

# AV Safety Subcommittee Work Plan

## 1. Guiding Principles

The following statements will be considered in developing subcommittee recommendations:

- Accelerate the adoption of automated technologies to increase over all road safety.
- Balance the benefits for all road users, city/counties, manufacturers, businesses, rural areas, and the impact on all people, particularly disadvantaged populations, etc.
- AVs should not have a disproportionate negative impact to disadvantaged populations
- For consistency and harmonization, recognize and consider:
  - Federal government (NHTSA, etc.) guidance and regulations
  - Other states' policies and regulations, especially Oregon, Idaho and California, Arizona and Nevada
  - Guidance from national organizations, such as American Association of Motor Vehicle Association (AAMVA), National Highway Traffic Safety Administration (NHTSA) and Governor's Highway Safety Association (GHSA)
  - Any local ordinances

## 2. Current Assumptions of Automated Vehicle Deployment

In 2019:

- Level 1-2 automated vehicles are in widespread use on our roads.
- Level 3 vehicles may soon be released but will be very rare, if available at all.
- Level 4 vehicles are in operation on US roads but not yet in Washington other than for limited testing purposes.

In 2019, the focus could be on addressing safety issues around:

- Consumer understanding of level 2 vehicles
- Understanding the development and testing of level 4 vehicles
- Preparing for the implications of level 3-4 vehicles

In 2020 or beyond, the focus could be on addressing safety issues around:

- Consumer understanding of level 3 vehicles
- Deployment of level 4 vehicles in Washington (corporate-owned, operated as ride-hailing)
- Challenges and opportunities of a mixed environment of level 1-4 vehicles