ATTACHMENT A

Statement and Map of
Operational Design Domain - Driverless Deployment

Waymo's ODD[11] for deployment operations in the driverless configuration, as most recently approved by the California Department of Motor Vehicles on November 9, 2022,[12] is as follows:

Roadway Type	The intended operational design domain of Waymo's vehicles will include the following roadway types: • Freeways, highways, city streets, rural roads, and other roadways. • Parking lots.
Speed Range	The intended operational design domain of Waymo's vehicles will include roadways with posted speed limits up to 65 miles per hour.
Inclement Weather	The intended operational design domain for operation in autonomous mode will include the following inclement weather situations: • Rain • Fog
Time of Day	The intended operational design domain for operation in autonomous mode will include all times of day and night.
Types of Operation	Waymo autonomous passenger vehicles may transport the following categories of passengers (who may pay a fare): • Members of the public; • Waymo or Alphabet employees and their guests; and/or • Waymo or Alphabet contractors or agents. Waymo's autonomous passenger vehicles may also transport goods for a fee in a commercial delivery service.

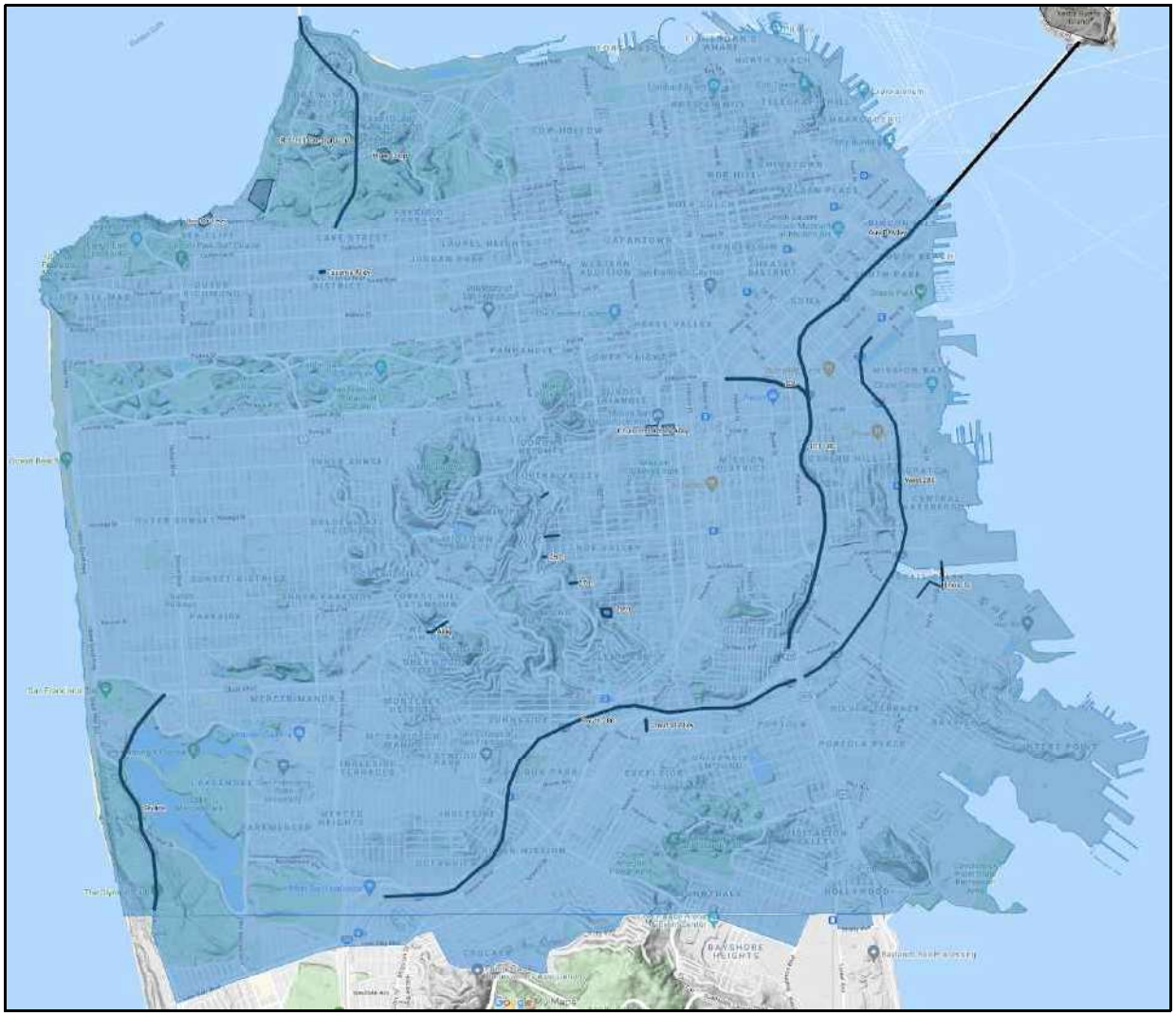
[11] Pursuant to 13 CCR Section 227.02(j), the operational design domain ("ODD") is "the specific operating domain(s) in which an automated function or system is designed to properly operate, including but not limited to geographic area, roadway type, speed range, environmental conditions (weather, daytime/nighttime, etc.), and other domain constraints."

[12] Attachment A shows the ODD for Waymo's driverless deployment operations, as stated on Waymo's DMV permit. Waymo has omitted from Attachment A detail not required for Waymo's CPUC Driverless Deployment Permit application, in particular text relevant to Waymo's ODD for drivered deployment operations and internal cross-references to materials specific to the DMV permit application.

Domain Constraints	The intended operational design domain will not initially allow for deployment operations in autonomous mode under the following conditions: • Snow or ice • Hail • Offroad • One-way mountain roadways Controlling the operating domain of its autonomous vehicles is a part of Waymo's dynamic operations. Waymo may choose to change domain constraints for some or all of its vehicles at various times. For example, Waymo may limit commercial operation to certain times of day or to roadways with lower posted speed limits, or restrict AV operation in autonomous mode around specific roadway features (e.g., freeway ramps, construction zones, roundabouts) or in certain weather or weather-related road conditions (e.g., heavy rain, wet roads). If an AV encounters any of these domain constraints, the ADS is designed to achieve a minimal risk condition.

Geographic Area Driverless Configuration	The geographic ODD for deployment operations in a driverless configuration will include San Francisco and a portion of San Mateo County, as depicted below.[13] The areas marked in black in the map, which include a select subset of limited access freeways, alleyways/ narrow roads, parking lots, and dead ends, are currently excluded from the geographic ODD for driverless deployment operations.

[13] Note that Treasure Island is currently outside of the geographic ODD for deployment operations in both drivered and driverless configurations.



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