

MEETING NOTES

Iowa Advisory Council on Automated Transportation
Iowa Finance Authority, Helmick Conference Room
1963 Bell Avenue, Des Moines
Friday, March 29, 2019
10:00am – 12:00pm

1. Welcome – Mark Lowe, Director, Iowa DOT
2. Truck Platooning – Steve Boyd, Peloton
 - Introduction from Mark Lowe, Scott Marler, and Dan McGehee
 - Striking the 300' spacing has run into difficulty with the legislature (to allow for platooning)
 - Lack of technology understanding has been confusing
 - Peloton has been actively engaged in platooning work for many years
 - Steve Boyd presentation – see slides on SharePoint site for talking points. Additional comments:
 - It's important for our legislatures to understand automated features (driver assistance) in commercial trucks to improve safety
 - Connected team work all what it's about
 - Interested in working with the Iowa DOT and ISP to determine appropriate routes to accomplish platooning
 - Questions:
 - Neal Hawkins: Work zones want to geofence? Can change by the hour.
 - Steve: Start with known work zones, rely on active safety control systems - as speed drops systems kick-in, work with companies like INRIX to capture the data
 - Mark Lowe: Geofencing doesn't impede/limit (?) technology? Legislation won't define that kind of technology and comment on access control?
 - Steve: Goal is to avoid any situation where traffic crosses one another. Industry barriers in regards to truck OEM vs distribution company.
 - Mark: Clear interstate is the primary focus.
 - Jake Swanson: Bill numbers? Request for one pager and talking points on this.
 - Scott: Bills to be put on SharePoint site.
 - Brenda Neville: IMTA doesn't have anything but can put something together.
 - Question on connecting the ag community and carriers
 - Steve: Work with Brenda and get information specific to the ag areas. Generally, more beneficial to regional haul and mid/larger sized fleets.
 - Scott: Fuel benefits in addition to safety.
 - Mike Steenhoek: Initial application is not for a local farmer, but could have regional cooperatives that want greater access to the Mississippi River for barges
 - Mark Lowe: Agreed, not going to be FM/county roads
 - Stephan Bayens: How to address, enforce from a public safety standpoint?
 - Steve: Spoke about coordination with various public agencies and also putting special marking or lighting on the vehicles to indicate they are platooning capable. Also, platooning won't work in all markets.

- Mark Lowe: perspective on following distance and reasonable/prudent. Safety of following distance is not the issue – allows for non-passenger vehicles to pass.
 - Mark Lowe: What about the national perspective on this (NHTSA) – Suan deCourcy asked to speak.
 - Susan deCourcy: NHTSA doesn't want to be a barrier and set requirements. They are there to guide the conversation. Allow states to choose what's best for them. Unsure of viewpoint with truck platooning.
 - Mark Lowe: sees this hitting federal motor safety standards.
 - Scott: Requested Peloton to do a demonstration. We're not looking for an answer today.
 - Brenda Neville: IMTA's position – does not want to be a barrier.
3. National Vision – Scott Marler, Iowa DOT
 - Pushed to a future agenda in lieu of time.
4. Iowa's Automated Transportation Vision – Peter Rafferty and Todd Szymkowski, Gannett Fleming
 - Peter Rafferty presentation – see slides on SharePoint site for talking points. Additional comments:
 - AT Vision – Bring to current landscape, in Iowa and nationally, close gaps so can achieve benefits, developing recommendation and putting together action plans together
 - AT Planning Context
 - Triple helix concept
 - Reality is that no one is an expert – lots of acronyms
 - Platooning is a small part of this. Lots of areas here, need to address all
 - Iowa's AT Vision and Plan
 - Three Prong Approach (frame discussion around this and for next year) – Nothing new - part of strategic planning
 - Strategic prong: Ground-work already done (vision and mission). Take a look at charter items.
 - Programmatic prong: Difficult part given other work going on
 - Tactical: How get this platooning technology across the finish line? Not a responsibility for the AT Council but a task for a subcommittee
 - ATC Purpose
 - ATC Vision and Mission
 - ATC Strategic Goals
 - Five listed in the charter
 - Themes
 - Mike Steenhoek: Understand pros and cons of highway automation
 - Mark Lowe: Striving to make positive change.
 - Change what? Mobility
 - Brain Waller: keep Iowa evolving as a State
 - Don Egli: Ensure safety
 - Mark Lowe/Peter: safety and mobility hand in hand (also equity)
 - Scott: reduce crashes
 - Peter: outreach and education

- Ashley Hinson: agreed with this given input from public and the reality people don't know
 - Susan deCourcy: Collaboration (all levels of gov't, public and private). Buy-in critical
 - Peter: Discussion on removing barriers – key goal of this group
 - Peter: Further effective and successful research, development, testing operation...etc. Not a goal in and of itself – more an action
- AT Plan Programmatic Prong
 - Who should the media contact when there is a crash for an AV?
 - Peter detail on the incident in AZ with Uber and a Volvo vehicle that Scott mentioned earlier. He also mentioned a Tesla incident in CA
 - Objectives: Bridge that will get us to the actual subcommittee work
 - Remove barriers
 - Recommend policy
 - Enforcement
 - Recommended practices to support policy
 - Changing lane striping
 - Smart work zones
 - Data sharing practices (Who owns data? Privacy concerns? DOT data should be open but vehicle data anonymous)
 - Mike Steenhoek: Prioritize and define what we're talking about. What's on front burner and need for focus. Let's help define the parameters in what we're going to play in.
 - Educating ourselves (beyond/before outreach)
 - How are incidents going to be tracked and reported?
 - What level of automation is it under?
 - “Information is the new infrastructure”
 - Competitive/Economic Development
 - Rick Peterson: Leadership, create path for others to follow
 - Todd Szymkowski: Workforce development thread
 - Institutional readiness
 - Scott: Leadership – MCHAR and SAAFIR (INFRA grant)
 - Jared Kirby: Need for insurance involvement given liability considerations
 - Ashley Hinson: agreed and critical because questions related to this
 - Example using the platooning example
 - Put dates on objectives where possible/appropriate
 - Make recommendations to legislature and get feedback