

# Digital Conflict Area Awareness Management Program (dCAAMP)

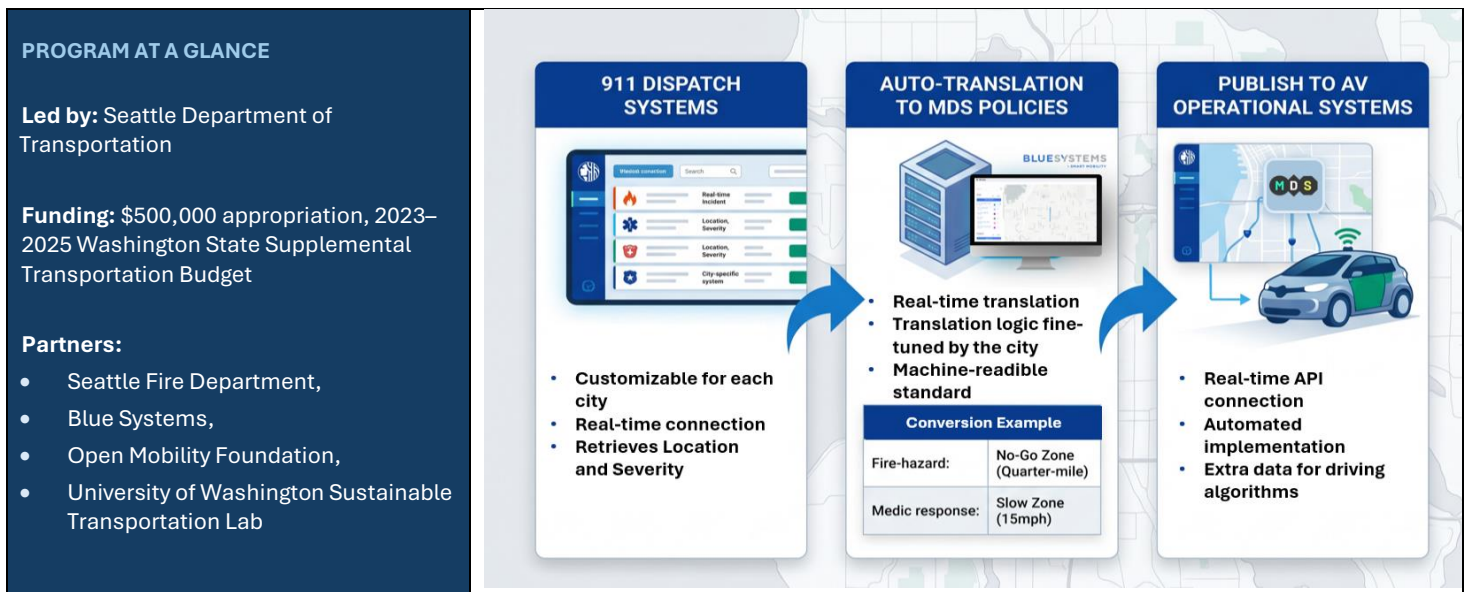
Sharing 911 emergency data with connected and autonomous vehicles (CAVs) in real time

## OVERVIEW

Seattle, like many cities, is preparing for a future that includes more autonomous vehicles and connected fleets. But today, there's a gap: real-time emergency information is not shared in formats that can be easily used by mapping companies, mobility services, and autonomous vehicles. Currently, when a fire truck or ambulance is dispatched to an emergency, that information is not shared with the wider transportation ecosystem. The **Digital Conflict Area Awareness Management Program (dCAAMP)** changes that by using the Open Mobility Foundation's Mobility Data Specification (MDS) to make emergency conflict zones visible to connected vehicles in real-time.

## HOW IT WORKS

- **Phase I building the architecture:** dCAAMP connects directly to Seattle Fire Department's 911 computer aided-dispatch system and translates each emergency into a machine-readable format using the Open Mobility Foundation's MDS standard. Based on the nature, timing and location of the incident, Blue Systems built a system which generates a geofence and an instruction for vehicles inside it (avoid, slow down, etc.), then publishes both to CAVs and other connected fleets through the MDS Policy API. Restrictions are scaled to the response rather than applying one blanket rule, and a dashboard shows the City which companies are consuming the feed.
- **Phase II took it to the operators:** dCAAMP is now in testing with four robotaxi operators, Waymo, Zoox, Nuro and May Mobility, and their input has already reshaped the tool. The Platform streamlined the published data around what operators are consuming, added API authentication for each operator, and built a push mode that sends changes as they happen rather than waiting for the next scheduled pull.



## WHAT WE HAVE LEARNED SO FAR

In January 2026, after a year of development and testing, the University of Washington reported on the pilot for the Washington State Legislature. Its findings are drawn on discussion groups and a scenario-based survey with Seattle police, fire, traffic operations, legal, and IT staff:

- **Collaboration.** Systems like this can only advance through active collaboration between cities, first responders, operators, and standards bodies, particularly in the absence of mandatory geofencing regulation. Each stakeholder brings a different view of what matters most, from response protocols to fleet operations, which makes early, shared frameworks essential before rules
- **Value beyond robotaxis.** The same architecture built for 911 dispatch data can extend to other feeds supporting incident response, and to jurisdictions beyond a single city, pointing toward regional or multi-agency emergency data sharing rather than a Seattle-only tool.
- **Open questions.** Several policy questions remain under discussion, chief among them how to fund system operations and maintenance over time, and how to resolve liability if a vehicle acts on outdated or incomplete data.

## WHAT COMES NEXT

The City of Seattle has established a model that other jurisdictions can adapt and improve upon, creating a collaborative pathway toward cities and CAV operators working together to ensure that innovation in transportation serves public safety, equity, and urban livability.

On the Platform side, the same pipeline can take in more of the city's operational data, such as traffic management systems, permitted events, and construction schedules, so any change to normal street use reaches vehicles the same way. It can also scale beyond a single city, letting neighboring jurisdictions publish through one consistent feed.

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