

Policy Goal	Comments	WSP Notes	Infrastructure & Systems Subcommittee Staff Support Comments	Final Workshop Materials Updates
1 - Organize for Innovation	Action 5. B will become increasingly necessary as AV's come on-line.	No action required	No action required	No action required.
1 - Organize for Innovation	There are funding implications for this goal as it involves staffing at WSDOT and access to highly-skilled staff in a competitive field with high private sector demand.	No action required	No action required	No action required.
1 - Organize for Innovation	Instead of "21st century" consider "the next 10 years". For Action A - consider regional operations positions to save resource dollars. For example, one position could serve multiple cities.	Add note to Strategy 02 - Consider changing "21st century" to "the next 10 years" Note for implementation: Consider regional operations positions to save resource dollars. For example, one position could serve multiple cities.	Revise Strategy Statement: "Adopt an organizational structure that can meet the needs of the 21 century over the next ten(10) years. "	Strategy 01 revised
1 - Organize for Innovation	Funding is a concern. Given the ongoing impact of the coronavirus can we consider new employee positions an/or new programs? Will state government contract requiring more to be done with fewer resources?	For Infrastructure & Systems Subcommittee response	In general, the funding to "Organize for Innovation" would likely stem from each individual organization/agency from/through a prioritization of existing resources. The overall intent of this Goal is to intentionally call out and inspire each organization to consider potential actions that could better position their independent position and readiness to engage innovation in the 21st Century. As organizations align and prioritize resources an assessment of the flexible decision making ability for the positions/people assigned to these roles should be considered.	No action required.
1 - Organize for Innovation	I would assume Action A would be in WSDOT, My ranking is based on the dedicated funds where only dedicated for this use. Otherwise for other dedicated funding like bridges these employees should not have any authority.	For Infrastructure & Systems Subcommittee response	In general, the funding to "Organize for Innovation" would likely stem from each individual organization/agency from/through a prioritization of existing resources. The overall intent of this Goal is to intentionally call out and inspire each organization to consider potential actions that could better position their independent position and readiness to engage innovation in the 21st Century. As organizations align and prioritize resources an assessment of the flexible decision making ability for the positions/people assigned to these roles should be considered.	No action required.
1 - Organize for Innovation	Strategy 2. Action A should be expanded to include the national organizations for all of the involved areas, such as GHSA and AAMVA, who has an "Autonomous Vehicle Working Group" which is striving to develop standards for licensing issues related to AVs. and GHSA to start.	(confirmed with submitter this applies to strategy 01) Add new action to Strategy 01: "Maintain active participation in Governors Highway Safety Association (GHSA) and Association of American Motor Vehicle Administrators (AAMVA), who have autonomous vehicle working groups and are striving to develop standards for issues related to AVs."	The proposed action is a great example. As an all encompassing Action, It would be ideal to.. Proposed New Action C under Strategy 1 "Identify a list of national organizations/workgroups/committees/etc/ to intentionally partner with and engage in a continued meaningful way with a list of Public/Private organizations that should consider engaging in each opportunity."	New Action added under Strategy 01.

1 - Organize for Innovation	Who is the intended implementer of these actions? I'm unclear about if I'm prioritizing these actions for Washington State (from Seattle's perspective) or for the City of Seattle.	For Infrastructure & Systems Subcommittee response	In general, the funding to "Organize for Innovation" would likely stem from each individual organization/agency from/through a prioritization of existing resources. The overall intent of this Goal is to intentionally call out and inspire each organization to consider potential actions that could better position their independent position and readiness to engage innovation in the 21st Century. As organizations align and prioritize resources an assessment of the flexible decision making ability for the positions/people assigned to these roles should be considered.	No action required.
1 - Organize for Innovation	Strategy 02: Consider modifying action B: Provide access to training that prepares agency staff to plan, program , manage, maintain and operate new systems and infrastructure. (For context, including the CAT strategies in the planning and programming stage of project development is also part of preparing for innovation).	Add note to Strategy 02 Action B: add "plan, program" to language	Agree with recommended change.	Strategy 02 Action B revised.
1 - Organize for Innovation	Strategy 02: Consider a new Action for Workforce development: Plan for the IT and data analytics skill sets that will be needed for planning, managing and operating the future transportation system	Add new Action under Strategy 02: Plan for the IT and data analytics skill sets that will be needed for planning, managing and operating the future transportation system	Given the number of "specialty skill sets" that will require training perhaps this could work as an additional action. New Action C Under Strategy 2"Identify a list of core technical competency skill sets that will be needed for planning, managing and operating the future transportation system and identify existing training opportunities and gaps to address those needs."	New Action added under Strategy 02.
1 - Organize for Innovation	Strategy 1/Action B -Ranked as Medium as it is not specific to WA, but should follow from National efforts. Also, it appears that WA intends to be a fast follower, not leader.	No action required	No action required	No action required.

<p>2 - Shared Mobility</p>	<p>WSDOT Local Programs has given guidance on Road Diets and Complete Streets. One of the biggest challenges of this goal and in particular strategy #01 the need for land use (housing subsidy).</p>	<p>(Requested additional information from submitter) Is there a Shared Mobility or Land Use strategy and/or action that you would like to see related to this comment?</p> <p>If so, please provide strategy/action language to be included in the workshop for discussion.</p> <p>Response: The lack of affordable housing is one of the most critical “land use” issues facing our transportation system. The notion here is if housing were “affordable” higher capacity transportation and available urban infrastructure can handle travel more efficiently (through multiple modes).</p> <p>For response from Infrastructure & Systems Subcommittee</p>	<p>Proposed Strategy to address comments: New Strategy Under Goal 2: Identify a list of existing planning tools for assessing the connection between modal options and housing. Following Action: Identify, Evaluate and communicate the list of GIS based tools that can conduct a macro level planning analysis using publicly accessible data (e.g. Sugar Access, Census Tract and Streetlight Data)</p>	<p>New Strategy and Action added under Goal 2.</p>
<p>2 - Shared Mobility</p>	<p>Ridehailing services are shown to increase VMT and autonomous shuttles were recently removed from service by NHTSA because of safety concerns. These are not proven, short-term solutions.</p>	<p>(Requested additional information from submitter) Are there specific actions (or revisions to existing actions) that you would like to see related to these comments?</p> <p>If so, please provide Action language to be included in the workshop for discussion.</p> <p>No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.</p>	<p>Thank you for providing your comments. At this point in the process we are not removing existing strategies or actions, the goal is to obtain clarity and understanding surrounding why the strategy and/or action was proposed.</p>	<p>No action required.</p>

2 - Shared Mobility	1D and 2D should be removed. 1D: not mode neutral. 2D: Road diets & complete streets policies are not a necessity for advancing emerging modes. This action is premature and limiting.	<p>Can Strategy 1 Action D be reworded to satisfy mode-neutrality, rather than removing the action altogether?</p> <p>Example: "Support partnerships with private sector companies that demonstrate an increase in high occupancy and shared modes"</p> <p>Response: No. My recommendation is to remove 1D. The term "partnership" is unclear. Further, and more importantly, I 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.</p> <p>For response from Infrastructure & Systems Subcommittee: Suggested removal of action.</p> <p>Can Strategy 02 Action B be reworded to satisfy mode-neutrality, rather than removing the action altogether?</p> <p>Example: "Provide guidance on evaluating public infrastructure for reuse/redesign to support the use of emerging modes"</p> <p>No. My recommendation is to remove 2D. This action</p>	Thank you for providing your comments. At this point in the process we are not removing existing strategies or actions, the goal is to obtain clarity and understanding surrounding why the strategy and/or action was proposed. Suggested next step: refine the action statement further to improve clarity and focus.	No action required.
2 - Shared Mobility	WPC opposes reduction in road capacity as this increases congestion for all modes.	No action required	No action required	No action required.
2 - Shared Mobility	Strategy 1, Action B - Cost of microtransit still seems prohibitive, but a pilot is worthwhile; Strategy 1, Action D - Consider rewording to "Develop policies that encourage ride-hailing companies to promote increase in transit..."	Strategy 1 Action D: Add as suggested revision	Add the proposed Action as an additional New Action: "Develop policies that encourage ride-hailing companies to promote increase in transit..."	New Action added under Strategy 01.
2 - Shared Mobility	I am most interested in the opportunity for micromobility services with remote and autonomous repositioning capability to increase the area served by transit.	(action language provided by submitter 3/23) Add as new action: "A Washington city or unincorporated area that allows shared electric scooters or e-bikes, and their public transit provider will pilot the remote and autonomous repositioning of those devices to improve connections to transit."	Add the proposed new Action Statement: "A Washington city or unincorporated area that allows shared electric scooters or e-bikes, and their public transit provider will pilot the remote and autonomous repositioning of those devices to improve connections to transit."	New Action added under Goal 2.
2 - Shared Mobility	See previous comments re resources	For Infrastructure & Systems Subcommittee response	See response to the Same question under Goal 1	No action required.

2 - Shared Mobility	Road Diets may be contrary to this goal. Maybe re-utilization of road space?	Strategy 2 Action B: Add as suggested revision	Add the proposed new Action Statement: Provide guidance on the reutilization of road space that support the use of emerging modes.	New Action added under Goal 2.
2 - Shared Mobility	Strategy 1 seemed to be more about housing on the first read. The goal is to use AV to better connect people to the most efficient mode of transportation to their destination, correct?	likely resolved with other participants' suggested edits to strategy language	Agree: Suggest Rewriting the statement to improve clarity and remove the 10min and 15 minute targets. To discuss in workshop.	No action required.
2 - Shared Mobility	Question 10D: Replace the word Only with Explore	Strategy 1 Action D: Add as suggested revision	Recommend deleting the word "Only" from the existing Action Statement: Revise Strategy 1, Action D as follows: "Support partnerships with ride-hailing companies that demonstrate an increase in transit or other high occupancy mode ridership."	Strategy 01 Action D revised.
2 - Shared Mobility	Strategy 01: The way it's worded gives the perception that it's a land use strategy. Suggest rewording the strategy to make it more about access to transit, which we think is the point	(Requested additional information from submitter) Please provide specific strategy language revisions to provide more clarity to the strategy and its intent. Current Strategy 01 language: "Increase the proportion of homes that are within 10 minutes of a transit service with peak hour headway of 15 minutes or less." No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.	Agree: Suggest Rewriting the statement to improve clarity and remove the 10min and 15 minute targets. To discuss in workshop.	No action required.
2 - Shared Mobility	Park and Ride lots can be transitioned into housing or other high need infrastructure. We also need to address how to mitigate the impacts of low density sprawl if we are dealing with the transit issue. Perhaps this is a space to address why transit isn't efficient instead of saying a CAT policy can fix this issue.	(Request further clarification from submitter) Are there specific strategies and/or actions (or revisions to existing) that you would like to see to address the mitigation of low-density sprawl as it relates to transit, and addressing why transit is not efficient? If so, please provide specific strategy and/or action language (or revisions to existing language) to incorporate into workshop materials for discussion. No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.	Suggest adding a new action to strategy 02 to address these comments: New Action: "Access the historical and projected usage of existing Park&Ride lots, identify underutilization issues, and potential barriers to others uses such as shared mobility hubs"	New action added under Strategy 02.
3 - Economic Vitality and Livability	Including emerging MaaS and MOD modes into regional travel demand models will require financial assistance. Most medium to smaller MPO/RTPOs do not have this technical capability. #22 WSTC has recommended RUC.	No action required	No action required	No action required.

3 - Economic Vitality and Livability	There are privacy concerns with MDS, but open data is crucial if we are going to make informed decisions about MaaS. Micromobility serves a tiny proportion of trips and the business model is still unstable; however, micromobility infrastructure improves all active transportation. Gas consumption continues to grow and the gas tax is the simplest, most efficient solution to funding.	For Infrastructure & Systems Subcommittee response	Thank you for your comments	No action required.
3 - Economic Vitality and Livability	Would be interested to hear more about why MDS (and not other data specifications) was chosen for 3.1.A	For Infrastructure & Systems Subcommittee response	To address the comments consider this new Action: Evaluate and assess the experience of cities and counties that have adopted the Mobility Data Specification into their ordinances and/or contracts that manage private mobility providers using the public right-of-way.	New action added under Strategy 01.
3 - Economic Vitality and Livability	Strategy 3, Action A - Add to TSP because there are other options to enhance transit operations including queue jumps, bus only lanes, etc. ; Strategy 3, Action B - This would be better as bus only lanes or HOT lanes.	Strategy 03 Action B: Suggest rewording to "managed lanes (e.g. BOT or HOT lanes)".	Agree, for Strategy 03, Action B replace HOV with "Managed"	Strategy 03 Action B revised.
3 - Economic Vitality and Livability	I'd love to see more work on congestion pricing as a replacement to the gas tax to encourage ridesharing	For Infrastructure & Systems Subcommittee response	Agree, please proposed a strategy and recommended Action(s)	No action required.
3 - Economic Vitality and Livability	On 17, may wish to say Research ways to... I believe the way it is written could be construed as a gift of public funds and be challenged by the private company's competitor	Add as rewording suggestion to Strategy 2 Action B: "Research ways to partner with telecom companies..."	Thank you for your comment, The word Partner vs Research or Explore was intentionally selected to align with the intention. As long as all Telecom companies are given an opportunity to participate, Partnering vs Researching shouldn't be an issue.	No action required.
3 - Economic Vitality and Livability	Need to partner with DOL on any alternatives we might administer	No action required	No action required	No action required.
3 - Economic Vitality and Livability	Few of these strategies seem to have much to do with AV's.	Overview of framework and intent in workshop should resolve this question/comment.	Thank you for your comment. The focus of the CAT Policy Framework, as outlined in the preamble of the policy framework goes beyond just AV intentionally.	No action required.
3 - Economic Vitality and Livability	The RUC pilot is done and a good option the state is already exploring.	No action required	No action required	No action required.

4 - Infrastructure & Context Sensitive Street Design	WSDOT is already installing recessed striping on I-90, it would be good to monitor it and the impact on crashes; lane keeping assist is an important safety feature but has low performance with poorly-maintained striping (e.g. Walter Huang fatal crash). Automakers are not investing in DSRC in vehicles, it's time to give up this pointless crusade. High speed broadband has wide-reaching benefits far beyond the scope of CAT.	Assume 1A piloting includes evaluation of results (Requested additional information from submitter) Poorly-maintained striping: Is there a specific action (or revision to strategy 01 action A) on maintaining striping in general, not just recessed and machine-readable that you would like to see in the framework? If so, please provide Action language (or revisions) to be included in the workshop for discussion. No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.	The purpose of this pilot is to assess whether this action leads to improved day/night strip visibility for ADAS lane keeping systems. This is a very tangible term activity that aligns with SAE Level 1 and 2 technologies that are available today.	No action required.
4 - Infrastructure & Context Sensitive Street Design	Strategy 3, Action A - Security is vital. It's likely a national initiative and there's less our region can do to determine the protocols	No action required	No action required	No action required.
4 - Infrastructure & Context Sensitive Street Design	On #24 -WSDOT already has this installed in many areas so no pilot needed. If it is for local agency roadways, revise it to be for Portland Cement Concrete pavements. Not cost effective or potentially feasible on Hot Mix Asphalt and BST due to available thickness to install and preservation cycle timing. I can provide more if needed. On #26 my score is understanding this would be creating a ranked list of treatments/items to use and not prioritizing AV investment over all others	Discuss Strategy 01 Action A - Add note Discuss Strategy 01 Action C - Ranked list of treatments/items to use, without prioritizing AV investment over all others	The purpose of this pilot is to assess whether this action leads to improved day/night strip visibility for ADAS lane keeping systems. This is a very tangible term activity that aligns with SAE Level 1 and 2 technologies that are available today. Perhaps instead of jumping to a pilot there should be an assessment of existing recessed pavement marking performance in snow plow areas. Suggest rewording the Action Strategy 1 Action 1 as follows: "Evaluate the performance of existing recessed striping in areas with frequent snow plow activity in relation to current ADAS machine vision technologies."	Revised
4 - Infrastructure & Context Sensitive Street Design	State Office of Cybersecurity is part of WaTech operations	No action required	No action required	No action required.
4 - Infrastructure & Context Sensitive Street Design	It might be too late for a strategy to preserve the 5.9 GHz bandwidth.	For Infrastructure & Systems Subcommittee response	Agree, this strategy statement is being revised given recent FCC developments.	No action required.

4 - Infrastructure & Context Sensitive Street Design	Question 26: The outcome of the action isn't clear, Question 31: Not a Near-Term Priority	<p>(Requested additional information from submitter) Response: Question 26 (Strategy 01 Action C): Do you have suggested language revisions to provide more clarity on the intended/desired outcome of the action? Revised Strategy 01:Action C – Prioritize Roadway Investments that leverage the ADAS Technologies that are available on existing and near future vehicle fleets. Added revision to Strategy 01 Action C</p> <p>Question 31 (Strategy 03 Action A): Can you provide more information on why you ranked this action “Medium” but commented that this is not a near-term priority? Are there suggested revisions to the language that would encourage you to view this as a near-term priority? Resoponse: Additional explanation: “Cybersecurity is a hot topic, but a very complex one that will take significantly more discussion and expertise at the table than has been demonstrated to date. For Example, the System Technology and Data Security Subcommittee was struggling to move forward a list of basic Cybersecurity Principles during 2019. Therefore, from a near-term 2-3 year outlook perspective, Cybersecurity is a medium priority, but the action listed “Implement robust digital security protocols for all public infrastructure” is premature</p>	<p>Revised Strategy 01:Action C – Prioritize Roadway Investments that leverage the ADAS Technologies that are available on existing and near future vehicle fleets. Add a New Action under Strategy 3. “The System Technology and Data Security Subcommittee: Lead the Development of a comprehensive Cybersecurity workshop with a comprehensive list of public and private subject matter experts to identify near-term steps to address existing cybersecurity gaps for transportation systems and services”</p>	<p>Strategy 01 Action C revised. New action added under Strategy 03.</p>
4 - Infrastructure & Context Sensitive Street Design	Consider a new Strategy: Collaborate with the private sector/OEMs to promote the information Infrastructure Owner Operators (IOO’s) can provide from the infrastructure. (For context, the OEMs have placed most of their emphasis on the sensors on the vehicle and have not valued the information available from the infrastructure. We think the connected vehicle aspect is vital to enhance the situational awareness of automated vehicles. Put the C back in CAV).	<p>For Infrastructure & Systems Subcommittee response</p>	<p>This is already part of strategy 02, Actions 1-3 which will require OEM / Private sector engagement to be successful</p>	<p>No action required.</p>
4 - Infrastructure & Context Sensitive Street Design	Strategy 1: Consider a new action: Join the 5G-Automotive Association to monitor industry activity https://5gaa.org/membership/5gaa-membership/ (This may add more specifics to action D)	<p>Add new Action under Strategy 01: Join the 5G Automotive Association to monitor industry activity.</p>	<p>Add new Action under Strategy 01: Join the 5G Automotive Association to monitor industry activity.</p>	<p>New action added under Strategy 01.</p>

4 - Infrastructure & Context Sensitive Street Design	Consider rewording Strategy 2, Action C: Plan for a multi-agency connected vehicle data platform to collect and share CV information from infrastructure, moving vehicles, multimodal and 3rd parties so multiple users (OEMs, private sector, and public sector) can access and turn the data into useful information.	Captured in survey response	New Action under Strategy 2 : Plan for a multi-agency connected vehicle data platform to collect and share CV information from infrastructure, moving vehicles, multimodal and 3rd parties so multiple users (OEMs, private sector, and public sector) can access and turn the data into useful information.	New action added under Strategy 02.
4 - Infrastructure & Context Sensitive Street Design	Strategy 3: Jumping to implement seems potentially a step too far. Consider the following actions: - Consider a new action: Evaluate, plan, and provide guidance for the IT security needs, and threat response plans for DOT and local agencies - Consider a new action: Dedicate IT or IT positions to cybersecurity.	New Action under Strategy 03: Evaluate, plan, and provide guidance for the IT security needs and threat response plans for DOT and local agencies. New Action under Strategy 03: Dedicate IT or IT positions to cybersecurity. <i>Suggest adding under new strategy 03 for goal 1 "Develop and maintain data security, privacy, and governance policies and standards."</i>	Agree, add new Strategy and place the two new actions under the new strategy as noted in Column F.	Two new actions added, placed under new Strategy in Goal 1.
4 - Infrastructure & Context Sensitive Street Design	As conversation continue on V2X communications, the absence of how pedestrians interact with the system is worrying. We know adaptive signals in Seattle and Bellevue prioritize vehicle throughput over people throughput, how can we account for the prioritization of the vulnerable without requirements of technology.	<i>(Request further clarification from submitter)</i> <i>Are there specific strategies and/or actions (or revisions to existing) that you would like to see to address how to account for prioritization of the vulnerable without requirements of technology?</i> <i>If so, please provide specific strategy and/or action language (or revisions to existing language) to incorporate into workshop materials for discussion.</i> No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.	Suggest adding a new Action under Strategy 2: Assess how V2X technologies equitably accounting for the needs of all modes" (e.g. Start with Signalized Intersections and then identify other use cases such as mid block crossings, bike lanes, etc.	New action added under Strategy 02.
5 - Land Use	The lack of dense (but attractive to people) and affordable housing in urban areas where transit is present is a significant challenge.	No action required	No action required	No action required.

5 - Land Use	This goal and its strategy/actions are not mode neutral. They should be removed or revised to be mode neutral, which I thought the CAT framework was intended to be.	<p>Please provide specific language revisions to goal, strategy and/or actions to satisfy mode-neutrality. Response: The goal of land use and its strategies and actions should be removed – that is my recommendation. Apart from the overarching goal, the strategy of total growth containment (“promote smart growth”) has opportunity costs that should be evaluated – but that is not the role of this work group or exercise, and I understand that. Further, regarding the action of promoting transit-oriented development principles -TOD is dependent on fixed route transit – rather than flexible transit, which is more the direction I think we should be going. More flexible transit is not aligned with TOD principles. Regarding parking restrictions – rather than eliminating parking, an alternate and better approach is to price available parking spots according to peak and off-peak demand. That said, because I don’t support the goal of land use as a part of the CAT Policy Framework – I do not recommend any strategies or actions be included either.</p> <p>For Infrastructure & Systems Subcommittee response</p>	Thank you for your comments the goal, proposed strategies and actions will remain through the engagement process as we gather input from a broad cross section of stakeholders.	No action required.
5 - Land Use	Strategy 1, Action A - Would recommend changing TOD to Transit-Oriented Communities. TOD is ok, but it's so focused on a small area and we'd rather see the transit culture throughout the community.	Add note to Strategy 01 Action A: Change "transit oriented development" to "transit oriented communities"	Address this question with the group "TOD vs TOC", does it matter.	Added to facilitator notes for workshop.
5 - Land Use	34, could work on arterials where there are defined striping for lanes but people will park on the street anyway and block emergency services (if seen it) The business community will fight this hard for lack of customer parking. Consider clarifying or stating for main mobility routes?	Add note to Strategy 01 Action B: suggested revision to clarify for main mobility routes.	Add New Action under Strategy 1: Provide support and technical assistance to cities and counties to adopt ordinances that reduce or eliminate parking requirements for main mobility routes"	Revised Action B under Strategy 01 (instead of added a new Action).
5 - Land Use	We would prefer a more well defined "smart". I would like something that gets toward a tangible goal that citizens can see value in. Example: roads designed to move people and goods in the most cost effective and rapid manner??	For Infrastructure & Systems Subcommittee response	Question for the group. "What does Promoting "Smart" Growth mean?" Is there an authoritative source definition?	Added to facilitator notes for workshop.

5 - Land Use	#34 is a high priority if clarified that this would be done in a way that supports desired, equitable mode shift, not a blanket reduction or elimination of parkingg	Add note to Strategy 01 Action B: suggested revision to clarify that this should be done in a way to suport desired, equitable mode shift, not a blanket reduction or elimination or parking.	Add New Action under Stragegy 1: Provide support and technical assistance to cities and counties to adopt ordinances that reduce or eliminate parking requirements in a way to suport desired, equitable mode shift, not a blanket reduction or elimination or parking."	Revised Action B under Strategy 01 (instead of added a new Action).
6 - Equity	The cost of "Dial-a-ride" service is skyrocketing as housing choices diminish in the urban area. More people are pushed out into rural areas which are not served by fixed route transit and/or MOD services.	(Requested additional information from submitter) Is there an Equity strategy and/or action (perhaps related to rural transit / MOD availability and accessibility) that you would like to see related to this comment? If so, please provide strategy/action language to be included in the workshop for discussion. Response: The use of TNCs as a method of supplementing Fixed Route Transit and either replacing or supplementing Dial-a-ride. Add new action under strategy 02.	Add New Action under Strategy 02: Evaluate the use of TNCs as a method of supplementing Fixed Route Transit and either replacing or supplementing Dial-a-ride"	New action added under Strategy 02.
6 - Equity	There have been so many autonomous shuttle pilots that there's nothing new to learn from dumping money into another one. Anyway, NHTSA shut down EasyMile pilots recently and Navya previously got out of the AV shuttle game.	Add note to Strategy 03 Action B	Thank you for your comments: There are still Cities and Private providers in WA State, most recently Mercer Island that have identified tangible sustainable ways to explore the use of Low Speed SAE Level 2/3 deployments that address legitimate 1st/last mile connection gaps.	No action required.
6 - Equity	41A and B should be removed. Who defines community health? Is that an appropriate role for any transportation agency? This seems to be more of a strategy to strike down capacity projects ("emissions, VMT, etc. are detrimental to public health").	For Infrastructure & Systems Subcommittee response	Thank you for providing your comments	No action required.
6 - Equity	I don't think Action 6.3.B can be listed without first consulting vulnerable populations on their needs. Would an AV shuttle pilot in an urban area really help resolve their transportation issues? In addition, I am not seeing anything about human services transportation here. And what about meeting the needs of vulnerable populations beyond ADA, i.e. people traveling with young children, caretakers accompanying seniors to medical appointments, etc.	Consulting with vulnerable populations on needs is 3A Human services transportation - Suggestion included in workshop	Good comments that should be part of any AV shuttle deployment proposal/project. There are still Cities and Private providers in WA State, most recently Mercer Island that have identified tangible sustainable ways to explore the use of Low Speed SAE Level 2/3 deployments that address legitimate 1st/last mile connection gaps.	No action required.
6 - Equity	Strategy 3, Action B - Due to the recent halt on EasyMile carrying passengers, this may not be ready for primetime; therefore, the low rating	Add note to Strategy 03 Action B	Thank you for your comments: There are still Cities and Private providers in WA State, most recently Mercer Island that have identified tangible sustainable ways to explore the use of Low Speed SAE Level 2/3 deployments that address legitimate 1st/last mile connection gaps.	No action required.

6 - Equity	I'm skeptical of the utility and economic viability of AV shuttles running fixed routes.	Add note to Strategy 03 Action B	Thank you for your comments: There are still Cities and Private providers in WA State, most recently Mercer Island that have identified tangible sustainable ways to explore the use of Low Speed SAE Level 2/3 deployments that address legitimate 1st/last mile connection gaps.	No action required.
6 - Equity	40 and 41. This needs to be in the Health and Equity subcommittee and not this sub. If this is passed on it needs serious consideration to limit it to large mobility projects. I cannot envision the benefit for doing this study on a guardrail installation project.	For Infrastructure & Systems Subcommittee response	Recommend Discussing Strategy 4 during the workshop. How would this be done for a guardrail project. Perhaps some of the action statements need to be refined and clarified and/or the strategy and actions pass to the "Health and Equity Subcommittee" for further development?	Added to facilitator notes for workshop.
6 - Equity	health and equity committee already established	No action required	No action required	No action required.
6 - Equity	The Health and Equity Subcommittee would like to provide comments on the wording of this goal. The committee has not had the chance to discuss it yet but should have the opportunity before the next executive committee meeting.	Confirmed, no action required	Sounds good, this goal statement does not inhibit the work of the Health and Equity Subcommittee, but rather should work as a catalyst for goal, strategy and action development within the Health and Equity Subcommittee. Alignment of goals, strategies and actions from each of the Subcommittees will require alignment at somepoint in the future, likely in the 2021-2023 time period.	No action required.
6 - Equity	Maybe consider partnering or collaborating with new Office of Equity created this legislative session.	For Infrastructure & Systems Subcommittee response	Good suggestion	No action required.
6 - Equity	36. Action A is already done.	No action required	No action required	No action required.
6 - Equity	Strategy 2 - serve diverse populations - actions do not address diversity, only ADA / mobility needs. I would add an action targeting historically underserved populations	(Requested additional information from submitter) Can you please provide specific Action language to address the suggested new action to target historically underserved populations? Response: I think that may be something the equity subcommittee would be best suited for. Looking back at it, having the action item to form an equity subcommittee would work in that direction and meet the intent of my comment.	Sounds good, this goal statement does not inhibit the work of the Health and Equity Subcommittee, but rather should work as a catalyst for goal, strategy and action development within the Health and Equity Subcommittee. Alignment of goals, strategies and actions from each of the Subcommittees will require alignment at somepoint in the future, likely in the 2021-2023 time period.	No action required.
6 - Equity	Question 36: Action is complete	No action required	No action required	No action required.

6 - Equity	Requirements should be broad based accessibility, regardless of ADA. Standards should apply to both the public and private companies if this tool is to be used as a mobility option with public funds.	<p>(Request further clarification from submitter) Are there specific strategies and/or actions (or revisions to existing) that you would like to see to address broad-based accessibility, regardless of ADA, and applicability to both public and private sector?</p> <p>If so, please provide specific strategy and/or action language (or revisions to existing language) to incorporate into workshop materials for discussion.</p> <p>No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.</p>	Good Comments: We will pass them along to the Health and Equity Subcommittee as well.	No action required.
7 - Safety	Speed and red-light cameras still have significant public and elected official "push-back" (expect for those communities suffering from inordinate speed violation issues). This could be one of the most effective strategies to influence a positive direction in "Target Zero".	No action required	No action required	No action required.
7 - Safety	I don't see directly how more automated enforcement of red lights, for example, would tie into increased AV efficiency. However, I could see an expansion if automated enforcement was used to maintain dedicated AV lanes for example, by assessing heavy fines to violators of those restrictions.	For Infrastructure & Systems Subcommittee response	Revised Action Statement to address comments	No action required.
7 - Safety	In the near-term, we need to focus on ADAS. NTSB lambasted NHTSA for inaction at the Walter Huang hearing. ADAS can make significant safety gains IF (and ONLY IF) the issues of automation complacency, ADAS misuse, and infrastructure needs (i.e. maintained striping) are addressed.	<p>(Requested additional information from submitter) Are there specific strategies and/or actions (or revisions to existing) that you would like to see to better focus the Safety goal on ADAS in the near-term?</p> <p>If so, please provide specific language to be included in the workshop for discussion.</p> <p>No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.</p>	Thank you for the comments	No action required.

7 - Safety	43A should be removed.	<p>Please provide justification for why Goal 7 Strategy 1 Action A should be removed.</p> <p>Response: I did provide a reason – are you looking for additional justifications? There are serious privacy implications and potential conflicts of interest between revenue generation and enforcement. Further, some cities, like Auburn, that have implemented automated enforcement/red light cameras have found them ineffective and have removed them. Automated enforcement is controversial for a reason – and should not be taken lightly, as I indicated in my comments in the survey. My recommendation is that it be removed under the goal of Safety.</p> <p>Added suggested removal notes to action</p>	Revised Action Statement, but Automated Enforcement is an important action to consider.	No action required.
7 - Safety	What about the safety of those who are traveling in the public right of way outside of vehicles? Will this group work to ensure AVs can react to people on bicycles, scooters, feet, wheelchairs, etc?	<p>(Requested additional information from submitter) Is there a specific action related to safety of those traveling in the public right away outside of vehicles that you would like to see related to this comment?</p> <p>If so, please provide Action language to be included in the workshop for discussion.</p> <p>Response: Enact safety standards for connected autonomous vehicles that ensure people who walk, bike, and roll can safely travel in the right of way. Add new action under strategy 02.</p>	Add a new Action under Strategy 4: Enact safety standards for connected autonomous vehicles that ensure people who walk, bike, and roll can safely travel in the right of way.	New action added under Strategy 04.
7 - Safety	Strategy 4, Action A - Consider rewording "increase crash performance". Should it be "reduce crashes with"	Add note to Strategy 04 Action A: Revise "increase crash performance" to "reduce crashes with"	Implement suggested wording change to Strategy 4 Action A	Revised Strategy 04 Action A.
7 - Safety	46. by law it needs to be in compliance with MUTCD or approvals from them 47 is definitely a long term action.	Add as rewording suggestion to Strategy 02 Action C "Create a plan to improve roadway pavement markings in a manner consistent with current and developing ADAS technology performance, <i>and in compliance with Manual on Uniform Traffic Control Devices (MUTCD)</i> ."	Implement Suggested wording Change to Strategy 02 Action C	Revised Strategy 02 Action C.

7 - Safety	On the goal itself, it lists "systems and infrastructure" but not the vehicles themselves, and I think that's lacking. We need to include a reference about the vehicle, whether it's a car/truck, bicycle, scooter, etc. // # 7 Strategy 2, Action C seems to be very similar to #4, Strategy 01, A and B. On Strategy 3, we should detail out the specific TZ strategies that are important, not just refer to them collectively. I'll send you details separately.	<p>Add to "general comments" section of workshop slides - "Goal language lists systems and infrastructure, but does not reference the vehicle itself (whether it be car/truck, bicycle, scooter, etc.)"</p> <p>Add note to Strategy 02 Action C: Can this be combined with Goal 4 Strategy 01 Action A or B?</p> <p>For response from Infrastructure & Systems Subcommittee: Strategy 03 Target Zero: Suggest detailing out specific Target Zero strategies that are important, not just referring to them collectively (Debi states she will send details separately).</p>	Let's discuss this at the workshop, sounds like a good idea, just need to detail out how to discuss and implement it.	Added to facilitator notes for workshop.
7 - Safety	jurisdictions who already struggle to keep their striping up to date due to budget will struggle to pay for upgrading their markings to meet CAV needs. Funding should be made available for this effort	No action required	No action required	No action required.
7 - Safety	Question 43: High Priority for Speed and Congestion Management (Tolling, HOV Enforcement), Low Priority for Red Light Running Cameras	<p>(Requested additional information from submitter) Are there revisions to the Action language you would like to see to provide more specificity on camera types (red light, speed, etc) to provide further clarity on this action?</p> <p>If so, please provide suggested language revisions to the Action, which can be reflected in the workshop materials for discussion.</p> <p>Response: Strategy 01 Action A Revised: "Identify a list of potential use cases with supporting implementation criteria for all areas that are candidates for automated enforcement. At a minimum evaluate speed, red-light cameras, congestion management, tolling, and HOV occupancy enforcement) Considerations should be given to where traditional enforcement methods are unfeasible (e.g. no shoulders) or where crash rates remain high." This would be a High Priority Near-Term Action</p> <p>Add revision to strategy 01 Action A</p>	<p>Strategy 01 Action A Revised: "Identify a list of potential use cases with supporting implementation criteria for all areas that are candidates for automated enforcement. At a minimum evaluate speed, red-light cameras, congestion management, tolling, and HOV occupancy enforcement) Considerations should be given to where traditional enforcement methods are unfeasible (e.g. no shoulders) or where crash rates remain high."</p>	Revised Strategy 01 Action A.

7 - Safety	Strategy 4: Consider a new action: Test new methods for safety analysis (i.e. video near-miss safety-analytics, using 3rd party moving vehicle data with hard braking/hard acceleration, etc.) to understand hot spots and corridor safety needs	Captured in survey response	Add new Action: Test new methods for safety analysis (i.e. video near-miss safety-analytics, using 3rd party moving vehicle data with hard braking/hard acceleration, etc.) to understand hot spots and corridor safety needs	New action added under Strategy 04.
7 - Safety	In addition to relying on ADAS systems, basic driver education on the rules of the road is lacking. In addition, WSDOT and local jurisdictions have tools to slow traffic, this should be a priority over reliance on ADAS.	(Request further clarification from submitter) Are there specific strategies and/or actions (or revisions to existing) that you would like to see to address basic driver education and agencies' tools to slow traffic without reliance on ADAS? If so, please provide specific strategy and/or action language (or revisions to existing language) to incorporate into workshop materials for discussion. No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.	Good Comments: We will pass them along to the Licensing and Safety Subcommittees	No action required.
8 - Environment	Is #54 person or vehicular throughput?	Add suggested revision to Strategy 02 Action D - Person throughput	Ammend Strategy 02 Action D to include "Person" throughput	Revised Strategy 02 Action D.
8 - Environment	EVs maintain vehicle dependence and contribute to congestion and are not an environmental solution on their own. However, electrification of the WSDOT fleet can help address mechanic shortages since the vehicles have fewer moving parts. Simple operations solutions like truck/transit priority reduce emissions and improve transit reliability. App-based payments for all modes makes a huge difference to choice riders.	No action required	No action required	No action required.
8 - Environment	51A - If this remains, eliminate the state goal to reduce VMT as a carbon emissions reduction strategy. We can now reduce emissions without reducing VMT. 53C - Increased mobility, not fuel type, should be the measure of effectiveness for transportation projects.	Strategy 01 Action A: Electrification is only for agency fleets, not state fleet. Reduction of VMT for entire state fleet would still stand. Add note to Strategy 02 Action C: Revise "electrification" to "increased mobility" as measure of effectiveness	Strategy 01 Action A: Discuss at the workshop, perhaps the word "Public" Agency Fleets is missing Add new Action: Include increased mobility as a measure of effectiveness for transportation projects.	Strategy 01 Action A: Added to facilitator notes for workshop. New action added under Strategy 02. Existing Action C remains.

8 - Environment	What about active transportation/transit - how does this factor into decarbonizing the system with CAT?	(Requested additional information from submitter) Is there a specific action related to active transportation/transit that you would like to see related to this comment? If so, please provide Action language to be included in the workshop for discussion. Response: Reduce greenhouse gas emissions by using AVs as a complement to transit and active transportation. Add new action under new GHG strategy in Goal 8.	Add a new Action under Strategy 2: Reduce greenhouse gas emissions by using Electric AVs as a complement to transit and active transportation.	New action added under Strategy 02.
8 - Environment	Strategy 2, Action D - Consider changing the wording to "person throughput". While I like the truck priority, my experience is that it has limited effectiveness	Add to note on Strategy 02 Action D about what defines throughput	Ammend Strategy 02 Action D to include "Person" throughput	Revised Strategy 02 Action D.
8 - Environment	51. A nice thought but electric infrastructure and technology is not there. We are also limiting it to one technology. consider non-carbon polluting fueled vehicles. 52 language restricts to only WSDOT. Consider language to open to all and my score would be higher. 53. Don't understand needs clarification 54 revise to say mobility projects. 57 Not our role. Same as comment from previous one.	Strategy 02 Action A: Suggest revising "electrification" to "non-carbon polluting fueled vehicles" Strategy 02 Action D: Suggest revising "transportation projects" to "mobility projects" for clarity For response from Infrastructure & Systems Subcommittee: Comment on #57 (Strategy 03 Action B) - Is that an appropriate role for a transportation agency?	Create Two revised Actions with these comments included: Strategy 02 Action A: Suggest revising "electrification" to "non-carbon polluting fueled vehicles" Strategy 02 Action D: Suggest revising "transportation projects" to "mobility projects" for clarity	Added to facilitator notes for workshop.
8 - Environment	I have a lot of thoughts on these strategies and potential adjustments - looking forward to the workshop.	No action required	No action required	No action required.
8 - Environment	Question 53: Action Statement needs more focus and explanation. Question 54: High only if reworded to : "Include person throughput as a measure of effectiveness for all transportation projects", otherwise action as written = Low Question 55: requires more explanation of the intended outcome.	Strategy 02 Action C: Group discussion on potential revisions to provide clarity Strategy 02 Action D: add suggested revisions. Strategy 02 Action E: Add note to discuss further the intended outcome	Discuss this one and the one above during the workshop.	Added to facilitator notes for workshop.
8 - Environment	Consider a new strategy - Pilot more accurate ways of measuring GHG emissions using moving vehicle data (i.e. connected vehicle) for transportation planning and analysis projects	Captured in survey response	Add new Action under Strategy 2 - "Pilot more accurate ways of measuring GHG emissions using moving vehicle data (i.e. connected vehicle) for transportation planning and analysis projects	New action added under Strategy 02.

<p>8 - Environment</p>	<p>This should take into account the ability or inability to obtain a smart phone and use a cashless system. This is a barrier currently, the assumption everyone has a smart phone or a bank account will further alienate the poor. Until we can address the inequities of needing a bank account and a smart phone, providing access and service needs to be a priority.</p>	<p>(Request further clarification from submitter) Are there specific revisions to strategy 01 action A that you would like to see to address those without access to a smartphone and the unbanked? If so, please provide specific revisions to existing action language to incorporate into workshop materials for discussion. No response as of 3/26/20. For response from Infrastructure & Systems Subcommittee.</p>	<p>Good comments: These are important issues that need to be addressed as new mobility options are implemented</p>	<p>No action required.</p>
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