

ATTACHMENT A

Statement and Map of Operational Design Domain - Deployment

Waymo's deployment ODD,¹¹ as most recently approved by the California Department of Motor Vehicles on November 21, 2025, is set forth below. Please note that, other than the geographic areas described below and shown in Figures 1 and 2, these descriptions remain unchanged from Waymo's Amended Deployment Application approved by the DMV on March 17, 2025 (and by the CPUC on May 1, 2025 via Waymo Advice Letter 0003), and apply to both the Jaguar I-PACE and Ojai vehicle platforms.:

Roadway Type	The intended operational design domain of Waymo's AVs includes all roadway types and areas accessible for ride-hailing and goods delivery services, such as: • Freeways, highways, city streets, rural roads, and other roadways. • Parking lots and driveways.
Speed Range	The intended operational design domain of Waymo AVs includes all speed limits.
Weather	The intended operational design domain for Waymo AVs includes all rain, fog, and other conditions, but will not at this time allow for driverless operation when there is widespread snow or ice accumulation on the roadway. The Waymo ADS is designed to adjust its driving behavior as appropriate for the conditions. For example, the ADS tends to drive more slowly as fog becomes denser or as rainfall increases, which helps the ADS to respond to surrounding traffic that typically moves more slowly in these conditions.
Time of Day	The intended operational design domain of Waymo's AVs includes all times of day and night.
Dynamic Operating Parameters	Controlling the operating parameters of its AVs is a part of Waymo's dynamic operations. Waymo may choose to change the operating parameters for some or all of its AVs at various times. For example, operations may be dynamically adjusted or restricted during certain times

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."

	of day, around certain road features, or in certain weather conditions. In both the <u>drivered and driverless configurations</u>, if an AV encounters any conditions outside of the applicable operating parameters, the ADS is designed to be capable of achieving a minimal risk condition. In addition, in a <u>drivered configuration</u>, the ADS also alerts the trained driver. To continue a trip, drivers may take over in such conditions. Trained drivers have discretion to take over at any time and are trained to do so as appropriate to support safety, traffic law compliance, or community values. Trained drivers are more likely to take over in atypical traffic conditions.
Geographic Area for Both Drivered & Driverless Configurations	Waymo seeks authorization for deployment operations in both drivered and driverless configurations in the area depicted in the map below. As noted in prior materials submitted in connection with Waymo's Deployment Permit, controlling the operating parameters of our AVs is part of Waymo's dynamic operational program. For the purpose of deployment operations, Waymo may dynamically adjust operating parameters, including geographic areas, for some or all of its AVs at various times. Although we have found through experience that Waymo's ADS technology is highly transferable to new environments, before we begin operation in a driverless configuration in any new geographical area, we complete a thorough validation process and continuously monitor performance for potential issues. We plan to continue this process of technology validation and incremental expansion.