
HOUSE BILL 2956

State of Washington 64th Legislature 2016 Regular Session

By Representatives Clibborn, Ormsby, Moscoso, Hudgins, and Frame

Read first time 02/01/16. Referred to Committee on Transportation.

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

39 (4) The task force must submit to the governor and the
40 appropriate committees of the legislature a work plan by December 1,

1 2016, and a report with the task force's final findings and
2 recommendations by November 1, 2017.

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

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

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

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

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