Cooperative Automated Transportation (CAT) Coalition Policy, Legislative, and Regulatory Working Group
December 12, 2019 Webinar
Notes and Summary of Discussions

Summary of Action Items

1. *Action Item: Any PLR WG members wishing to contribute to the content of the Communications 101 Resource (being developed by the CAT Coalition I-I Working Group) should contact Pat Zelinski.*

2. *Ted Bailey to share WSDOT's commitment of deployment for CAT initiatives with Pat Zelinski for circulation to the group.*

3. *Jennifer Toth to circulate the November Statement Supporting the Spectrum with Pat and members.*

4. *Another invite to be extended to the University of Washington Law School representatives to present their research into automated driving systems legislation during the February webinar.*

Welcome

Jennifer Toth (Maricopa County DOT) opened the webinar. Jennifer reviewed today's agenda and noted that Paul Ajegba is not available to join today's webinar.   A webinar slide deck was used to support the discussions, a copy of the slide deck is being circulated with this summary.

Mobility as a Service

Brooks Rainwater with the Center for City Solutions at the National League of Cities presented on the topic of Mobility as a Service and Mobility on Demand (MaaS/MOD). Some of the concepts that Brooks shared include:

- Mobility is centric to economic prosperity;
- Equity is a challenge and we are seeing equity possibly increasing through activities such as Maas and MOD;
- MaaS helps to allow travelers to take advantage of all the options through on-line connectivity;
- Integration of mass transit is a big aspect of MaaS/MOD, especially the option of single apps to pay for transit and other travel options; and
- A number of traditional and non-traditional partnerships (e.g. Brooks cited De Paul University research that found that more than two dozen transit agencies have formed partnerships with ride-hailing companies).

A question was asked about the distinction between the terms "MaaS" and "MOD". Brooks shared that he believes the term MaaS is intended to represent a more integrated approach, while MOD is more

generic to any mode that addresses mobility on demand. However, he recognized that much of the industry uses the terms interchangeably.

Communications 101 Update

The CAT Coalition's Infrastructure-Industry Working Group recently started an activity to develop a communications 101 resource. The intent of the resource is to provide state and local DOT executives and decision makers with a basic understanding about the communications needs, technology options, and terminology for CAT/CAV. The approach to this resource was summarized as:

- The goal is to provide resources with small consumable pieces of content on the specific subject that can evolve with the industry as new ideas, technologies, or terminologies emerge, and

- Host these resources on a website as:

    - One or more videos that can be viewed at an executive's own pace

    - PowerPoint Presentations that can be used for easily sharing this content in a consistent manner for an in-person meeting format.

The proposed schedule is to develop content in early 2020. An initial working session of a group of volunteers occurred in December. Any members that would like to participate or contribute to this resource should contact Pat Zelinski, and he will facilitate introductions to the group developing the resources.

Plain Language ADS Policies

Jennifer Toth reminded members that this working group has been pursuing an effort to review and assemble information about automated driving systems related terms used in legislation throughout the United States. Jennifer added that this effort is trying to understand the different terms used by states and to understand why some of the terms are selected over others. She added that while this project will not produce guidelines or recommendations for others, it might make decisions about the terms that the CAT Coalition will use.

Jennifer also noted that an introduction had been extended to the University of Washington Law School to present to this group on the research they have conducted into automated driving legislation, but they were unavailable to join this webinar. The plan is to include them in the next webinar.

An update on progress researching and assembling information included the following:

- Several key automated driving terms are defined by the SAE J3016 Taxonomy document and process. These terms were included in the AV 3.0 document and include: Automated Driving Systems, Dynamic Driving Task, Minimal Risk Conditions, and Operational Design Domain, etc.;

- After reviewing the automated driving legislation of 11 states, the use of these terms (and definitions included) are mostly uniform;

- The differences are found in the portions of the legislation that describe the allowed use of Automated Driving Systems, with the following terms being used:

- o "driverless-capable vehicle";
- o "fully autonomous" (in the context of …if such vehicles are fully autonomous);
- o "Autonomous vehicle";
- o "Automated Driving System";
- o "Fully autonomous vehicle";
- o "Autonomous vehicle with automated driving systems engaged"; and
- o "Fully autonomous vehicle with automated driving systems engaged".

The following table describes the number of states reviewed that use each of the terms identified above.

Terms in Authority Statement	# of states reviewed – use this term for the Authority Statement
Autonomous Vehicle	3
Fully Autonomous Vehicle	2
Driverless capable vehicle	2
Fully autonomous ("…if such vehicles are fully autonomous")	1
Automated driving system	1
Autonomous vehicle with automated driving systems engaged	1
Fully autonomous vehicle with automated driving systems engaged	1

Ted Bailey reemphasized what Jennifer mentioned about the UW Law School research. They have a lot to share and he hopes they can share it on the next webinar.

There was some discussion that perhaps the states with automated vehicle legislation are not as far apart in their use of the terms has originally believed. Bill Gouse reminded members of the SAE J3016 activities and noted that differences in the use of terms can be relayed to SAE to consider as they continue definitions of automated vehicle taxonomy.

Jennifer suggested continuing discussions during the next webinar after hearing the presentation describing the findings of the UW Law School.

Update on the Status of the 5.9 GHz Spectrum

Pat Zelinski provided an overview that a Notice of Proposed Rulemaking (NPRM) is expected to be released from the FCC soon that will include changes in the allocation of the 5.9 GHz Spectrum. The NPRM details can be read at the following link: https://docs.fcc.gov/public/attachments/FCC-19-129A1.pdf.

Pat noted that the CAT Coalition's role is only to provide information and updates on the status of the spectrum. However, AASHTO (and likely other associations) will be preparing responses outside the CAT Coalition. Pat encouraged any members to contact their associations to understand the actions that are planned.

Pat noted that AASHTO has recently posted a draft resolution to adopt Guiding Principles for Connected Infrastructure Supporting CAT.

Ted Bailey reiterated that he thinks the letter sent by the state DOTs supporting the preservation of the 5.9 GHz spectrum (https://aashtojournal.org/2019/08/23/state-dots-sign-letter-supporting-preservation-of-5-9-ghz-spectrum/) was valuable. Ted noted that one element missing in the letter was

indications of states' commitments to deploy at least one of the optional approaches within the spectrum. Ted suggested that DOTs consider identifying a "commitment of deployment". He noted that WSDOT has drafted this commitment and offered to send it to Pat for circulation to the group.

Jennifer Toth noted that from the ITE perspective, she believes that the statement in November served as a strong support for supporting the spectrum. She offered to send it to Pat to circulate to the group.

Mike Cammisa also noted that there is a Safety Spectrum Coalition memorandum.

Strategic Initiatives Working Group Update

Jennifer provided a brief overview of the Strategic Initiatives Working Group – the other CAT Coalition WG within the Programmatic & Strategic Activities Focus Area. The focus of the Strategic Initiatives WG is on encouraging deployment.

During a recent webinar, the Arizona Institute of Automated Mobility (IAM) presented activities in Arizona. The IAM is focused on an industry-driven, government supported, technology-neutral platform to drive the validation of consistent safety standards and policies that do not yet exist. IAM includes representatives from universities, industry, and government agencies. IAM is discussing critical metrics of safety performance and establishing 3-year goals for 4 focus areas: Implementers Forum, Directed Research, Test Network, and Traffic Incident Management Center.

Partner Reports

In the interest of time, the partner reports were postponed until the next webinar.

Meeting Close and Next Meeting

Jennifer recapped plans for the next webinar. The next webinar of the PLR Working Group will be **February 13, 2020 from 2:00-3:30 ET.**

Following the February webinar, the next webinar will be **April 2, 2020 (11:00-12:30 ET).**

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