

MEETING NOTES

Iowa Advisory Council on Automated Transportation (ATC)

Policy & Legislation (P&L) Subcommittee Meeting

Wednesday, January 19, 2022

1:00-2:00 pm CT

Action Items:

- P&L subcommittee members send comments on the draft *CAT in Planning Guidance* document. Send feedback to Dylan Mullenix at dmullenix@dmampo.org by Friday, February 25, 2022.
- P&L subcommittee members can email Dylan Mullenix if they or someone they know would be interested in supporting the Iowa AT Vision tactic *Improve Equity & Accessibility*

1. Welcome and introductions – Dylan Mullenix, Policy & Legislation Subcommittee Chair

a. Attendees – 29 attendees

- Dylan Mullenix – Des Moines Area MPO (P&L Chair)
- Nathan Fulk – Iowa State Patrol (Public Safety & Enforcement Chair)
- Peggi Knight – Iowa DOT (Research, Development, Testing, & Evaluation Chair)
- Alex Payson – Austin (TX) Transportation Department
- Senator Zach Wahls, Eric Bakker – Iowa Senate
- Travis Grassel, Jared Kirby – Iowa Insurance Division
- Stephan Bayens – Iowa Department of Public Safety
- John Davis – City of Des Moines
- Rob Denson – Des Moines Area Community College
- Mark Wyatt – Iowa Bicycle Coalition
- Terry Bergen – Linn County
- Neal Hawkins – Iowa State University
- Steven Spears – University of Iowa, School of Planning and Public Affairs
- Dan McGehee, Omar Ahmad, Jacob Heiden – University of Iowa, National Advanced Driving Simulator
- Joe Drahos, Steve Gent, Melissa Gillett, Kelli Huser, Alex Jansen, Andy Lewis, Dave Lorenzen, Garrett Pedersen, Adam Shell, Tim Simodynes, Toni Smith, Daniel Yeh – Iowa DOT

b. New members

- i. Paul Steier – Vehicle Programs Director, American Association of Motor Vehicle Administrators
- ii. Steve Spears – Associate Professor, School of Planning and Public Affairs, University of Iowa
- iii. Iowa DOT
 1. Renee Jerman – Compliance Officer, Government and Community Relations
 2. Toni Smith – Emerging Technology Program Manager, Central Programs Bureau

2. Austin, TX Personal Delivery Device (PDD) Deployment Experience – Alex Payson, Senior Business Process Consultant - Smart Mobility at Austin Transportation Department

- a. Alex Payson is a Senior Business Process Consultant at the Austin Transportation Department. In this position, she works with smart mobility initiatives including involvement in Austin's PDD program since its inception.
- b. The City of Austin has been working with PDDs since 2016 when [Starship Technologies](#) demonstrated their devices in a local neighborhood. The Austin City Council passed a resolution in 2017 that directed the City to operate a PDD pilot and outlined the parameters for such a pilot. Staff conducted interviews with cities where PDDs were operating to determine recommendations and guidelines for Austin. Most use cases involved food delivery and takeout. The size of fleets varied by city. Each city used a different

mechanism to allow the operation of these devices including modified permits, special permits with time limits on operation, and local resolutions.

- c. Austin used this research to develop a Request for Information (RFI) on a city led PDD pilot. The RFI was released in February 2018 using the parameters defined in the 2017 resolution as the minimum operating qualifications. The RFI was sent to known existing PDD companies at the time, and they were asked on what their operation would look like, where they would operate, etc., while considering equitable solutions for underserved areas of the community. The RFI was open for six months, and Austin hadn't received any interest from companies. The companies' reasons for lack of interest varied, but a major contributing factor was Texas not having a statewide PDD framework in place. Texas legislature passed Senate Bill 969 that created a statewide law on PDDs in 2019.
- d. Local regulations can't conflict with state law and must act within the state parameters. Texas law allows PDDs on the sides of roads and sidewalks, but local law could only allow the operation on sidewalks. Texas law requires a minimum of \$100,000 general liability whereas the local resolution requires \$1,000,000. Both state and local regulations require the PDDs to yield to all traffic and set 10 mph speed limits on sidewalks.
- e. In 2021, [Refraction AI](#) reached out to Austin Transportation Department with interest in operating their PDDs in the city, and they wanted to start soon after initial contact. The Austin Transportation Department set up meetings with Refraction to understand their business model and other details. The department held meetings with internal and external stakeholders to educate on their product. In addition, Refraction met with various communities, like bike and pedestrian groups, to ensure smooth, equitable rollout. The company provided demonstrations for emergency personnel to share the technology with first responders, and a communications plan was developed to ensure citizens could report issues. Refraction's Rev-1 currently operates in travel lanes and bike lanes in Austin. The PDDs are operated by remote users with a 360-degree view provided by cameras on the device.
- f. Refraction AI partners with restaurants or businesses in Austin to deliver carry-out food, groceries, and other retail items. The customer's order through the business website, and then the companies are able to deploy Refraction's PDD through dedicated websites. The device travels to the company, an employee loads the order, and the PDD travels to the customer. Refraction staff will follow the device using an electric scooter to ensure safe delivery and act as a brand ambassador. The customer uses a code to retrieve the items on the PDD arrives.
- g. Austin has a small fleet of about ten PDDs in use currently, and their routing is more dynamic due to the remote operator. Refraction PDDs will only operate in areas where speed limit is below 35 mph, and they mostly use bike lanes and shoulders rather than the sidewalk, but they can use the sidewalk when needed like in construction zones. A video of Austin's PDD program is available below:
 - i. How Austin's new food-delivery robots work and why some are speaking out:
<https://youtu.be/9F5cHKuV6GQ>
- h. The City of Austin is taking an observational approach for the future of PDDs in the city as they are expecting more companies and more devices on the roads. Austin is continuing their collaborative approach to ensure equity, safety, and efficiency while maintaining accordance with state law.

3. P&L Work Plan & Tactical Actions Updates

- a. Ensure CAT in Planning – Dylan Mullenix, Chair & Garrett Pedersen, Iowa DOT
 - i. In support of this AT Vision tactic, a working group has been formed to develop a white-paper resource on CAT considerations for planning. The membership of this working group consists of consultants, MPOs, Iowa DOT, and transit. The resource includes actionable planning considerations, strategic considerations for allocating resources, identification of related planning tools, and identification of related functional areas. This document will be available on the ATC website once finalized and will likely need to be updated periodically.
 - ii. P&L subcommittee members are invited to send comments on the draft *CAT in Planning Guidance document*. Feedback should be sent to Dylan Mullenix at dmullenix@dmampo.org by Friday, February 25, 2022.

- b. Improve Equity & Accessibility – Dylan Mullenix
 - i. The Iowa DOT staff member originally leading this tactic is no longer with the agency. P&L subcommittee members should consider potential individuals that could be involved with this work and contact Dylan if interested to support this AT Vision tactic.
- c. Monitor Legislation – Dylan Mullenix & Adam Shell, Iowa DOT
 - i. The Iowa State legislature is underway, but there isn't much AT activity at the state level currently. On the Federal level, Secretary of Transportation Pete Buttigieg provided remarks at recent conferences. He shared areas of emphasis for the US DOT including climate, equity, innovation, labor, resiliency, and safety. He also provided updates on the US DOT Innovation Principles available at the following link:
<https://www.transportation.gov/priorities/innovation/us-dot-innovation-principles>

4. Federal Transportation Infrastructure Bill Update – Adam Shell, Iowa DOT

- a. The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), is leading to Traffic Safety Management Operations funding, which includes automated transportation, opportunities for the state of Iowa and for other entities through discretionary grants. Some resources on the IIJA are below:
 - i. FHWA BIL Update: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
 - ii. USDOT BIL Update: https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan_Infrastructure_Law_Iowa.pdf
 - iii. AASHTO Analysis of BIL: <https://policy.transportation.org/wpcontent/uploads/sites/59/2021/09/2021-09-15-AASHTO-Comprehensive-Analysis-of-IIJAFINAL.pdf>

5. Open Discussion – All subcommittee members

6. Information and key meeting dates

- a. **Infrastructure Readiness Subcommittee Meeting – Monday, December 13 from 1-2 pm**
 - i. *Short Term Road Condition Forecasts: Enabling Practical Trip Modification in Adverse Weather – Tina Greenfield (Iowa DOT)*
- b. **Economic Development Subcommittee Meeting – Wednesday, January 5 from 1-2 pm**
 - i. *Intelligent Transportation Systems (ITS) Joint Program Office (JPO) Professional Capacity Building Program (PCB): Workforce Development Efforts – Emily Lawless and Tara Reels (Volpe Center) & Dr. Stephanie Ivey (University of Memphis)*
- c. **Public Safety & Enforcement Subcommittee Meeting – Tuesday, January 25 from 1-2 pm**
 - i. *Preparing Law Enforcement, First Responders, and Crash Investigators for Automated Vehicle Technology – Tammy Trimble (Virginia Tech Transportation Institute)*
- d. **AT Council Meeting – Wednesday, March 16 from 1-3 pm**

ATC SUBCOMMITTEE MEETING

Policy & Legislation
January 19, 2022

Automated drive

Destination: 50° 43' 50.34" N - 6° 10' 55.294" E
Arrival: 08:55 pm - Distance 783 miles

TCP/IP: 192.56.327.684.1
SYNC: **enabled** | Sensors: **active** | Cameras: **active**

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MEETING AGENDA

1. **Welcome and introductions** – Dylan Mullenix, Policy & Legislation Subcommittee Chair
2. **Austin, TX Personal Delivery Device (PDD) Deployment Experience** - (30 minutes)
 - a. Alex Payson, Senior Business Process Consultant - Smart Mobility at Austin Transportation Department
3. **P&L Subcommittee Work Plan & Tactical Actions** – (20 minutes)
 - a. Ensuring CAT in Planning – Dylan Mullenix (Chair) & Garrett Pedersen (Iowa DOT)
 - b. Improve Equity & Accessibility – Dylan Mullenix
 - c. Monitor Legislation – Dylan Mullenix & Adam Shell (Iowa DOT)
4. **Federal Transportation Infrastructure Bill Update** – Adam Shell, Iowa DOT (5 minutes)
5. **Open Discussion** – All subcommittee members (5 minutes)
6. **Information and key upcoming dates**
 - a. Infrastructure Readiness Subcommittee Meeting – Monday, December 13 from 1-2 pm
 - b. Economic Development Subcommittee Meeting – Wednesday, January 5 from 1-2 pm
 - c. Public Safety & Enforcement Subcommittee Meeting – Tuesday, January 25 from 1-2 pm
 - d. AT Council Meeting - Wednesday, March 16th

WELCOME AND INTRODUCTIONS

Dylan Mullenix –
Policy & Legislation
Subcommittee Chair



NEW SUBCOMMITTEE MEMBERS

- Paul Steier – Vehicle Programs Director, American Association of Motor Vehicle Administrators
- Steve Spears – Associate Professor, School of Planning and Public Affairs, University of Iowa
- Iowa DOT
 - Renee Jerman – Compliance Officer, Government and Community Relations
 - Toni Smith – Emerging Technology Program Manager, Central Programs Bureau





AUSTIN, TX PERSONAL DELIVERY DEVICE (PDD) DEPLOYMENT EXPERIENCE

Alex Payson, Senior Business Process Consultant -
Smart Mobility at Austin Transportation Department



Emergence of Personal Delivery Devices

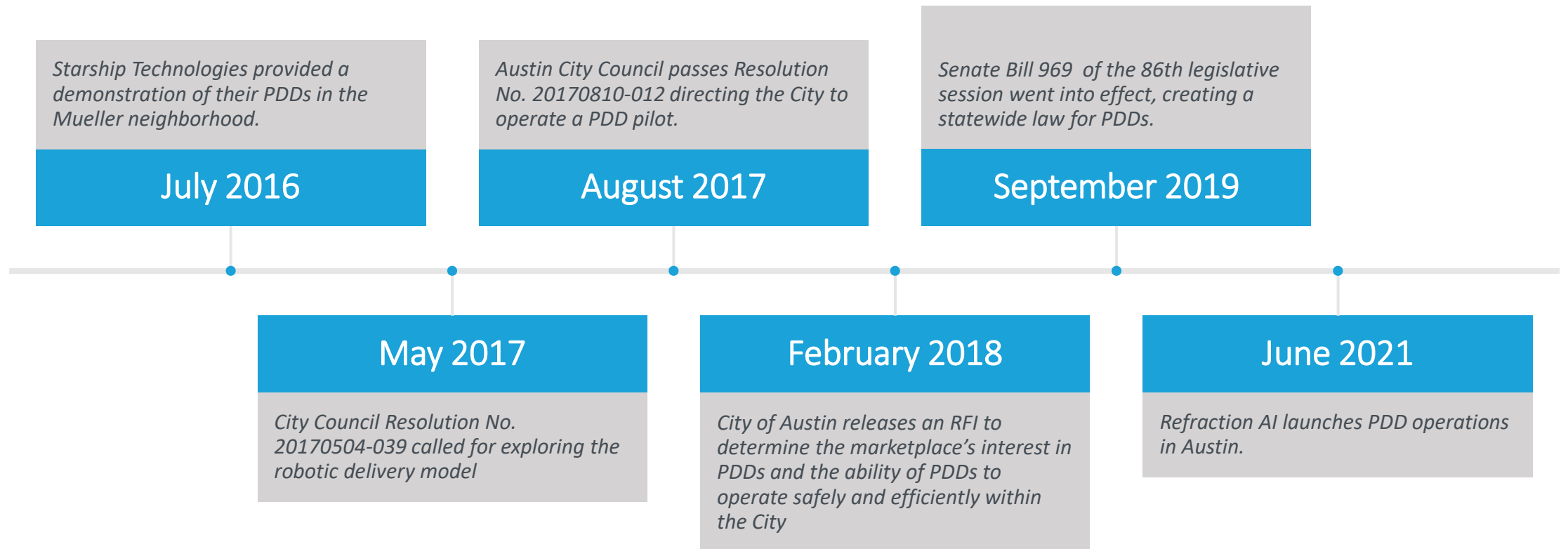
A Local Government Perspective on Process and Progress

Alex Payson | Sr. Business Process Consultant, Austin Transportation - Smart Mobility



TRANSPORTATION

Austin's History with PDDs



Early Days

- Demonstration in the Mueller Neighborhood
- City Council passes Resolution No. 20170504-039



Local Resolution on PDDs



- Austin City Council adopted Resolution No. 20170810-012
- The Resolution directed the City to operate a PDD pilot and outlined the parameters for such a pilot
- Staff conducted interviews with cities where PDDs were operating



Request for Information (RFI)

- Released in February 2018
- Six-month submission period



Texas State PDD Law



Senate Bill 969 (2019)

- Governed by Chapter 552A of the Texas Transportation Code



How Does State Law Compare to Local Resolution?

	State	Local	State	Local	
Operation Area					Insurance
Traffic					Speed
Operation Time					Weight
Hazardous Material					

Pre-Deployment Activities

Refraction AI Launch

- Meetings with Refraction
- Internal and external stakeholder engagement
- Demonstration for emergency personnel
- Communications



Refraction's Rev-1

- Operates in travel lanes and bike lanes
- **Weight:** ~100 pounds
- **Speed:** 12-15mph
- **Delivery Radius:** 3-5mi



Refraction AI's Business Model

- Partners with restaurants or businesses
- Uses dedicated websites
- Delivers carry-out food, groceries, and retail items for fixed, agreed upon amount



Refraction AI in Austin

- Small fleet of devices
- Focused on food and retail partners





KVUE

Future of PDDs in Austin

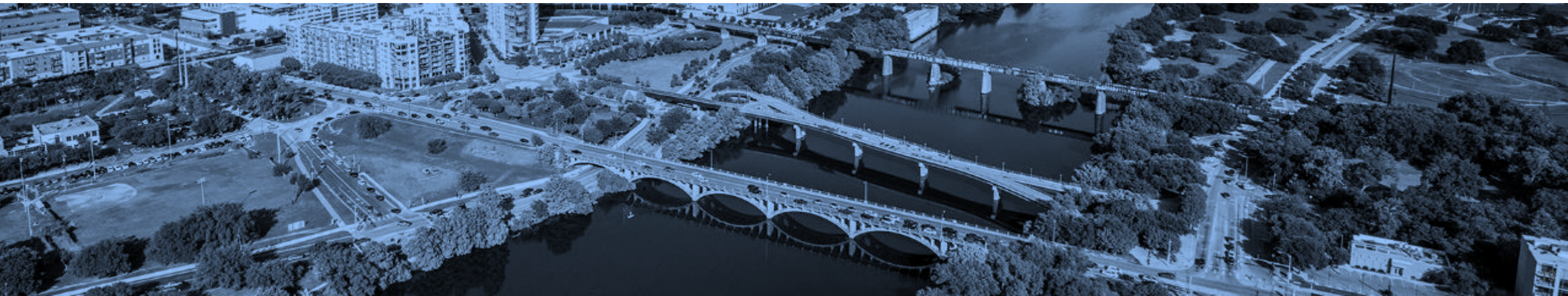
- Future deployments
- Local regulations in accordance with state law





TRANSPORTATION

THANK YOU



POLICY & LEGISLATION SUBCOMMITTEE WORK PLAN & TACTICAL ACTIONS



P&L Subcommittee Tactics Summary

2.1 Tactics Summary Table

	Deliverables	Lead(s)	Resources	Scenarios	Timeline
Monitor Legislation	Tracking and feedback on Iowa, other states, and federal activity	Adam Shell, Iowa DOT	Staff time and engagement	N/A	Follows annual cycle
Implement Pilot Program	(led by Economic Development – refer to that work plan for details)				
Ensure CAT in Planning	Incorporation of CAT into various plans and programs	Dylan Mullenix, Des Moines Area MPO & Garrett Pedersen, Iowa DOT	Staff awareness and follow-up with in/outreach	In/outreach materials, organizational meetings	With planning and conference cycles
Bolster State Leadership	Specific engagement and general education opportunities	Dylan Mullenix, Des Moines Area MPO	Staff time, collaboration with Communications working group	Visits, tours, presentations, meetings, etc.	Ongoing
Modify Administrative Rules	Stakeholder meetings, research, draft and final recommendations	Sara Siedsma, Iowa DOT	Staff time, consultant support	Subject to rulemaking needs that arise	
Improve Equity & Accessibility	Recommendations and outreach	Vacant	Staff time	Focus on a specific disadvantaged community	TBD



POLICY & LEGISLATION SUBCOMMITTEE WORK PLAN & TACTICAL ACTIONS

Ensuring CAT in Planning – Dylan Mullenix (Chair) & Garrett Pedersen (Iowa DOT)

Improve Equity & Accessibility – Dylan Mullenix

Monitor Legislation – Dylan Mullenix & Adam Shell (Iowa DOT)

ENSURING CAT IN PLANNING

Purpose & Overview

- Working group to support this AT Vision Tactic
- Development of a white-paper resource to support CAT including:
 - Manageable and actionable planning considerations
 - Identify strategic considerations when prioritizing and allocating resources for investment
 - Identification of related planning tools (e.g., comprehensive plans, land use/zoning, screening tools)
 - Identification of related functional areas (e.g., policy, planning, engineering, public works, public safety)

Membership

Consultant

- Brian Willham (Snyder Associates)
- Maddie Adkins (MSA Professional Services)
- Marcus Coenen (Snyder Associates)
- John Peterson (Peterson Planning Strategies)
- Rose Schroder (Bolton & Menk)

MPO

- Dylan Mullenix (Des Moines Area MPO) (Co-lead)
- Kent Ralston (MPO of Johnson County)

Iowa DOT

- Garrett Pedersen (Co-lead)
- Adam Shell

Transit

- Tony Filippini (Des Moines Area Regional Transit)

ENSURING CAT IN PLANNING

Document Contents

Introduction

CAT Overview & Definitions

- What is CAT?
- Automation Use Cases
- Levels of Automation
- Industry Outlook
- Other Key Terminology & Concepts (e.g., ADAS, ADS, ODD, TDM)
- Anticipated Deployment Timelines
- Anticipated Changes – Opportunities and Risks

ENSURING CAT IN PLANNING

Document Contents

Planning Considerations

- American Planning Association (APA) Autonomous Mobility recommendations
 - Establish parking standards and requirements
 - Enhance transportation demand management efforts
 - Right-size the right-of-way to the human scale, reallocating space to alternative modes (builds upon the complete streets movement)
 - Utilize AV technology to improve transit services and extend service to underserved areas

ENSURING CAT IN PLANNING

Document Contents

Planning Considerations continued...

- Add “pause points” to policies and procedures to allow for CAT considerations
- Minimize throwaway or sunk costs due to future obsolescence
- Seek policies and investments that are dual benefit, supporting today’s users with tomorrow’s technology needs
- Emphasize well-maintained infrastructure systems to support AV readiness
- Identify an individual to effectively champion CAT considerations within planning and other related functions
- Consider the latest research regarding future use cases

ENSURING CAT IN PLANNING

Document Contents

Advancing CAT Through Planning Tools

- Long-Range Transportation Plan
- Comprehensive Plan
- Strategic Plan
- Code of Ordinance/Zoning
Code/Subdivision Code

Conclusion

Advancing CAT Through Planning Tools through three effort levels

- **Baseline** – building awareness
- **Medium** – Readiness activities
- **High** – Implementation

ENSURING CAT IN PLANNING

Next Steps

- **Feedback Requested**
 - Gather input from members of the ATC P&L subcommittee by Friday, February 25th, 2022
- **Finalize document for publishing**
 - Work with the ATC Communications, Outreach and Education working group to create a formal document with ATC branding for publishing on the ATC website



POLICY & LEGISLATION SUBCOMMITTEE WORK PLAN & TACTICAL ACTIONS

Ensuring CAT in Planning – Dylan Mullenix (Chair) & Garrett Pedersen (Iowa DOT)

Improve Equity & Accessibility – Dylan Mullenix

Monitor Legislation – Dylan Mullenix & Adam Shell (Iowa DOT)

IMPROVE EQUITY & ACCESSIBILITY

Overview

- **P&L Associated Objective Area and Desired Outcome**
 - Community Readiness - Local governments in Iowa will know about the ATC, can reach out for guidance on planning for automated transportation (AT), and will be better prepared for AT
- **Tactical Initiative**
 - Improve Equity & Accessibility – as an essential component of community readiness, leverage best practices from national guidance and peer jurisdictions to ensure that underserved populations gain improved access to transportation and mobility from not only automation, but from related trends in the sharing economy, mobility as a service (MaaS), and mobility on demand (MoD)
 - This must also include stakeholder outreach activities with the Communication, Outreach, & Education Working Group as well as the Infrastructure Readiness subcommittee as technology and strategies progress



POLICY & LEGISLATION SUBCOMMITTEE WORK PLAN & TACTICAL ACTIONS

Ensuring CAT in Planning – Dylan Mullenix (Chair) & Garrett Pedersen (Iowa DOT)

Improve Equity & Accessibility – Dylan Mullenix

Monitor Legislation – Dylan Mullenix & Adam Shell (Iowa DOT)

MONITOR LEGISLATION

US DOT Innovation Principles ([link](#))

Secretary Pete Buttigieg CES & TRB remarks

- Emphasis areas: climate, equity, innovation, labor, resiliency and safety (agency core focus)
- Innovation examples
 - National EV charging network
 - Solutions to address supply chain challenges

U.S. DOT Innovation Principles

- Serve our policy priorities
- Help America win the 21st century
- Support workers
- Allow for experimentation and learn from failure
- Provide opportunities to collaborate
- Be flexible and adapt as technology changes

Notable Articles/Interviews

- [Pete Buttigieg is racing to keep up with self-driving cars \(The Verge\)](#)
- [TRB 2022 Annual Meeting – Keynote USDOT Sec. Pete Buttigieg \(YouTube\)](#)

FEDERAL TRANSPORTATION INFRASTRUCTURE BILL UPDATE

Adam Shell – Iowa DOT





Bipartisan Infrastructure Law* TSMO Funding Opportunities

* also known as Infrastructure
Investment and Jobs Act (IIJA)

2021 Infrastructure Investment and Jobs Act (IIJA) HR 3684



IJA at a Glance

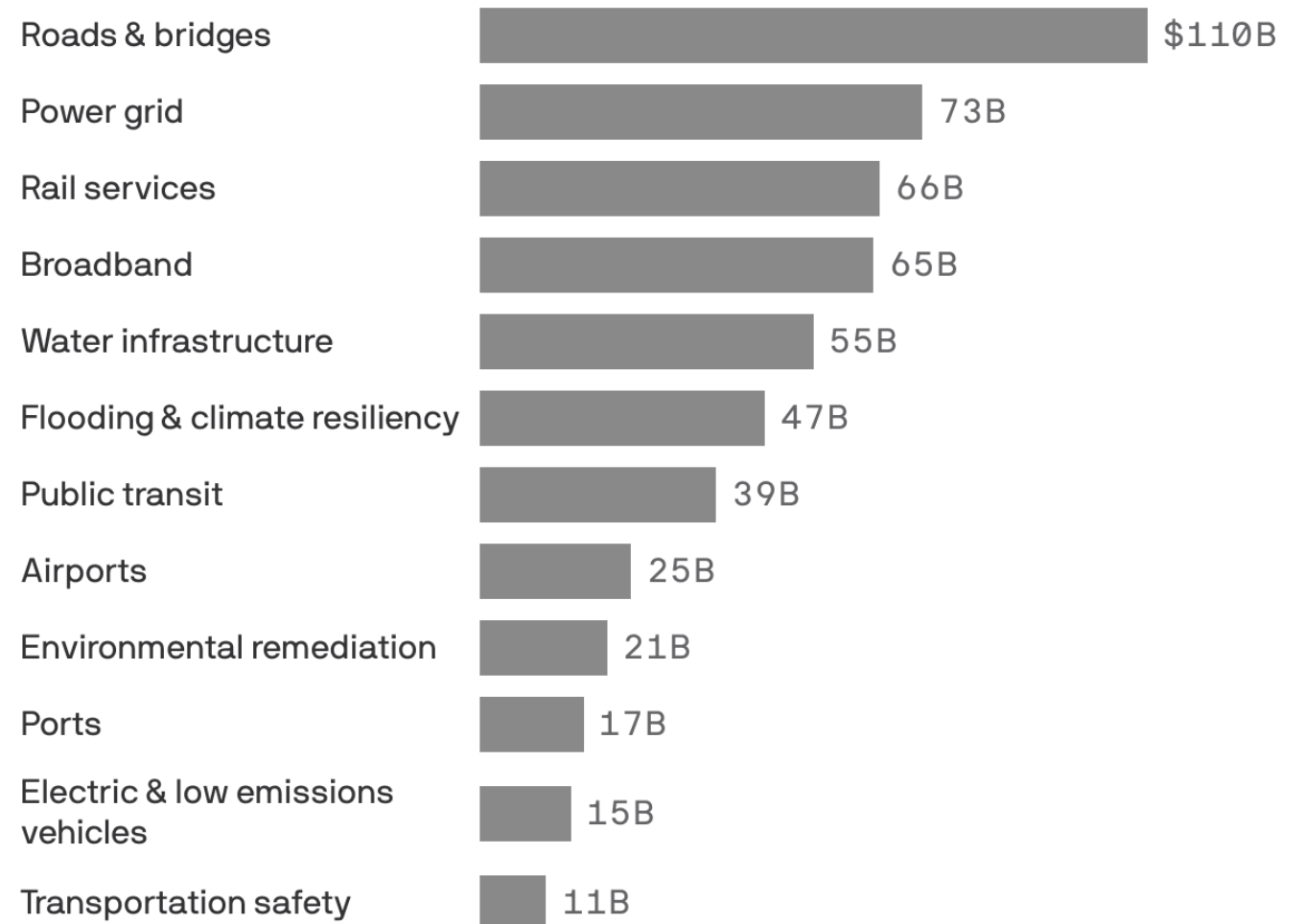
US Overview

5-Year Bill Signed Nov. 15, 2021

\$1.2 Trillion Total

39% of overall funds will be awarded on a competitive basis

Bipartisan infrastructure bill spending breakdown



IIJA at a Glance

Iowa Overview

- **49% increase** in federal-aid highway and bridge funding
 - \$2.6B (2016 – 2020 FAST Act)
 - \$3.8B (2022 – 2026 IIJA)
- **\$3.4B** for federal-aid highway programs
- **\$432M** for bridge replacements & repairs
- **\$305M** for public transportation
- **\$83M** to reduce emissions
- **\$94M** to improve resiliency
- **\$26M** in highway safety programs
- **\$35.9M** for CMV safety efforts
- **\$51M** in EV Charging Infrastructure

Discretionary Funding



Discretionary Funding Overview

US Overview

\$150B in discretionary grant programs

- Railway-Highway Grade Crossings
- **INFRA**
- Bridge Discretionary Grant Program
- Wildlife Crossings Pilot Program
- **Charging and Fueling Infrastructure**
Congestion Relief Program
- **PROTECT**
- Healthy Streets
- Reconnecting Communities
- Megaprojects
- **RAISE**
- Culvert Removal, Replacement, and Restoration
- Safe Streets and Roads for All
- **SMART**
- **Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)**
- Several Transit related opportunities

INFRA Discretionary Grant Program

- Provides Federal financial assistance to highway and freight projects of national or regional significance
- \$8 billion
- Increased cap on multimodal projects to 30% of program funds

TSMO Opportunities

ICM Strategies, especially those that knock down equity barriers, connects all users, and/or reduce green house gases, Freight movement improvements

Primary Selection Criteria

Support for National or Regional Economic Vitality
Climate Change and Env. Justice Impacts
Racial Equity and Barriers to Opportunity
Leveraging of Federal Funding
Potential for Innovation
Performance and Accountability

Secondary Selection Criteria

Includes improvements for multimodal non-motorized users

Charging and Fueling Infrastructure Program

- Deploy EV charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
- \$2.5 billion
- Set-aside (50%) to install EV charging and alt. fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

TSMO Opportunities

Leverage ITS Maintenance to support 5-years of fed-supported O&M

Primary Selection Criteria

TBD

PROTECT

- Increase resilience of the transportation system
- \$7.3B in formula funding nationally
- \$1.4B in competitive planning grants nationally
- Higher Fed. share if State develops a resilience improvement plan and incorporates into its LRTP

TSMO Opportunities

Emergency mgmt., planning for physical and cyber infrastructure hardening, Operational Tech. network hardening & resiliency

Primary Selection Criteria

TBD

RAISE Discretionary Grant Program

- Invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.
- \$7.5 billion over 5 years
- Provisions for RAISE have doubled

TSMO Opportunities

ICM Strategies, especially those that introduce new technologies through innovative partnerships

Primary Selection Criteria

Safety

Environmental Sustainability

Quality of Life

Economic Competitiveness

State of Good Repair

Secondary Selection Criteria

Partnership

Innovation

Strengthening Mobility and Revolutionizing Transportation (SMART)

- Focus on advanced smart city or community technologies and systems to improve transportation safety and efficiency
- \$7.3B in formula funding nationally
- \$1.4B in competitive planning grants nationally

TSMO Opportunities

Partner with metro area transit agencies to integrate trip planning across modes, work with local agencies for signal system modernization

Primary Selection Criteria

State of public transportation/transit system

Population density and transit need

Use of advanced data, tech, and apps

Secondary Selection Criteria

Scalability/repeatability

Encourages public/private data sharing

Promote skilled workforce

Promote cybersecurity

Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

- Former Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
- \$300M
- Focuses on deployment and operation of technologies – 20% dedicated to rural projects

Primary Selection Criteria

TBD

TSMO Opportunities

ICM Applications, Rural TIM Data Sharing Pilot, Freight Technology Demonstration

Notable AT-Readiness Sections of the IJA

- SEC. 11302. Work zone process reviews
- SEC. 11303. Transportation management plans
- SEC. 11304. Intelligent transportation systems
- SEC. 11135. Updates to Manual on Uniform Traffic Control Devices
- SEC. 11504. Study of impacts on roads from self-driving vehicles
- SEC. 11510. Cybersecurity tool; cyber coordinator
- SEC. 13005. Emerging technology research pilot program
- SEC. 13006. Research and technology development and deployment
- SEC. 24213. New Car Assessment Program
- SEC. 24219. Research on connected vehicle technology
- SEC. 25001. Intelligent Transportation Systems Program Advisory Committee
- SEC. 25002. Smart Community Resource Center
- SEC. 25008. Coordination on emerging transportation technology
- SEC. 25020. Transportation workforce development
- SEC. 60102. Grants for broadband deployment

Resources

- **FHWA BIL website:** <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- **USDOT BIL Iowa Fact Sheet:** [https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan Infrastructure Law Iowa.pdf](https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan%20Infrastructure%20Law%20Iowa.pdf)
- **AASHTO Analysis of BIL:** <https://policy.transportation.org/wp-content/uploads/sites/59/2021/09/2021-09-15-AASHTO-Comprehensive-Analysis-of-IIJA-FINAL.pdf>

OPEN DISCUSSION



INFORMATION AND KEY MEETING DATES

Infrastructure Readiness Subcommittee Meeting – Monday, December 13 from 1-2 pm

- *Short Term Road Condition Forecasts: Enabling Practical Trip Modification in Adverse Weather – Tina Greenfield (Iowa DOT)*

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- *Preparing Law Enforcement, First Responders, and Crash Investigators for Automated Vehicle Technology – Tammy Trimble (Virginia Tech Transportation Institute)*

4. AT Council Meeting – Wednesday, March 16th



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