

# MEETING NOTES

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## **Iowa Advisory Council on Automated Transportation (ATC) Public Safety & Enforcement Subcommittee Meeting**

Skype Conference Call – 319-467-1100, conference ID: 8442672#

Thursday, June 6, 2019

10-11am

### 1. Welcome – Anna Dizack (5 min)

#### Attendees:

- Nathan Fulk (Public Safety & Enforcement Subcommittee Chair), Randy Kunert – Iowa State Patrol
- Bruce Anderson – Iowa Automobile Dealers Association
- Stephan Bayens – Iowa Department of Public Safety
- Don Egli – Iowa Motor Truck Association
- John Kraemer – Fire Service Training Bureau
- Shirley McGuire – Federal Motor Carrier Safety Administration
- Doug Neys – Iowa Professional Fire Fighters
- Kip Overton – City of Adel
- Mark Peterson – AAA – The Auto Club Group – Minnesota/Iowa
- Dan McGehee, Omar Ahmad, Anna Dizack – UI
- Theresa Litteral – ISU InTrans
- Adam Shell, Donna Matulac, Steve Gent – Iowa DOT
- Peter Rafferty, Todd Szymkowski – Gannett Fleming

### 2. Update on ATC meeting held Friday, March 29<sup>th</sup> – Adam Shell (5 min)

- Steve Boyd from Peloton discussed platooning technology
  - Council discussion items included addressing work zones for connected vehicles in a platoon, questions on how to address and enforce public safety
- Scott Marler scheduled to provide an update on the National Vision for Highway Automation – didn't occur but is scheduled for the ATC meeting on June 12<sup>th</sup>
- Peter Rafferty with Gannett Fleming updated the ATC on the plan effort and facilitated a discussion to gain input and aid in development of the plan

### 3. Update on AVs and recent Iowa AV legislation – Dan McGehee and Adam Shell (15 min)

- Changes for emergency responders and law enforcement
- Regulatory modifications, e.g., for OSOW permitting
  
- Dan McGehee – Full automation, self-driving features are decades away. Main thing is to put together a set of administrative rules around the bill

- Adam Shell – We will not rush into rules. We want to figure out what other states will do in regards to registration. We will create an internal working group Transportation Service Layer Plan to figure out an implementation of these bills.
- Steve Bayens – it creates interesting challenges in terms of enforcement. Reasonable and prudent? Need to look at things objectively in terms of our troopers. Continue to enforce following too closely. Platooning type technology creates problems – we’ll continue to enforce the statute. How do we determine what is reasonable and prudent? This creates some significant challenges.
- Nathan Fulk – Confident as an enforcement agency we can enforce following too closely. Leading causation factor is rear end collisions. We’ll be monitoring this closely. We’ll need to discuss and consider as we move through this process. How do we identify these platooning vehicles?
- Nathan Fulk – Motor vehicle enforcement and notification of identified vehicles – we will need to get in on the front end of this as it moves forward.
- Dan McGehee – Peloton is the only one testing publicly right now. They won’t drive through our state without letting us know.
  - External Human-Machine Interface (EHMI) – platooning is really no other automation rather than connected braking. But the industry is concerned that identifying these platooning vehicles will cause others to interfere with them. Peloton (and others) might say they don’t want a light on their vehicles or other identification.
- Dan McGehee – Ashley Hinson is willing to listen to how we might want to

#### 4. Federal Rulemaking Requests for Comments – Don Egli and Adam Shell (10 min)

- Don Egli – Federal Motor Carrier Safety Administration (FMCSA) published an advanced notice of rulemaking: [FMCSA-2018-0037](#). They’re considering changes to their rules with ADS and drivers behind the wheel.
  - [Most recently updated on May 31<sup>st</sup> \(updating the deadline for comments to July 29<sup>th</sup>\)](#).
  - A number of ways to file comments, encourage people to review and submit comments.
  - Comments requested on a number of issues, including:
    1. Do the FMCSRs require a human driver?
    2. Commercial Driver’s License (CDL) endorsements
    3. Drivers’ hours of service (HOS) rules
    4. Medical qualifications for human drivers
    5. Distracted driving and monitoring
    6. Safe driving and drug and alcohol testing
    7. Inspection, repair, and maintenance
    8. Roadside inspections
    9. Cybersecurity
    10. Confidentiality of shared information
- Shirley McGuire – hopes people comment on this rule. Internal comments relate to roadside inspections. What does human interaction need to be at various stages?
- Adam Shell – similar NHTSA advanced notice of rulemaking [NHTSA-2019-0036](#) looking for comments on July 29<sup>th</sup>

5. Iowa AT Planning – Peter Rafferty and all participants (10 min)

- Peter Rafferty reviewed through slides
- Peter Rafferty – Is there anything that the ATC and subcommittee can do to help you to help you understand the implications of this bill?
- Nathan Fulk – we need to educate our partners. Challenge will be the mixed fleet element. We need to remove the barriers and move forward. We can put together some information to train law enforcement and regulatory partners as we move forward.
- Dan McGehee – short to medium term – we’ll be dealing with testing and deployment. These trucks will not be on our roadways tomorrow. Could bring in a legal scholar to brief the group at some point.
- Nathan Fulk – Identifying the frequency of these vehicles traveling through Iowa. Is it frequent? We should get a group together to hammer down some of the details on this specific issue as how it relates to law enforcement. What platooning is.
- Peter Rafferty – volunteers from this group for a one or two page brief? Giving the timeline and levels of automation? Implications of the platooning bill?
- Stephan Bayens – we need to be careful about framing about what we’re talking about. We’re putting the cart before the horse with the statutory change. We’re not in the position to implement this but have something on the books. It’s a simple change and we don’t want to throw open the floodgates on platooning. It will take a thoughtful approach to this as to how to create a situation to create consistency and confidence. The initial education Dan talked about would be helpful to discuss what we’re talking about.
- Dan McGehee – have Steve Boyd from Peloton come back to talk to this subcommittee specifically.
- Peter Rafferty – There are different opinions on this subcommittee, enforcement/truckers/automobile dealers/etc. An emerging best practice to study and come back to this group with?
  - Dan McGehee – Challenge of EHMI is it becomes a state-by-state issue

6. Information and key upcoming dates – Anna Dizack (5 min)

- Subcommittee Chair
- Council SharePoint site – Anna will send invitations to view contents
- Iowa ATC Meeting: Wednesday, June 12<sup>th</sup>, 10am-12pm
- Nathan Fulk – 300’ following – don’t see any tension on their end. Will continue to enforce following too close. Will remain vigilant.
- Dan McGehee – next meeting – discuss other reasonable and prudent elements in the law. Compact snow and ice on the road? How are other reasonable and prudent options in other types of driving situations?
  - Nathan Fulk – Agree.

# SUBCOMMITTEE MEMBERSHIP

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## Public Safety & Enforcement Subcommittee

Name	Organization	Email
Doug Allen	Fire Service Training Bureau, TIM Coordinator	<a href="mailto:allen@dps.state.ia.us">allen@dps.state.ia.us</a>
Bruce Anderson	Iowa Automobile Dealers Association, President	<a href="mailto:banderson@iada.com">banderson@iada.com</a>
Stephan Bayens	Iowa Department of Public Safety, Commissioner	<a href="mailto:bayens@dps.state.ia.us">bayens@dps.state.ia.us</a>
Susan deCourcy	National Highway Traffic Safety Administration, Regional Administrator	<a href="mailto:Susan.deCourcy@dot.gov">Susan.deCourcy@dot.gov</a>
Don Egli	Iowa Motor Truck Association, Director of Safety & Security	<a href="mailto:don@iowamotortruck.com">don@iowamotortruck.com</a>
Nathan Fulk	Iowa Department of Public Safety, Iowa State Patrol Chief	<a href="mailto:fulk@dps.state.ia.us">fulk@dps.state.ia.us</a>
Steve Gent	Iowa DOT, Traffic and Safety Office Director	<a href="mailto:Steve.Gent@iowadot.us">Steve.Gent@iowadot.us</a>
Shauna Hallmark	Iowa State University, InTrans Director	<a href="mailto:shallmar@iastate.edu">shallmar@iastate.edu</a>
Neal Hawkins	Iowa State University, InTrans Associate Director	<a href="mailto:hawkins@iastate.edu">hawkins@iastate.edu</a>
Pat Hoye	Governor's Traffic Safety Bureau, Bureau Chief	<a href="mailto:hoye@dps.state.ia.us">hoye@dps.state.ia.us</a>
Amber Kephart	Iowa Firefighter's Association, Executive Director	<a href="mailto:akephart@iafireassn.org">akephart@iafireassn.org</a>
John Kraemer	Fire Service Training Bureau, Bureau Chief	<a href="mailto:kraemer@dps.state.ia.us">kraemer@dps.state.ia.us</a>
Randy Kunert	Department of Public Safety, Major	<a href="mailto:kunert@dps.state.ia.us">kunert@dps.state.ia.us</a>
Theresa Litteral	Iowa State University, InTrans Statewide MDST Facilitator	<a href="mailto:litteral@iastate.edu">litteral@iastate.edu</a>
Dave Lorenzen	Iowa DOT, Motor Vehicle Enforcement Chief	<a href="mailto:david.lorenzen@iowadot.us">david.lorenzen@iowadot.us</a>
Shirley McGuire	Federal Motor Carrier Safety Administration, Division Administrator	<a href="mailto:shirley.mcguire@dot.gov">shirley.mcguire@dot.gov</a>
Doug Neys	Iowa Professional Fire Fighters, President	<a href="mailto:ipff.president@gmail.com">ipff.president@gmail.com</a>
Kip Overton	City of Adel, Public Works Director	<a href="mailto:koverton@adeliowa.org">koverton@adeliowa.org</a>
Mark Peterson	AAA – The Auto Club Group – Minnesota/Iowa	<a href="mailto:MAPeterson@mn-ia.aaa.com">MAPeterson@mn-ia.aaa.com</a>