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**SUBSTITUTE HOUSE BILL 2956**

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**State of Washington                      64th Legislature                      2016 Regular Session**

**By** House Transportation (originally sponsored by Representatives  
Clibborn, Ormsby, Moscoso, Hudgins, and Frame)

READ FIRST TIME 02/09/16.

1            AN ACT Relating to a legislative task force on technology in  
2 transportation; creating new sections; and providing an expiration  
3 date.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5            NEW SECTION.    **Sec. 1.**    (1) The legislature makes the following  
6 findings:

7            (a) Changes in automotive information technology with respect to  
8 vehicular functions that assist the driver in operating the vehicle  
9 have advanced rapidly, with some in the industry predicting that  
10 fully automated vehicles will be ready in a matter of years, rather  
11 than decades;

12            (b) Consumer preferences regarding ancillary automotive  
13 information technological features and use of nonautomotive  
14 information technology while driving have also evolved quickly,  
15 spurred by developments in communications, navigation, and other  
16 information technological devices;

17            (c) Recent improvements to the economy have meant that Washington  
18 state residents are utilizing transportation modes more than ever,  
19 which, in turn, has contributed to ongoing challenges from traffic  
20 congestion around the state;

1 (d) Changing demographic preferences may require new approaches  
2 to transportation, generally, with many millennials foregoing the  
3 early acquisition of vehicles or even drivers' licenses, and many  
4 baby boomers choosing to remain in the workforce longer than earlier  
5 generations and seeking generally to stay active longer; and

6 (e) Automotive safety, while having greatly improved in recent  
7 years, remains a concern for policymakers, in part due to a rise in  
8 distracted driving issues.

9 (2) With the creation of a task force on information technology  
10 in transportation in this act, the legislature intends to engage in a  
11 collaborative process with the automotive and information technology  
12 industries, academia, local and state government stakeholders, other  
13 private sector interests, and the public at large to confront and  
14 address the practical, legal, and policy challenges of a changing  
15 world of information technology in transportation. The legislature  
16 intends for the task force to work to identify short, medium, and  
17 long-term issues concerning the deployment of information technology  
18 in transportation that need addressing, both at the state and local  
19 government level and within the private sector, and to propose  
20 legislative and administrative solutions to the issues.

21 NEW SECTION. **Sec. 2.** (1)(a) A legislative task force on  
22 information technology in transportation is established, with members  
23 as provided in this subsection.

24 (i) The speaker of the house of representatives must appoint  
25 three members from each of the two largest caucuses of the house of  
26 representatives.

27 (ii) The president of the senate must appoint three members from  
28 each of the two largest caucuses of the senate.

29 (iii) The governor must appoint one member to represent the  
30 department of transportation.

31 (b) The legislative members of the task force must select  
32 cochairs from among the membership, one from the house of  
33 representatives and one from the senate.

34 (2)(a) The principal charge of the task force is to assist  
35 policymakers, businesses, and the public to prepare for and develop a  
36 transportation system that accommodates an array of information  
37 technology uses in vehicles and for transportation purposes,  
38 generally, and that seeks to maximize the benefits from the use of  
39 such technology, with respect to: Reduced congestion and traffic

1 accidents; increased mobility, particularly for mobility-challenged  
2 persons and those that are underserved by the current transportation  
3 system; and greater utility for the traveling public, in general.

4 (b) The task force must:

5 (i) Evaluate the state of the automotive sector, with respect to  
6 current information technology developments within the industry and  
7 with respect to anticipated near and long-term advances;

8 (ii) Undertake a collaborative approach, with the engagement of  
9 stakeholders and experts in the state and local public sector,  
10 automotive and information technology industries, other private  
11 sector interests, academia, and the public at large;

12 (iii) Utilize focus groups or other methods to gain insights as  
13 to how information technology is affecting and will likely affect the  
14 utilization of the transportation system;

15 (iv) Review the state and local regulatory environment, with  
16 respect to rules of the road, vehicular equipment, insurance, and  
17 other policy areas related to the information technology in the  
18 vehicle market and transportation system, generally, to determine the  
19 need for modified or additional governance;

20 (v) Identify and assess critical public sector infrastructure,  
21 based on a strategic architecture, necessary to establish and  
22 maintain a transportation system that accommodates and benefits from  
23 information technology; and

24 (vi) Propose legislative and administrative changes to address  
25 short, medium, and long-term impediments to the establishment of such  
26 a transportation system.

27 (c) The task force may not consider or perform any work relating  
28 to a road usage charge, vehicle miles traveled fee, or any other  
29 mileage-based user fee.

30 (3) The legislative cochairs must appoint an advisory committee  
31 consisting of representatives from automotive and information  
32 technology businesses, public sector transportation, local  
33 government, academia, and other stakeholder interests to provide  
34 technical information and assistance in completing the objectives of  
35 the task force. Membership on the advisory committee must include,  
36 but are not limited to, representatives from: Private sector  
37 developers of self-driving or automated vehicles, the information  
38 technology industry, transportation data management interests, local  
39 or regional transportation planning groups, the department of

1 transportation, academic researchers, and transportation system  
2 users.

3 (4) The task force must submit to the governor and the  
4 appropriate committees of the legislature a work plan by December 1,  
5 2016, and a report with the task force's final findings and  
6 recommendations by November 1, 2017.

7 (5) Staff support for the task force must be provided by senate  
8 committee services and the house of representatives office of program  
9 research.

10 (6) Legislative members of the task force are reimbursed for  
11 travel expenses in accordance with RCW 44.04.120. Nonlegislative  
12 members are not entitled to be reimbursed for travel expenses if they  
13 are elected officials or are participating on behalf of an employer,  
14 governmental entity, or other organization. Any reimbursement for  
15 other nonlegislative members is subject to chapter 43.03 RCW.

16 (7) The expenses of the task force must be paid jointly by the  
17 senate and house of representatives. Task force expenditures are  
18 subject to approval by the senate facilities and operations committee  
19 and the house of representatives executive rules committee, or their  
20 successor committees.

21 (8) This section expires June 1, 2018.

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