# WASHINGTON STATE AUTONOMOUS VEHICLE WORK GROUP

# MEETING SUMMARY

**Washington State AV Work Group - Infrastructure and Systems Subcommittee**
**April 22nd, 2020 | 9:00 am – 11:00 am**
Remote Participation | Meeting Materials available [here](https://avworkgroupwa.org/committee-meeting/infrastructure-and-systems-subcommittee-meeting-8-2)[1]

## Attendees:

| First Name | Last Name | Organization |
|---|---|---|
| Robert | Acevedo | HDR |
| Bruce | Agnew | ACES Northwest |
| Amanda | Anderson | Peloton Technology |
| Elizabeth | Bastain | Washington State Department of Transportation (WSDOT) |
| Ted | Bailey | WSDOT |
| Debi | Besser | Washington Traffic Safety Commission |
| Thera | Black | 3P Transportation |
| Gaia | Borgias | University of Washington, Mobility Innovation Center |
| Erica | Bramlet | Washington State Senate Transportation Commission |
| Daniela | Bremmer | WSDOT |
| Anthony | Buckley | WSDOT |
| Sheri | Call | Washington Trucking Association |
| Todd | Carlson | WSDOT |
| Barb | Chamberlain | WSDOT |
| Marc | Daily | Thurston Regional Planning Council (TRPC) |
| Sam | Dreiman | Argo |
| Marshall | Elizer | WSDOT |
| Rendall | Farley | Avista |
| Mariya | Frost | Washington Policy Center |
| Eric | Hahn | City of Vancouver |
| Mark | Harmsworth | Washington Policy Center |
| Jennifer | Harris | Washington Legislature House Transportation Committee |
| Azmeena | Hasham | Verizon Smart Communities |
| Martin | Hoppe | City of Lacey |
| Kylee | Jones | Spokane Regional Transportation Council |
| Samantha | Kersul | TechNet |
| Shelley | Kloba | Washington State House Representative |
| Scott | Kuznicki | Midwest Roads |
| Steve | Kuciemba | WSP USA |
| Daniel | Lai | City of Bellevue |

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[1] Meeting materials: https://avworkgroupwa.org/committee-meeting/infrastructure-and-systems-subcommittee-meeting-8-2

| First Name | Last Name | Organization |
| --- | --- | --- |
| Laurie | Lebowsky | WSDOT |
| Francesca | Maier | Fair Cape Consulting |
| Cecile | Malik | City of Auburn |
| Steve | Marshall | City of Bellevue |
| John | Milbrath | AAA Washington |
| Roger | Millar | WSDOT |
| Kyle | Miller | WSDOT |
| Parker | Mills | Google |
| Markell | Moffett | WSP USA |
| Ron | Pate | WSDOT |
| Jim | Peters | DKS Associates |
| Jeff | Peterson | First Transit |
| Eric | Pierson | Chelan County |
| Anna | Powell | CompTIA |
| Katy | Ruckle | WaTech |
| Ryan | Spiller | Capitol Connection |
| Rae | Tu | HDR |
| Michael | Villnave | Federal Highway Administration |
| Shannon | Walker | Seattle DOT |
| Andrea | Weckmueller-Behringer | Walla Walla Valley Metropolitan Planning Organization |
| Ian | Wesley | WSDOT |
| Bryce | Yadon | Futurewise |
| Kim | Zentz | Washington State University |
| Anna | Zivarts | Disability Rights Washington, Rooted in Rights |

## WELCOME, INTRODUCTIONS, OPENING REMARKS

Roger Millar

- Go-To-Webinar remote participation process
    - Everyone starting in listen-only mode
    - Breaking after each agenda items for questions and comments
    - Use chat box or questions box if you have questions
    - Use the "raise your hand" feature to be unmuted for verbal questions/comments
- Overview of agenda
- Thank you to subcommittee members – this subcommittee is one of the more active subcommittees in the WA AV Work Group
    - Subcommittee has taken on a lot of work in our action plan – developing a policy framework, evaluating opportunities for deployment projects, collaborating with private sector companies
    - We have made steady, deliberate progress

***Topic closed.***

## COVID-19 Impacts to our Efforts
Roger Millar

- WSDOT has three tracks we are working on as an agency – Emergency response, recovery and looking towards the new normal
- Emergency response
  - When the pandemic became a critical issue in WA, the Governor's direction was to go into response mode, doing what we need to keep things moving
  - Mission is to make sure essential workers and goods and services get where they need to go
    - Our team is operating the Washington Ferry System to make sure Island communications and other communities that rely on the ferry system are still able to move
    - Safety rest areas are open
    - We are plowing snow on mountain passes
    - We are responding to incidents
  - Everything else went indoors or on hold as soon as the "Stay Home Stay Healthy" order was issued
    - Non-essential staff and services are working from home, planning for when the "Stay Home Stay Healthy" order is lifted
    - Out of 7,500 WSDOT employees, over 5,000 are teleworking
  - Recovery
    - During "Stay Home Stay Healthy", we shutdown non-essential maintenance and preservation work
    - Shutdown majority of construction projects
      - Did not receive firm guidance on personal protective equipment, procedures, cleaning stations – What is needed to keep workers safe on site
      - 70 projects were shut down
      - Fish passage projects still going, there is a legal mandate to move forward
      - Focus our attention on work that is moving forward with others paused
    - Working with contracting community, Department of Labor and the Governor's office on how we restart
      - Construction Roundtable meeting once a week
      - Evaluating how to restart low impact construction (Able to keep 6ft or more distance between workers)
      - Medium and high impact construction (less than 6ft distance) – Coordinating with Departments of Health and Labor to define procedures for when workers must be closer, what equipment is needed
      - Our goal is to get agreement with all parties, and then when the Governor turns the dial (not flipping a switch), construction is expected to be an early action to restart
      - We want to make sure we do it right and get WA back to work

- We are applying what we are learning to best maintain our workforce and slowly come back online with the right procedures, equipment and training to operate in the transportation right of way in a safe manner
  - We are also working on policies and procedures to bring office staff back into our office spaces
  - Looking at the financial impacts of the pandemic and resulting recession
    - 80% of state transportation revenues are tolls, gas tax, fees, ferry fares – all which are taking a big hit right now
    - Too early to forecast the revenue coming in, but looking at traffic counts and historical data from big snowstorms or the great recession to better understand what may be coming
    - WA State Department of Transportation is currently not collecting about $100 million per month we would normally collect through transportation revenues
    - Significant hit to Washington transportation revenues that not only support WSDOT, but also support the Department of Licensing, Washington State Police and smaller transportation-related agencies
    - We don't know how long or how deep this recession is going to go
    - WSDOT has paused all hiring, major purchases and out of state travel
    - Agency is maintaining ferries on the winter schedule, running Amtrak schedules on one train per day
    - Economic consequences in WA and nationally, waiting to see what Congress does.
      - Recent pandemic relief bill, did not include aid to states
      - States are advocating for funds to backfill revenues we are losing to continue construction, maintenance and preservation projects, not shovel ready new projects
- Looking towards the new normal
  - Once we get testing in place, quarantines and "stay home" orders lifted, looking at what the new normal is going to look like
  - Many working from home now because they have to, finding they prefer it
  - Business are looking at how that impacts the bottom line – do they need to lease as much space? Create telework policies?
  - Looking at telecommuting investments and policies
    - Many concerned about being safe on transit and ferries, also need to consider safety within a building/office – going to a meeting, being in an elevator, areas where social distancing may not be viable
    - For anyone to be safe, all need to be safe
  - People are enjoying getting outside, going on walks, seeing their neighborhoods in the daytime…
    - Likely will be more investment in neighborhoods moving forward
  - The new normal won't be business as usual, things will be different
- Our subcommittee work will continue to move forward in a deliberate manner, giving us time to think as decision makers are not making policy decisions right now

*Topic closed.*

**PUBLIC COMMENT**

- No public comment.

*Topic closed.*

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**Activity 1: Developing policy goals, strategies, and illustrative actions based on local, regional, and national "best practice" policy examples**

Vision for the WA State CAT Policy Framework – Ted Bailey

- 2020 Action Plan includes 3 primary activities, building on 2019 Action Plan
- As we prepare for AVs and highly automated vehicles, it is important to look at the overall transportation ecosystem
- Cooperative Automated Transportation (CAT) Policy Framework being developed, started with 8 policy goal statements being endorsed by Work Group Executive Committee and Washington State Transportation Commission (WSTC) in late 2019
- Starting to get into the real meat of the conversation – What are strategies, actions, ideas we want to address, and how do they support to the policy goals
- Then with Activity 2, we will be looking at how to fund the strategies and actions identified in the CAT Policy Framework? Looking at how to connect actions to funding streams
- Question has come up about how this work relates to the other 6 subcommittees
  - o Each subcommittee is looking at these policy goals, whether they work for their charge, language needs to be tweaked, or a new policy goal(s) needs to be added
  - o In 2020, and beyond, we can start to take the policy goals developed by each subcommittee and integrate them together, start looking at strategies and actions to support each
    - ▪ Equity policy goal is a great example. In this CAT Policy Framework, but in the Health & Equity subcommittee's wheelhouse. They are looking at what the goal statement would look like from their standpoint and objectives, what strategies and actions are tangible for them to move forward on
- Ultimately, we want the subcommittee's goals, strategies and actions to be integrated into a cohesive product that represents goals, strategies and actions from all 7 subcommittees under one WA state CAT Policy Framework.

April 1st Workshop report out/next steps – Daniela Bremmer & Steve Kuciemba (WSP USA)

- A lot of work has been done in Activity 1
  - o Draft CAT Policy Framework
  - o 8 policy goals adopted in 2019 by Executive Committee and WSTC
  - o Want to make sure we are engaging as many people as possible
    - ▪ 2019, we worked in a smaller activity team
    - ▪ 2020 and moving forward, reached out to interested parties, agencies, advocacy groups, etc. to be more inclusive
  - o Spent two and a half months preparing for the April 1 workshop, then faced COVID-19 restrictions and could not hold an in-person workshop
  - o Grateful for all that participated in workshop, in pre-workshop assignments, read materials, completed surveys – all the work and engaged in preparation for a virtual workshop
- CAT Policy Framework was not developed at a point in time, this is an incremental process

- Many attending this meeting today have participated in at least one of the many steps we've taken so far to develop the framework
  - It is because of that participation and active involvement that we've made so much progress
- Worked to get the right people to the table, to get the right input
- We adjusted the environment for the workshop, resulted in a lot of preparation and pre-work
  - Reviews of the draft CAT Policy Framework
  - Informational rankings of existing draft actions
  - Proposals of new or modified strategies and actions
  - Pre-workshop input really determined the success vs. failure of the workshop
- We took all of the great input pre-workshop to integrate into workshop presentation and materials
- Workshop Process:
  - Review of informational rankings and new/modified strategies and actions
  - Split workshop into sections, one for each policy goal, spending approximately 30 minutes on each policy goal reviewing rankings, existing strategies and actions, modifications, and new ideas proposed
  - Great discussion on every strategy and its related actions for clarity, comments, questions, suggested for modified language
  - Successfully did some live wordsmithing, participants didn't get bogged down with grammar and style but focused on content
  - Example Slide of how information was presented during workshop
  - For every policy goal, walked through each strategy, existing actions, any modifications or new strategies and actions proposed
  - Also walked through informational ranking for each existing action
    - Each participant provided a ranking of high, medium, low or not a priority
    - We then assigned values to each of the ranking types, added the values together to get a total "score"
    - Higher scores meant more participants saw action as a near term priority
    - Lower scores meant more participants saw action as a lower or non-priority
    - Scores don't mean an action won't be pursued, but rather gives the subcommittee and agencies a high-level idea of where interest may be focused
  - Participation
    - Almost equal between public and private participants
    - Testament to those that agreed to attend and actually showed up
    - Over 150 pieces of new feedback, that we as a team are starting to digest and incorporate into a comprehensive list of strategies and actions, seeking clarification where needed
    - Existing language that may have been vague has been strengthen
    - Before some language may have been too broad, now split to be more actionable, more measurable, more successful
    - Thanks again to those that spent 6 hours in workshop and all the pre-work they did
  - By the numbers
    - 35 workshop participants, in addition to staff and consulting team
    - All 7 subcommittees represented
    - In total, we reviewed 37 strategies, 15 new that were suggested during pre-work
    - In total, we reviewed 101 actions, 52 new that were suggested during pre-work (more than half)
- Next steps

- o Staff and consulting team are synthesizing all of the great input received during the workshop, integrating into a comprehensive list of strategies and actions
  - o Activity 1 group will receive first draft of updated list to review for red flags, fatal flaws, areas that need clarification
  - o Activity 1 group will also provide input on proposed survey plan and tool for gathering another round of informational rankings on updated strategies and actions
  - o Updated list of strategies and actions, and new informational ranking survey, will be presented to this subcommittee at the June 19th subcommittee meeting
  - o Summer will be used to gather subcommittee feedback and informational rankings
  - o Plan to present results of survey and feedback at September 11th subcommittee meeting
  - o By the end of 2020, will present subcommittee recommendations to Executive Committee
- 2020 Meeting Schedule
  - o *(Meeting schedule listed at end of this document)*
  - o Highlights the additional touchpoints for this effort through the rest of the year, additional checkpoints for feedback, reviews, and recommendations
- Was important to this process to have a neutral party facilitate the workshop and digest the results, contracted with a consulting firm (WSP) to provide neutrality

## Activity 2: Develop project selection criteria and discuss potential funding approaches to enable the selection of near-term pilot deployment proposals and projects
Kyle Miller & Robert Acevedo

- Activity 2 efforts feed off results from Activity 1
- 2020 activities:
  - o Evaluate and build upon pilot evaluation scorecard criteria
  - o Evaluate existing local, state and federal grants and their criteria, how CAT fits in
  - o Incorporate results from Activity 1 efforts
  - o Assess the feasibility of new criteria against deployment scenario priorities identified by the subcommittee
- Looking at grant programs to support and resource actions in CAT Policy Framework
  - o 23 WSDOT grants
  - o 12 USDOT grants
  - o 1 US Department of Energy grant
  - o 1 US Department of Commerce grant
  - o Identifying the impacts to these grant programs when we introduce CAT related projects into those existing funding sources
    - How does this impact entities already using/going after those funds – help or hinder?
  - o Looking to communicate and promote this type of work through this subcommittee and other partners
    - For those looking for a path to funding – cities, counties, transit agencies – those looking to push initiatives
    - How can we support and push priority actions from policy framework
- Creating infographics to provide a one-stop-shop for those looking for funding – is this the right funding source for me, my initiative?
  - o What's included in the infographics
    - How much funding is available
    - Who it is available to
    - Match requirements

- - - Window for grant opportunity
    - Grants with infographics
      - WSDOT First Mile / Last Mile Connections Grant
      - WSDOT Regional Mobility Grant
      - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant
    - Will continue to break down grants into infographics that are most applicable to CAT initiatives – not saying others are off the table, just may not be as applicable to what we are trying to accomplish with strategies and actions
- Keeping up to date on info and available – Looking to utilize functionality on WA AV Work Group website to provide a "clearinghouse" of information for interested parties to get to
- If there is a policy goal, strategy, and action that is important to this group, to the state, to our communities, we want to make sure there is a path forward to pursue it
  - If there is no funding source, want to recognize that gap and create a path – create a new funding source, reallocate existing funds, etc.
- Data compiled from Activity 1 will significantly feed this effort
- **ACTION ITEM**: Contact Kyle Miller (milleky@wsdot.wa.gov) or Robert Acevedo if there are applicable funding sources that have not been captured
- Also looked at what other states are doing to develop CAT policy frameworks
  - What is important to them – goals, strategies, actions
  - Compare other states' initiatives to what we have drafted for WA
  - Tool we used early on to guide Activity 1 and 2 efforts

## Activity #3 - Partnership and Collaboration Discussions with Private Sector Companies
Ted Bailey

- 2019 efforts on Activity 3 focused on companies self-certified with the WA DOL for AV testing
- 2019 efforts completed, since then 3 additional companies have been added to the list to contact
  - Zoox
  - Daimler
  - PlusAI
- WA DOL is going to reach out to each company and schedule webinars with Activity 3 subgroup team along with the staff support/interested persons from all 6 subcommittees to go through the list of open dialogue questions
  - Want to learn what they are looking to accomplish by testing AVs in WA
  - What policies, regulations, opportunities and barriers can we be looking at to support?
  - Example: Last year we talked with truck platooning companies, they pointed out the need to address an RCW related to television screens that were restricting the testing of truck platooning
    - Other WA statutes are now in place to address the distracted driving aspect meant to be covered under the television screen RCW so it is no longer needed
    - Licensing and Safety subcommittee reviewed and are moving forward with a recommendation to remove the restrictive RCW language
- As WA DOL prepares for their role in the newly passed bill on AV certification, testing and reporting, would be interested to understand more from private sector side
- Question – Are these collaboration sessions open to all subcommittee members?
  - Yes. Will add anyone that wants to attend to the Activity 3 subgroup list, that does not want to miss the discussion

*Topic Closed.*

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## ULC AV MODEL BILL
Ted Bailey

- WSTC, at request of Representatives Hudgins and Kloba, asked subcommittees to review the ULC AV Model Bill and HB 2470 (did not move forward)
  - Look at HB 2470 as drafted and comments that came in on ULC model language from subcommittees initial review in late 2019 and provide feedback
  - **ACTION ITEM**: Any subcommittee member and its organization that would like to provide feedback on ULC AV Model Bill and/or HB 2470, provide to Ted Bailey, WSDOT. He will compile (staple together) all comments received AS-IS and forward to the Transportation Commission
- Licensing subcommittee will have this as an agenda item at a future meeting
  - **ACTION ITEM**: Ted Bailey will provide information to the subcommittee on the Licensing subcommittee meeting when it is available, for those interested in participating, it is expected that this issue will be part of their June 2020 meeting agenda, check here for additional information.
  - University of Washington Law School will be presenting to AV Work Group Executive Committee on May 6, includes a lot of information related to the ULC AV Model Bill and what other states are doing to adopt related legislation

*Topic Closed.*

## Other HOT Topics / Roundtable Discussion / Public Comments
Roger Millar

- There are a lot of issues that need to be discussed, worked out. We are not in a hurry, encourage continued conversations and input from a diverse set of stakeholders – private, not for profit, public, associations, all perspectives
- Group discussion:
  - From earlier comments on COVID-19 recovery efforts, what actions are being taken on the West Seattle Bridge closure and its ripple effects?
    - West Seattle Bridge is a City of Seattle structure, not a WSDOT facility. Over 100,000 vehicles use it every day, including a lot of transit and freight
      - WSDOT is working with City of Seattle, Port of Seattle, Metro and Sound Transit to determine how best to move people, goods and services in that corridor during the closure
      - Magnolia Bridge is another, also owned by the city, in need of investment. There are dozens of structures around the state in this space.
      - We are looking for federal assistance to replace state revenues lost due to the pandemic, for system operations, preservation, projects under construction or slated during this biennium
      - WA Legislature and Governor are looking at revenues as we get into the next legislative session, expect it to be discussed if a special session is called

- o Is WSDOT planning on closing lanes, temporary traffic control, closing roads to create safe social distancing in towns? Seeing the same trends as Minnesota on speeding?
    - ▪ WSDOT is seeing anecdotal evidence
    - ▪ With less cars on the roads, people are abusing their privilege to drive on state highways
    - ▪ See overall crash rates go down, have not seen crash rate per million miles traveled though, may change as it is adjusted for volume
    - ▪ Seeing excessive speeds – Those drivers were already out there, weaving in and out of lanes, doing things to cause crashes. They're still out there.
    - ▪ State highways that serve as main streets, we are looking at how to create safe space in communities for ped/bike
        - • We are working in partnership with cities – cities over a certain size, we are following their lead
        - • Working as rapidly as we can to get permissions to do the work cities are requesting of us to create safe spaces
- o What is the end goal is for the CAT Policy Framework – what does the subcommittee hope to present to the legislature in 2021, what might the final product look like?
    - ▪ Given that we are recommending body to a recommending body to a recommending body, our process is to put all ideas on the table, have a "suite of options" to present
        - • Coordinating with the other 6 subcommittees
        - • Gathering an informational ranking from this subcommittee
        - • List of goals, strategies, and actions, with informational rankings to create a package that indicates potential priorities to focus on, to present to the Executive Committee and WSTC before it goes to the legislature in 2021
        - • Want a transparent process for everyone to weigh in on
- o When will WSP have a synthesized report from our workshop that can be distributed to subcommittee members for review? Is there a plan for Activity 1 members to go through the IdeaBoardz feedback from the workshop?
    - ▪ Earlier Activity 1 group's use of IdeaBoardz had 6 or 7 people, processed information on sticky notes to identify what to move forward. Was an intensive process, but with a smaller group of people
    - ▪ This effort had a much larger group of people and more feedback to sort through
    - ▪ Asked WSP to use their expertise to take the ideas on the table and create a new, complete product that has all strategies and actions in one complete list
    - ▪ Activity 1 group has the opportunity to look through the results for fatal flaws
    - ▪ Following Activity 1 review, will put out an informational ranking survey to this subcommittee, once they have been briefed again
    - ▪ Full subcommittee will be involved in the informational ranking process once they see the synthesized results

*Topic Closed.*

*MEETING ADJOURNED.*

**Upcoming Meetings:**
- • May 6th, 2020, 9am-11:30am: Autonomous Vehicle Work Group Executive Committee, Virtual Webinar
- • June 19th, 2020 9am-12pm: Infrastructure and Systems Subcommittee, Virtual Webinar
- • June 24th, 9am-2pm, Autonomous Vehicle Work Group Executive Committee, Virtual Webinar

- September 11th, 2020: Infrastructure and Systems Subcommittee, Virtual Webinar / Olympia in Person (TBD)
- September 24th, 2020, Autonomous Vehicle Work Group Executive Committee, SeaTac Airport
- November 12th, 2020, Autonomous Vehicle Work Group Executive Committee, SeaTac Airport
- December 11th, 2020: Infrastructure and Systems Subcommittee, Virtual Webinar / Olympia in Person (TBD)
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**Resources:** New WA State AV Work Group website: https://avworkgroupwa.org/