APPLICATION FOR DESIGNATION OF
USDOT AUTOMATED VEHICLE PROVING GROUNDS

FOR

LOS ANGELES & SURROUNDING SOUTHERN CALIFORNIA REGION

Prepared for the:

U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Led by:

LOS ANGELES DEPARTMENT OF TRANSPORTATION

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7

In Coalition with:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

Supported by:

LOS ANGELES MAYOR'S OFFICE

COALITION FOR TRANSPORTATION TECHNOLOGIES

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

CALIFORNIA GOVERNOR'S OFFICE OF BUSINESS AND ECONOMIC DEVELOPMENT

CITY OF PALMDALE / PALMDALE AIRPORT AUTHORITY

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UNIVERSITY OF CALIFORNIA, RIVERSIDE

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LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

CONTRA COSTA COUNTY TRANSPORTATION AUTHORITY / GOMENTUM STATION

EAST LOS ANGELES COMMUNITY COLLEGE

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SUMMARY

The automated vehicle (AV) future is often envisioned with two paradigms—on one hand a "utopic" one of improved safety, greater mobility, and better travel experience, and on the other hand a "dystopic" one of greater congestion, frustration, and environmental degradation. Without appropriately harnessing AV technologies, the dystopic scenario is more likely to result. AV shared vehicles, V2V and V2I communication, and intelligent data sharing capabilities are especially important puzzle pieces that can help enable the utopic future. Hence, it is critical that government agencies provide testing opportunities for these technologies.

The Los Angeles Department of Transportation (LADOT) and California Department of Transportation, District 7 (Caltrans D7), supported by the Los Angeles County Metropolitan Transportation Authority (LA Metro) and Los Angeles County Department of Public Works (DPW), are seeking to get the Los Angeles region and its selected sites recognized by the U.S. Department of Transportation (DOT) as AV Designated Proving Grounds. As key transportation authorities in the LA region, the applicants have the authority, capability, and decades of tried and tested experience, systems, and protocols to manage testing in both enclosed and real-world environments. The LA region already has CV/AV piloting processes developing in the area, and getting the designation would enable LA to have greater influence in harnessing the AV development process towards public good.

The following sites were chosen based on several criteria—a) commitment and ability to prioritize safety, b) willingness to share data, c) local community openness to testing, d) existing and prior investments, e) ability to positively impact disadvantaged communities and small businesses, and f) ability to test inter-agency/multimodal cooperation (streets-freeways-transit):

1. UCLA (Campus)
2. Palmdale Airport (Closed Track / Multimodal)
3. Playa Vista Technology Community (Semi-Campus / Urban Core)
4. MacArthur Park / Promise Zone (Urban Core)
5. Connected Corridors on I-210 (Freeways)

To ensure that AV deployment is successful, we have developed the following management structure and partnerships.

Management:

- LADOT and Caltrans D7 will be lead agencies, with LADOT acting as the main focal point for coordinating activities across organizations and jurisdictions.
- Coalition for Transportation Technologies (LADOT, Caltrans D7, LA Metro, LA DPW, SCAG), which was announced by Los Angeles Mayor Eric Garcetti in 2015, is developing administrative and technical capacities to become the formal focal organization in the mid- to long-term.

Partnerships:

- Top California research institutions (UCLA, USC, UC Berkeley PATH, UC Irvine, UC Riverside) are providing independent technical and expert support in understanding the

various AV technologies, evaluating their impact, and sharing and disseminating this information.

- The City of Palmdale and Palmdale Airport Authority will provide support on all matters related to the Palmdale Regional Airport site.
- GoMentum Station (Contra Costa Transportation Authority) will help test early stage technologies in enclosed loop environments and "graduate" them for "real-world" testing in LA's proving grounds.
- The Los Angeles Cleantech Incubator (LACI), a premier LA area innovation center, will provide technical support and build up an ecosystem of small and minority-owned businesses to take advantage of the opportunities associated with AV development.
- Los Angeles County Economic Development Corporation (LAEDC) and Advanced Transportation Center (ATC) will provide advisory support on economic development issues, as well as providing support for AV policy analysis, industry partnerships, and information dissemination.
- METRANS, a LADOT partner, has been selected to lead a multi-state effort to study and solve a range of transportation concerns, including automation, under a new $12.5 million grant awarded by the USDOT. METRANS was also selected as the USDOT Region 9 University Transportation Center. Under the FAST Act, one regional center is selected for each of the 10 Standard Federal Regions. Region 9 includes California, Arizona, Nevada, Hawaii, and the Pacific Island territories.
- East LA College, the largest community college of Los Angeles Community College District, will provide training support to prepare the labor force for the automated future.
- The Bloomberg Philanthropies and Aspen Institute is working with LA as an inaugural city through the Bloomberg Aspen Initiative to provide expert support.
- The City of Ontario has committed to working with LA City and County and are developing additional sites as part of a larger Southern California coalition as the project develops.

The LA region has been preparing for the AV future as demonstrated in its Transportation Technology Strategy, which includes specific details concerning AV deployment and associated infrastructure. LADOT had already recruited an executive-level fellow to oversee the preparation for AV piloting even before the announcement of the Designated Proving Grounds RFP, and the site selection reflects research that had been on-going for that purpose. LA is already deploying connected vehicle (CV) technology with the support of the Department of Transportation's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative, already has CV/AV pilots planned on our arterials/freeways for 2017, and has been actively engaged in the regulation and policy discussions with the National Highway Traffic Safety Administration (NHTSA), California Department of Transportation (Caltrans), and California Department of Motor Vehicles (CA DMV) as demonstrated by our participation in public workshops and response materials.

Securing designation as one of DOT's proving grounds would build on the LA region's existing efforts and will enable DOT to take advantage of many of the lessons the region has been and will be learning regarding AV for the benefit of the nation.

PROPOSED PROVING GROUNDS

SITE 1: UCLA CAMPUS / WESTWOOD VILLAGE (CAMPUS)

Description and Benefits:

UCLA provides an ideal campus environment to deploy AV technologies where "real-world" variables such as pedestrians, cyclists and vehicular traffic can be introduced, while minimizing the dangers of high-speed traffic. Some of the key benefits include:

- Semi-enclosed environment ideal for safe deployment of micro-transit AVs
- Ideal for AV technologies graduating from closed loop environments
- Campus streets are less busy and can be cordoned off by campus authorities
- LADOT and Caltrans D7 have authority to cordon off adjacent streets and freeways
- UCLA research groups will be on site to support and analyze AV testing
- Existing LADOT ATSAC infrastructure, as well as Caltran's LARTMC and its ATMS engine can be leveraged to test V2I technology
- LA Metro Purple Line subway stop in Westwood is planned; 3% local match can be used to support AV for first and last mile solutions
- Improved service levels from AV can provide disadvantaged communities with greater access to this important regional knowledge hub

Key Contact:

- Rajit Gadh, Professor of Mechanical and Aerospace Engineering, UCLA

Contemplated Routes:

- Contemplated routes include Charles E. Young Drive, Strathmore Place, and Westwood Plaza.

Risk Mitigation and Safety Plan:

Multiple campus-based AV deployments are on-going in Europe (including Wageningad, Ede, and Helsinki). LADOT is already working with many of these cities, as well as other European Union's CityMobil2 participants to leverage their lessons learned for similar campus deployments. UC Berkeley PATH has rich experience working on AV deployments in campus settings and will be advising LADOT. Key lessons learned include the importance of limiting parking, diversion of bicycles, and clear signs to demarcate AV deployment areas.

A Designated Safety Officer will work with UCLA transportation group, UC Police Department, and other relevant organizations to develop a safety management plan.

SITE 2: PALMDALE REGIONAL AIRPORT (TEST TRACK / MULTIMODAL)

Description and Benefits:

Palmdale Regional Airport provides an ideal enclosed test track environment to prove AV technologies in a safe environment before deploying in “real-world” situations. Some of the key benefits include:

- Enclosed environment ideal for safe deployment of most types of AVs
- The Palmdale Airport Authority (PAA) is creating a multimodal hub, with connections to passenger and freight airlines, future high speed rail, Metrolink commuter rail, mass transit, shuttle, and personal vehicles—this will provide multiple AV application opportunities
- Palmdale has a rich history of research and testing for aerospace and defense industry

Key Contacts:

- Kari Blackburn, Economic Development Manager, City of Palmdale (Main Contact)
- Jason Finch, Senior Engineering Technician, City of Palmdale (Designated Safety Officer)

Risk Mitigation and Safety Plan:

Given that the AV proving ground would be on private streets initially, and expanded to public streets in incremental stages, it is anticipated that the safety management plan would allow for incremental testing, beginning with full time human drivers/monitors, migrating to full driverless AVs. Vendors testing AVs would be partners with the lead agencies in providing continuing feedback on safety issues and challenges experienced in the PMD environment. This would be incorporated into the ongoing safety "lessons learned" being experienced at other Southern California and national proving grounds.

SITE 3: PLAYA VISTA (SEMI-CAMPUS / BUSINESS PARK / RESIDENTIAL)

Description and Benefits:

The Playa Vista neighborhood is a growing technology hub at the heart of Los Angeles's "Silicon Beach." Key benefits of the site include:

- Real-life environment that has limited public transit availability, hence existing demand
- Multiple elderly housing complexes that can benefit from AV transit technology
- Technological savvy demographics open to testing AV technology
- USC's technology / startup ecosystem and many small and minority-owned businesses based in Playa Vista
- Highly supportive local planning, development, and transportation organizations
- Existing LADOT ATSAC infrastructure, as well as Caltran's LARTMC and its ATMS engine can be leveraged to test V2I technology

Key Contact:

- Geoff Kees Thompson, Transportation Policy Director, City of LA, 11th Council District
- Marc Huffman, Vice President of Planning & Entitlements, Brookfield Residential

Contemplated Routes:

- Suggested streets include Millennium Drive connecting the technology campuses to the Western end bus stations.

Risk Mitigation and Safety Plan:

Multiple semi-campus AV deployments are on-going in Europe, including Lyon France, and in Trikala, Greece. LADOT has been developing relationships with these and other participants of European Union's CityMobil2 program and has been developing deployment plans reflecting lessons learned from these deployment efforts.

A Designated Safety Officer will work with local transportation, safety, and neighborhood groups to ensure a safety protocol is implemented and that the community is educated on the potential risks. LADOT will deploy additional traffic and safety officers during testing, along with local safety and risk mitigation personnel.

Disadvantaged Communities / Small Businesses:

Playa Vista is home to many elderly housing facilities, including *Sunrise of Playa Vista* and *Fountainview at Gonda Westside*, which can benefit from AV first and last mile solutions to nearest bus and transit stations.

Playa Vista is also home to USC's startup / small business ecosystem—a ready and accessible piloting site would accelerate the development of these small businesses.

SITE 4: LOS ANGELES PROMISE ZONE (CITIES / URBAN CORE)

Description and Benefits:

Los Angeles's Promise Zone is a socio-economically disadvantaged region with numerous underserved communities. Key benefits of the site include:

- Vibrant urban area great for testing AV technology in truly "real-life" environment

- Existing LADOT ATSAC infrastructure, as well as Caltrans LARTMC and its ATMS engine can be leveraged to test V2I technology
- LA is already deploying connected vehicle (CV) technology with the support of the Department of Transportation's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative

Key Contact:

- Marcel Porras, Chief Sustainability Officer, LADOT

Contemplated Routes:

- For initial testing, the DASH Hollywood Route is being considered to align with the ATCMTD CV investments. This line runs along a route that includes the Los Angeles Community, senior centers, and hospital clusters that serve the disadvantaged communities.

Risk Management and Safety Plan:

Multiple urban core AV deployments are on-going in Europe (including LaRochelle and Lyon, France). LADOT has been receiving advisory support from the City of LaRochelle, and is in the process of developing community engagement and safety plans to using their templates. The European Union's broader CityMobil2 program is another source of information for mitigating risks.

A Designated Safety Officer will work with local transportation, safety, and neighborhood groups to ensure a safety protocol is implemented and that the community is educated on the potential risks. LADOT will deploy additional traffic and safety officers during testing, and LAPD and LAFD may provide additional safety and risk mitigation support.

Disadvantaged Communities / Small Businesses:

Residents within the Promise Zone currently live with a higher poverty rate of 35% than the citywide average of 20%, high rates of unemployment and high school dropouts, and a shortage of affordable housing. By providing greater mobility services through AV technology, greater economic opportunities may be created from more user-friendly, frequent, and timely micro-transit that can help solve first and last mile problems. Local job opportunities may also arise should AV technology companies domicile in the region.

SITE 5: INTERSTATE 210 CONNECTED CORRIDOR (FREEWAY)

Description and Benefits:

The I-210 is a major freeway in the Los Angeles region. Key benefits of the site include:

- It is already the location of I-210 Connected Corridors pilot--an Integrated Corridor Management (ICM) program aimed at reducing congestion and improving mobility on I-210 in the San Gabriel Valley. The Connected Corridors team, in collaboration with numerous stakeholders, will investigate tools and technologies to coordinate the components of the corridor and operate them as a cohesive and integrated system. Building on other successful ICM projects in the U.S. and elsewhere, the project is one element of Caltrans' strategic response to the state's objectives of enhancing the livability, sustainability, and economic performance of California.
- The program is being led by Caltrans along with LA Metro and Partners for Advanced Transportation Technology (PATH) at UC Berkeley. The project will involve a multijurisdictional partnership within the corridor limits with the County of Los Angeles, Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, and La Verne. Due to the magnitude of the project, it will be divided into two phases: The first phase will consist of the segment between SR-134 and I-605 due completion by Summer of 2018. The second phase will consist of the segment between I-605 and SR-57.
- Because of ICM instrumentation and the inherent institutional, technical and operational integration envisioned on I-210 between SR-134 and I-605, it makes this segment a viable site for AV technology testing and demonstration.

Key Contact:

- Ali Zaghari, District Deputy Director, Operations, Caltrans 7

Contemplated Routes:

- The pilot corridor will extend from SR-134 to SR-57, approximately 20 miles in length.

Risk Management and Safety Plan:

The ICM capabilities can treat each of the AV demonstrations as a major event for which special response plans can be automatically implemented to provide the controlled environment in which testing can take place with minimal impact on and/or from background traffic.

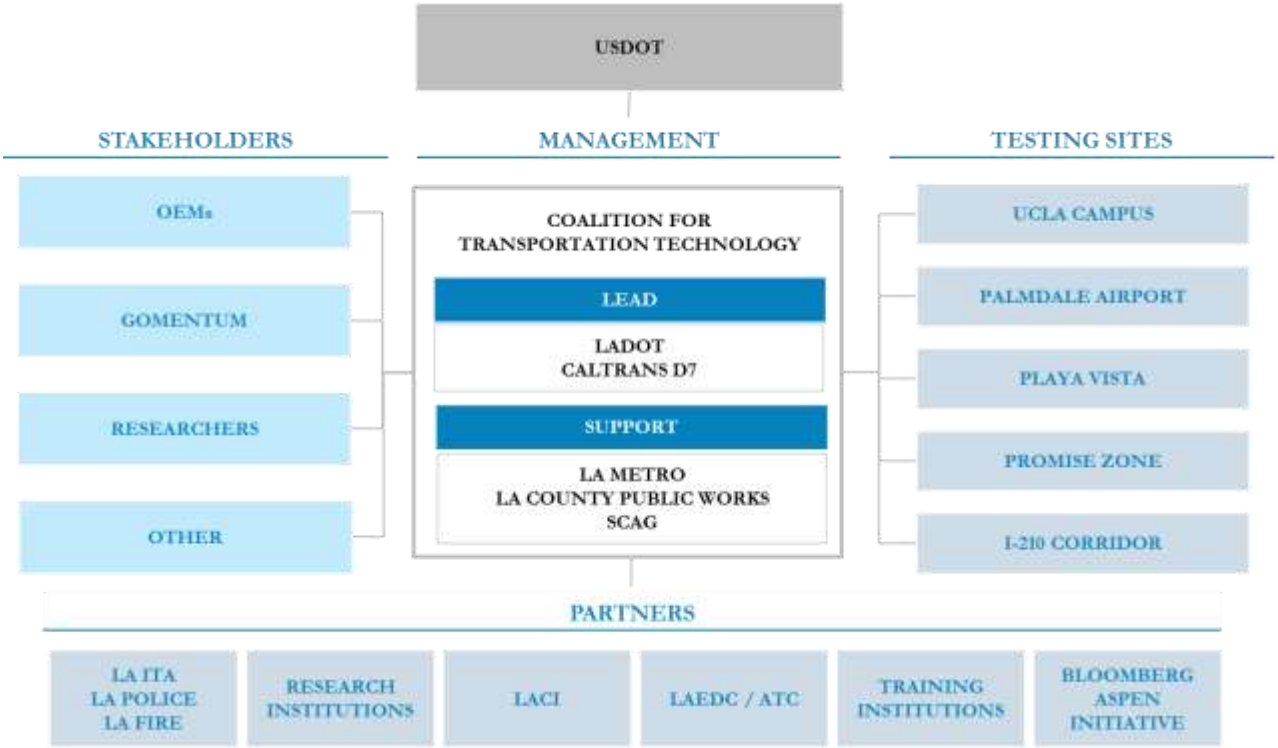
A Designated Safety Officer will work within the existing set up of the Connected Corridors program and the California Highway Patrol to ensure safety.

MANAGEMENT STRUCTURE

The general structure and management of the Designated Proving Grounds will follow the below principles:

- LADOT and Caltrans D7 will be lead agencies, with LADOT acting as the main focal point for coordinating activities across organizations and jurisdictions.
    - Dan Mitchell (Assistant General Manager, Project Delivery & Operations, LADOT), Jay Kim (Assistant General Manager, Mobility, LADOT), and Ali Zaghari (Deputy District Director of Operations, Caltrans D7) will be focal points for the respective agencies.
- Coalition for Transportation Technologies (LADOT, Caltrans D7, LA Metro, LA DPW, SCAG), which was announced by Mayor Garcetti in 2015, is developing administrative and technical capacities to become the formal focal organization in the mid- to long-term.
- Los Angeles Police Department (LAPD), California Highway Patrol, and Los Angeles Fire Department (LAFD) will provide additional support during testing.
- Top California research institutions (UCLA, USC, UC Berkeley PATH, UC Irvine, UC Riverside) will advise the lead agencies and the Coalition for Transportation Technologies and provide independent technical and expert support in understanding the various AV technologies, evaluating their impact, and disseminating information.
- The City of Palmdale and Palmdale Airport Authority will provide support on all matters related to the Palmdale Regional Airport site.
- The Los Angeles Cleantech Incubator (LACI), a premier LA area innovation center, will provide technical and screening support.
- Los Angeles County Economic Development Corporation (LAEDC) and Advanced Transportation Center (ATC) will provide advisory support on economic development issues, as well as providing support for AV policy analysis, industry partnerships, and information dissemination.
- METRANS, a LADOT partner, has been selected to lead a multi-state effort to study and solve a range of transportation concerns, including automation, under a new $12.5 million grant awarded by the USDOT. METRANS was also selected as the USDOT Region 9 University Transportation Center. Under the FAST Act, one regional center is selected for each of the 10 Standard Federal Regions. Region 9 includes California, Arizona, Nevada, Hawaii, and the Pacific Island territories.

- East LA College of Los Angeles Community College District will provide training support to prepare the labor force for the automated future.
- The Bloomberg Philanthropies and Aspen Institute is working with LA as an inaugural city through the Bloomberg Aspen Initiative to provide expert support.
- The City of Ontario has committed to working with LA City and County and are developing additional sites as part of a larger Southern California coalition as the project develops.



TECHNOLOGY SCREENING STANDARDS

The following are the key standards to be applied when screening AV testing opportunities

- **Safety**
  - Has the technology been bench-tested and vetted in enclosed environments?
  - Is the technology legal to test in selected sites?
- **Data sharing**
  - Is the vendor / researcher willing to share safety data?
  - Are they willing to provide it in digestible format?
- **Goal alignment**
  - Does the deployment help increase knowledge of shared mobility, data analytics, and V2V/V2I communication infrastructure?
  - What is the impact potential of the technology from social, economic, and environmental perspectives?
- **Financing**
  - Is the vendor / researcher willing to bear the cost of testing? Pay for access?

POTENTIAL CHALLENGES

Key potential challenges concern regulation, community, and technology:

- **Regulations**
  - The regulatory environment in California is rapidly changing and may not allow AV testing in selected sites by Jan 2018.
  - LADOT has been very active in engaging with CA DMV, the State of California, and NHTSA to ensure that sites will be regulation compliant in time.
  - LADOT and Caltrans District 7 also have the authority to cordon off sections of roadways /freeways for testing.
- **Community**
  - Community may be against AV testing.
  - LADOT and Caltrans D7 have extensive experience working with communities and have field offices and personnel that are already familiar with communities surrounding the sites
- **Technology**
  - Many AV technologies may not be ready for some of the sites.
  - Safety is a priority—technologies that aren't ready will be confined to enclosed environments, i.e., Palmdale Airport.

SELECTION CRITERIA

CRITERIA 1: MANDATORY REQUIREMENTS

Dan Mitchell (Assistant General Manager, Project Delivery & Operations, LADOT), Jay Kim (Assistant General Manager, Mobility, LADOT), and Ali Zaghari (Deputy District Director of Operations, Caltrans D7) will act as Designated Safety Officers responsible for the safety management plan and who will participate in the Community of Practice's regular quarterly meeting of Safety Officers.

LA region is committed to sharing our approaches to safety and safety data generated through testing and operation.

CRITERIA 2: PROPOSED CONTRIBUTIONS

LA region has built up significant amount of experience concerning AV in the recent years. In 2016, LADOT released the Transportation Technology Strategy that includes a vision for AV deployment and V2I infrastructure for the City. It has also recruited an Executive Fellow with an explicit mandate to build LA's AV knowledge base and work towards an AV pilot. LA City has also been a leader in engaging federal, state, and local authorities to develop a standardized response for cities concerning proposed AV regulations to speed up AV deployment. LA region already has CV/AV testing planned on the I-110/I-710 and has the Connected Corridor pilot on I-210 with Berkeley PATH. Should LA get the AV proving grounds designation, it would be able to build on the active role it has already played and share its know-how with the Community of Practice and the Department's research program offices, including the sharing of management plans, testing data, engagement with stakeholders, and results on a timely and continuous basis.

We will also make our staff available to the extent possible for conferences, meetings, and joint research efforts to ensure that lessons learned are broadly disseminated.

CRITERIA 3: COMMITMENT TO SAFETY

LADOT and Caltrans D7, as well as LA Metro and DPW have decades of deep and demonstrated capability to control risks through their safety protocols which these agencies deploy on a regular basis in events such as construction, incident management, road repair, and other major events. Specifically:

- LADOT and Caltrans D7 has a large team of experienced traffic and safety officers that can be deployed readily to ensure that safety is ensured in all testing sites.
- LADOT and Caltrans D7 have a series of time-tested processes and safe guards that consider safety of proving ground personnel, safety protocols when making use of public roads, and safe design, deployment, and operation of vehicles that can be applied for AV.
- LADOT has created an Autonomous Vehicle Working Group to support the Designated Safety Officer and ensure that sufficient resources are available to fulfill the role.
- LA's Vision Zero Initiative and the supporting team have deep safety expertise and will be collaborating with the AV Working Group to adopt the best safety protocols and procedures from Vision Zero for AV technology deployments.
- LACI will provide technology screening support to mitigate any technical safety risks

CRITERIA 4: RESEARCH, APPLICATION, AND DATA SHARING

LADOT has been partnered with multiple research and training institutions to extend its research, application, and data sharing efforts. In addition to general AV testing, LA plans to specifically focus its efforts on improving shared usage (buses, micro-transit, shared passenger vehicles, etc.), data sharing, and V2I/V2V infrastructure development efforts, given the importance of these technologies in ensuring a positive societal outcome from AV deployment. UCLA, USC, UC Berkeley PATH have all agreed to support the research, application, and data sharing effort, and UCLA has already deployed a graduate student from UCLA's Luskin School of Public Policy who is researching AV shared mobility. USC has recently secured National Science Foundation funding to study the impact of AV and will be able to deploy resources to study AV deployments in LA's proving grounds. USC has also committed to using the resources of Viterbi School of Engineering Center for Cyber-Physical Systems and the Internet of Things.

LADOT and Caltrans D7, as well as our partners, are fully committed to sharing data and lessons learned. LADOT has also committed to creating a data platform, per its Transportation Technology Strategy, and has already started the process of building this platform, which can be easily leveraged for data sharing purposes with the DOT and Community of Practice.

CRITERIA 5: DEMONSTRATED INVESTMENTS

CAPITAL IMPROVEMENTS

LADOT invested in one of the most advanced intelligent transportation systems (ITS) in the country in the form of its ATSAC system. Furthermore, Caltrans District 7 has invested in the Los Angele Regional Transportation Management Center (LARTMC) in conjunction with its vast State Highway System ITS infrastructure that can leverage real-time monitoring, management and control of traffic in and around the designated test areas. V2V and V2I

coordination infrastructure is critical in mitigating against the "dystopic" AV future. The investments in ATSAC and LARTMC can be especially valuable as platforms to test these technologies, including optimization and communication technologies (i.e., Road Side Units, etc.)

ATSAC represents $420 million of capital investments since the 1980s in traffic management infrastructure, which is unprecedented in the U.S. LADOT is also deploying connected vehicle (CV) technology with the support of the Department of Transportation's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative that can provide additional foundation for AV technology deployment. Furthermore, LADOT has submitted a plan in December 2016 to the LA City Council's Transportation Committee and received approval to prepare the infrastructure to prepare for AV technology. Revenue from Measure M, which passed in November 2016, will be providing steady source of funding to upgrade ATSAC to work in conjunction with AV technology.

AUTHORIZATION

LADOT has been actively engaged on the federal and state levels to ensure that the regulations are supportive of AV piloting and deployment. On the local level, LA has been working with various district council offices to ensure that there is local ordinance support. LADOT and Caltrans D7 also have authority to cordon off sections of the roadways and freeways for testing.

TESTING OR DEPLOYMENT UNDERWAY FOR AV FEASIBILITY

LA region has CV/AV testing / deployment underway on the I-110/I-710 for early 2017. Caltrans and Metro has also been working with Berkeley PATH on the Connected Corridor pilot on the I-210. Micro-transit tests are also being developed for the 2017/2018 time frame within the City of Los Angeles.

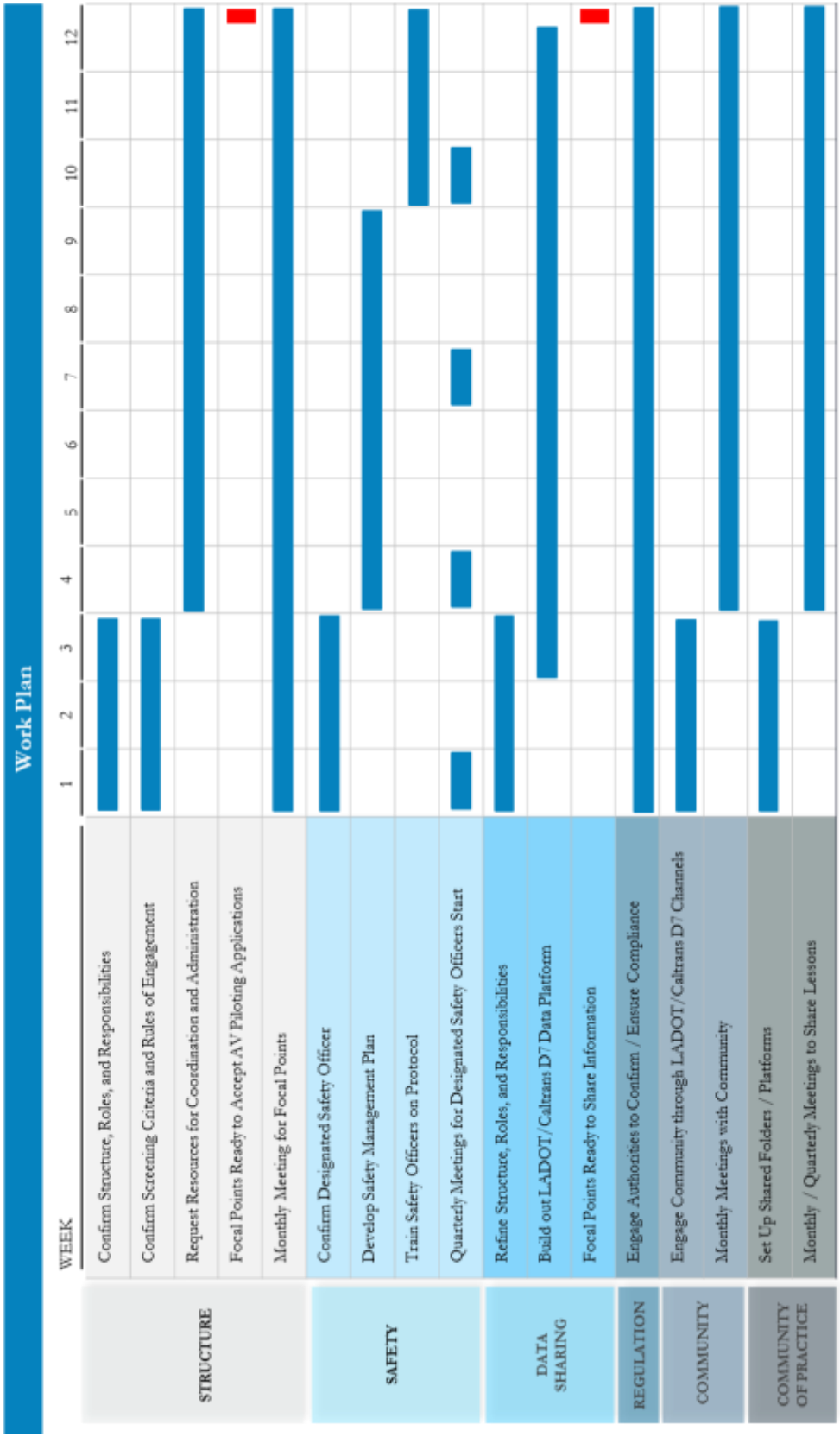
CRITERIA 6: READINESS

Even prior to the DOT's announcement of the Designated Proving Grounds proposal, LA has been working to identify potential AV pilot sites for testing and deployment. As stated above, there are multiple CV/AV pilots planned for 2017/2018 timeframe and we have been developing sites in preparation. LADOT and Caltrans D7 also have decades of experience and have systems, protocols, and structures in existence to work with communities, researchers, traffic engineers, and other stakeholders to ensure safety and efficacy of testing. As such, we strongly believe that we can avail our sites for testing by January 1, 2018.

Should LA's site get designated as proving grounds, LADOT and Caltrans D7 will begin deeper and wider engagements with communities and will be holding monthly public workshops to ensure that the communities are appropriately educated on the potential benefits and challenges of AV testing and are fully bought-in by January 1, 2018.

CRITERIA 7: ADHERENCE TO LAWS, REGULATIONS, AND FEDERAL POLICY

Although California's regulations are still developing, LADOT/Caltrans D7 intends to comply with all federal, state, and local laws as they become ratified. LADOT has been deeply engaged in the regulation development process and are working with authorities to ensure that all sites are

compliant. Should the pilot require exemptions, LA will follow the proper channels to seek an exemption.

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