavy hand approach, but rather looking at how some automated enforcement might enhance the incorporating of AVs into the mainstream fleet.	Strategy 01 revised to reflect less of a focus on expansion, and more on exploring where there are gaps in existing/traditional enforcement that could be enhanced with automated enforcement technologies.
Workshop Discussion	7 - Safety	02	A	07-05-A	Is there a liability risk for the state in educating the public on benefits/proper use of ADAS?	07-02-A moved under 07-05-A. Language revised to address State's role in encouraging safe driving behavior and educating what safety limitations are.
Workshop Discussion	7 - Safety	02	B	07-06-C	Does the State have the expertise to assess the safety levels of Level 3 through 5 automated technologies?	No minimum standards now, State's role to encourage and be involved in the ongoing efforts to develop standards. 07-02-B moved to 07-06-C.
IdeaBoardz	7 - Safety	02	D	07-02-A	For 2-D shouldn't it also include the operator or passenger. Example: safely disengage when the automation cannot function.	Action revised to include drivers and riders (operators and passengers).
IdeaBoardz	7 - Safety	02	N/A	07-02-B	Strategy 2 - establish licensing competencies/registration category for ADAS-equipped vehicles.	New action 07-02-B added to address.
IdeaBoardz	7 - Safety	02	N/A	07-05-B	Add Activity to Strategy 02: Educate the public on how and where Level 4 and 5 AVs will be deployed, how they operate, and what to expect from AVs.	New action added under new Strategy 5.
Workshop Discussion	7 - Safety	02	N/A	07-02-N/A	Propose revising strategy language to replace "solutions that have been demonstrated to" with "solutions that have the potential to"	Strategy 02 revised to reflect.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	7 - Safety	03	A	07-02-C	Align the Target Zero CAT activities to the CAT policy framework Safety goal actions and strategies.	Strategy 03 incorporated as new action under Strategy 02, with a focus on how to align with and create a plan to implement.
IdeaBoardz	7 - Safety	03	A	07-02-C	Eliminate Strategy 03 and update Strategy 02 to: Promote solutions that have the potential to to reduce fatal and serious injury crashes, including those strategies identified in the 2019 Target Zero Plan/WA State Strategic Highway Safety Plan.	Strategy 03 incorporated as new action under Strategy 02, with a focus on how to align with and create a plan to implement.
IdeaBoardz	7 - Safety	04	N/A	07-03-N/A	Update current Strategy 04 to: Gather AV related data and use Data-Driven Safety Analysis for decision-making.	Strategy 04 revised to gather CAT data (broaden scope beyond just AV related data)
IdeaBoardz	7 - Safety	04	N/A	07-03-C	Add as an activity under the current 04: Develop data gathering and data integration methods in order to measure the safety impact of ADAS and automated vehicles on reducing fatalities and serious injuries.	New action added under Data strategy (now 03).
IdeaBoardz	7 - Safety	05	B	07-05-B	Strat 05, 5-B What does a safes shutdown mean? For full autonomy - does that mean the road is not usable?	07-05-B revised to clarify intent of action with examples of functionality without restrictive or assumptive language.
Workshop Discussion	7 - Safety	05	B	07-05-B	What does "safe shutdown" mean? That a road is unusable for full autonomy, such as on a snowy day where the road is normally usable but due to current conditions, is now unusable by an autonomous vehicle?	07-05-B revised to clarify intent of action with examples of functionality without restrictive or assumptive language.
IdeaBoardz	7 - Safety	N/A	N/A	07-02-B	Work with DOL to incorporate testing/education for advanced vehicle technology.	New action 07-02-B added to address.
IdeaBoardz	7 - Safety	N/A	N/A	N/A	Potential conflict of truck platooning and on-ramp merge areas on urban Interstate.	No action. Comment noted for record.
IdeaBoardz	7 - Safety	N/A	N/A	07-06-C	New strategy: Evaluate existing laws and regulations in Washington and other states and create an regulatory environment that will allow AV's to be tested and deployed in a safe manner. (Put the activity "Establish a uniform minimal level of safety assessment..." under this strategy, and we can add more)	New Strategy 06 and Action C added.
IdeaBoardz	7 - Safety	N/A	N/A	04-01-H	New Strategy: Assess infrastructure elements, such as signing and striping and the potential need for roadside communication equipment, so that they are conducive to enabling and supporting the operation of (ADAS and) AVs. (There are many activities that could be added under this.)	New action added under Goal 4 Strategy 01.
IdeaBoardz	8 - Environment	02	A	N/A	2-A, Consider using term Zero Emissions Vehicle (consistent with new ZEV program - SB 5811)	No action. Comment noted for record. This specific action (previously 08-02-A) removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals. Note that intersection throughput is addressed in Goal 02 Shared Mobility.
Workshop Discussion	8 - Environment	02	C	N/A	How is electrification a measure of effectiveness for any transportation project? Suggest action language be more specific.	No action. Comment noted for record. This specific action (previously 08-02-C) removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	8 - Environment	02	D	N/A	The idea behind person-throughput is that it's a better measure of system effectiveness than VMT.	No action. Comment noted for record. This specific action (previously 08-02-D) removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
Workshop Discussion	8 - Environment	02	D	N/A	Intersection throughput helps all modalities, and is better than person throughout, can we change the action language back the original? If we start measuring person throughput, get a different result. May end up prioritizing certain modes and use of technologies and functionality.	No action. Comment noted for record. This specific action (previously 08-02-D) removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
Workshop Discussion	8 - Environment	02	D	N/A	We are moving away from intersection throughout, looking at mobility and multimodal levels of service. Suggest action replace intersection or person throughout with "movement of people and goods" for measure of effectiveness.	No action. Comment noted for record. This specific action (previously 08-02-D) removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
Workshop Discussion	8 - Environment	02	D	N/A	Suggest a separate action for quantitatively defining "movement of people and goods". Is the measure of an action to use when screening a grant proposal, technology or a pilot? Is the measure to say "is this the right way to insert this technology into the mobility landscape?"	No action. Comment noted for record. Actions referencing "performance measures" under this strategy removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	02	H	08-02-H	strat 02, 2-h rather than create a whole new program, why not use manufacturer fuel economy numbers for estimates on each vehicle?	No action. Intent of this new action is to pilot ways to get data more accurate than the estimates provided by manufacturer fuel economy numbers. Those numbers, ("sticker MPG") are based on prime, perfect conditions when the vehicle leaves the lot. Once the vehicle leaves the lot and has wear and tear, MPG often goes down. Economy also depends on how a vehicle is driven to calculate the actual fuel economy – highway-heavy drivers have higher fuel economy than "sticker MPG" while stop and go traffic drivers likely have poorer fuel economy.
Workshop Discussion	8 - Environment	02	H	08-02-D	Rather than creating a whole new program, why not use manufacturer fuel economy numbers for estimates on each vehicle?	Intent of this new action is to pilot ways to get data more accurate than the estimates provided by manufacturer fuel economy numbers. Those numbers, ("sticker MPG") are based on prime, perfect conditions when the vehicle leaves the lot. Once the vehicle leaves the lot and has wear and tear, MPG often goes down. Economy also depends on how a vehicle is driven to calculate the actual fuel economy – highway-heavy drivers have higher fuel economy than "sticker MPG" while stop and go traffic drivers likely have poorer fuel economy.
Workshop Discussion	8 - Environment	02	N/A	N/A	There are a number of measures on decarbonization. Would like to see this strategy and associated goals be similar to the Goal 7 Safety strategy and action(s) to align with Target Zero. This should be consistent with the Governor's goals on carbon reduction.	No action. Comment noted for record. Actions referencing "performance measures" under this strategy removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
Workshop Discussion	8 - Environment	02	N/A	N/A	Can we have reducing VMT be a goal?	No action. Comment noted for record. Reducing VMT is a larger goal of Washington State, but not under the purview of this effort. How to measure VMT through CAT methods, to potentially use to reduced VMT is included under Goal 8 revised actions.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
Workshop Discussion	8 - Environment	03	B	08-03-B	Many projects have to go through the SEPA process that would not make sense to fall under this action, like guardrail projects. SEPA is a bigger animal, not just transportation projcts, may be under purview of a different subcommittee	08-03-B revised to reflect SEPA process that applies to transportation projects with CAT technology elements.
IdeaBoardz	8 - Environment	04	A	02-03-D	Strat 04, 4-A - We need to clarify if this is applicable to all lanes or just HOV/HOT lanes. Also, I don't believe this will incentivize autonomous vehicle use	Targeted to managed lanes (such as HOV/HOT), the ability to understand how we move goods and people. As a performance metric across the system, how effective are we at moving people, are we using our facilities in the most efficient ways. Action moved under Shared Mobility goal.
Workshop Discussion	8 - Environment	04	A	02-04-D	Is this applicable to all lanes, or just HOV/HOT lanes? This seems like it would slow AV adoption and has significant privacy issues.	Targeted to managed lanes (such as HOV/HOT), the ability to understand how we move goods and people. As a performance metric across the system, how effective are we at moving people, are we using our facilities in the most efficient ways. Action moved under Shared Mobility goal.
General Comments and Edits	8 - Environment	04	N/A	N/A	N/A	Removal of Strategy 04 "Develop financial incentives for higher occupancy vehicles (pricing policy)." High occupancy incentivization is covered under 02-03-A. Action 08-04-A moved to 02-03-D.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	How can we reduce VMT? Can we discuss reducing VMT as a goal?	No action. Comment noted for record. Reducing VMT is a larger goal of Washington State, but not under the purview of this effort. How to measure VMT through CAT methods, to potentially use to reduced VMT is included under Goal 8 revised actions.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Reducing VMT is also critical to reducing emissions. Is there a CAT action that aligns with VMT reduction?	No action. Comment noted for record. Reducing VMT is a larger goal of Washington State, but not under the purview of this effort. How to measure VMT through CAT methods, to potentially use to reduced VMT is included under Goal 8 revised actions.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Would love to see alignment with the legislatures goals for reducing carbon emissions to below 1990 levels by 2035	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Make the strategies and actions consistent with other statewide goals for decarbonization.	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	2-c) How about "Include reduction of pollution as a measure of effectiveness for Mobility based transportation projects.	No action. Comment noted for record. Actions referencing "performance measures" under this strategy removed. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Reducing VMT will hurt autonomous deployment and should not be included as a goal	No action. Comment noted for record.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	DOH definitely supports including active transportation as an option for reducing pollution, GHG's while improving health.	No action. Comment noted for record.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Disagree that reducing VMT will hurt AV deployment. Ensuring that autonomous deployment does not result in an increase of VMT, congestion and emissions is a critical CAT policy objective.	No action. Comment noted for record.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Make the strategies and actions consistent with other statewide goals for decarbonization - state actions required within HB 2311 and the updated goals are included in this updated legislation	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.

Source	Policy Goal	Strategy	Action	New Location	Participant Comments	Staff/Consultant Support Response
IdeaBoardz	8 - Environment	N/A	N/A	N/A	There is good VMT and bad VMT. Bad VMT is at times of congestion; good VMT is the rest of the time. A better goal would be to reduce congestion and to move to electric transportation to reduce emissions at all times	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Washington State should make electrification of transportation an explicit goal of state utilities, as California did in SB350	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Electrifying transportation has a positive financial benefit for the State. Washington imports all of its oil from other states and countries and spends over $10billion a year that goes out of the state, according to the department of Commerce. Important consideration	No action. Comment noted for record.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	See Seattle Times op-ed by Chuck Collins, former head of Metro Transit and original proponent of vanpools.	No action. Comment noted for record.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Eliminate throughput as a measure of decarbonization. Reduction of VMT and use of less carbon intensive fuels are the key factors to decarbonization.	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	CAT includes other modes, such as micromobility which depending on your definition includes only active modes or includes active modes and other non-active but more ecofriendly modes up to 500 lb vehicles.	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	8 - Environment	N/A	N/A	N/A	Consider shared mobility's impact on car ownership reduction which may result in lower VMT. Studies by Shaheen Susan shown that 11-26% of carsharing participants sold a personal vehicle and 12-68% postponed or entirely avoided a car purchase.	No action. Comment noted for record. Strategy 02 "decarbonize the transportation system" and related actions consolidated to focus on how CAT technologies and tools can be used to support the Governor's decarbonization goals.
IdeaBoardz	General Comments and Ideas	N/A	N/A	N/A	https://medium.com/starsky-robotics-blog/the-end-of-starsky-robotics-acb8a6a8a5f5	No action. Comment noted for record.
Workshop Discussion	N/A	N/A	N/A	N/A	Request across all strategies and actions presented today: There are a lot of buzz words and technical jargon. Can strategies and actions be updated to reflect plain language?	Jardon/technical language revised where appropriate. Terms/acronyms table added to document for additional guidance.