

# MEETING NOTES

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## Iowa Advisory Council on Automated Transportation

Wednesday, June 12, 2019

10:00am – 12:00pm

Iowa League of Cities

500 SW 7th Street, Suite 101, Des Moines

### 1. Welcome – Mark Lowe (10 minutes)

#### Attendees:

- Mark Lowe (ATC Chair), Andrea Henry – Iowa DOT
- Stephan Bayens, Nathan Fulk (Public Safety & Enforcement Subcommittee Chair), Randy Kunert – Iowa Department of Public Safety
- Rick Peterson (Economic Development Subcommittee Chair) – Iowa Economic Development Authority (IEDA)
- Jared Kirby – Iowa Insurance Division
- Erin Mullenix (Infrastructure Readiness Subcommittee Chair), Mickey Shields – Iowa League of Cities
- Brian Waller – Technology Association of Iowa (TAI)
- John Gibson – Iowa Division of the FHWA
- Mike Steenhoek – Freight Advisory Council
- Susan deCourcy – National Highway Traffic Safety Administration (NHTSA)
- Shirley McGuire – Federal Motor Carrier Safety Association (FMCSA)
- Dylan Mullenix (Policy & Legislative Subcommittee Chair) – Des Moines Area MPO
- Chris Cournoyer – Iowa Senate
- MK Anderson – Iowa Clean Cities Coalition
- Pat Hoye – Governor's Traffic Safety Bureau
- Tom Banta – Iowa City Area Development Group (ICAD)
- Scott Marler, Donna Matulac, Adam Shell, Garrett Pedersen, Mikel Derby, Susan Fenton, Darcy Doty, Alexander Jansen, Mitchell Dillavou, Renee Jerman, Angel Robinson, Andrew Lewis, Rianna Lane – Iowa DOT
- Neal Hawkins, Shauna Hallmark – Iowa State University InTrans
- Peter Rafferty, Todd Szymkowski – Gannett Fleming
- Sandra Larson
- Rich Jagacinski
- John Lee

### 2. Subcommittee Updates (20 minutes)

- a. Economic Development – Rick Peterson
  - Discussed subcommittee meeting on May 6, 2019.
  - Discussed recently passed legislation.

- Reviewed ATC planning information from Peter Rafferty.
  - Looking at objectives of economic pieces, extending an invitation to industry partners.
- b. Policy & Legislation – Dylan Mullenix
- Subcommittee meeting on May 21, 2019.
  - Discussed recently passed legislation.
  - Beneficial having Representative Hinson and Senator Cournoyer on the subcommittee.
  - Looking at next steps with the DOT and administrative guidelines.
  - Reviewing what other states are doing.
  - Reviewed ATC planning information from Peter Rafferty.
- c. Infrastructure Readiness – Erin Mullenix
- Subcommittee meeting on June 10, 2019.
  - Discussed recently passed legislation.
  - Reviewed ATC planning information from Peter Rafferty.
  - Local Des Moines Area Metropolitan Planning Organization Smart City Roundtable effort
  - National League of Cities guidance
  - Infrastructure discussion – physical, digital, and workforce
  - Mike Lauer with Iowa Communications Network (ICN) to give update at next meeting on fiber and communications infrastructure in Iowa
- d. Public Safety & Enforcement – Nathan Fulk
- Subcommittee meeting on June 6, 2019.
  - Discussed recently passed legislation.
  - Rear-end collisions are the primary factor (see calculation pic). It takes 1.5 seconds for driver to acknowledge if something is going on.
  - Will work with the group on platooning, education and training. Law enforcement education will be needed to recognize what platooning vehicles are.
3. National Strategy for Highway Automation – Scott Marler (30 minutes)
- Not talking about automation but a focus on highway. What’s happening nationally—wanted to bring that to the ATC.
  - Roosevelt – we don’t envision trucks ever moving coast-to-coast. Interstates revolutionized the US. We don’t necessarily know what’s coming, but something is.
  - It’s about safety. Most crashes are caused by human error and choice. Also about freight and military mobility.
  - Nationally, most freight moves by truck. There’s a big line of freight that flows through our state.
  - National goals and strategy
    - Wildly important goal: make dramatic leap

- Three phases of highway automation
    - Timeline (iterative progress) – just targets, major demonstrations at the beginning
  - Four components of highway automation readiness. Consistency across all states is key.
  - INFRA grant – Iowa DOT led with 14 other states, some universities, and private agencies including truck manufacturers.
    - Still under consideration
  - Dylan Mullenix – who is they?
    - Scott Marler – AASHTO. USDOT through their various agencies are doing a wait and see approach. This effort is doing a bit more to push the envelope by the states because we will never get there.
  - Susan deCourcy – What about AASHTO’s outreach to partners?
    - Scott Marler – a grassroots effort amongst the states. In the early phase of this effort.
    - Mark Lowe – truly a grassroots effort that Scott’s been a big part of
  - Mark Lowe – Vulcanizing this from a freight perspective – what can the system handle?
  - Nathan Fulk – think about communication strategy as a system. Communication approach of the NHS and NHFN – need to be clear, that includes the Interstate System.
  - Dylan Mullenix – Federal transportation bill expiring in a little over a year, has this been discussed?
    - Scott Marler – it has been discussed. Timing and reauthorization language.
    - Dylan offered to discuss federal reauthorization occurring in the next year when in DC
  - Mark Lowe – there needs to be a reinvestment of the Interstate System at the Federal level and rethinking of what traffic will be using the system.
4. Recent Legislation – Scott Marler (30 minutes)
- a. SF302
    - Mark Lowe – at a high it gave us a framework. DOT had an initial cross-agency meeting. We asked whether it created a need for immediate reaction by July 1. Answer: no. Future action and development.
    - Scott Marler – stepped through the bill and gave highlights. As Mark said, this gives the Iowa DOT rulemaking authority. Convened a small group internal to the Department, as part of the CAT SLP and business plan to determine next steps. Need to be careful with words like driverless.
    - Mark Lowe – dynamic driving task and human driver taking over. First part seems to focus more on L5, where latter part focuses on more L3 or L4
    - Scott Marler – Policy & Legislation Subcommittee will be looking at this more.
    - Dan McGehee – we are decades away from true driverless

- Stephan Bayens – traffic enforcement standpoint. Virtually all traffic laws become unenforceable. At least in terms of automated driving. You are removing personal responsibility.
- Mark Lowe – conditions to be on the roadway with adherence to all traffic laws. Vague right now.
- Dan McGehee – Bryant Walker Smith and others working at the state level – we might want to invite them to speak and discuss statute. How liability will shift.
- Chris Cournoyer – got framework bill through was phenomenal, but really truly a framework. If we need to go back through and revise, we can certainly do that now that we have the framework in place. Attending a national conference in August that will specifically address AV. Anything she can do to take back to the legislature – please let her know.
  - Mark Lowe – thoughtful, deliberate and effective. We don't want to give her a list of things to edit with the next legislative session.
- Dan McGehee – we need to recognize difference between implementation, testing, and research
- Stephan Bayens – Concerns with privacy, constitutional issues

b. HF387

- Scott Marler – reviewed bill. Reasonable and prudent.
- Dylan Mullenix – how can you tell whether platooning is happening? That's definitely a discussion point.
- Nathan Fulk – removal of 300' following distance isn't going to make law enforcement jobs any easier. How does law enforcement enforce?
  - At 70mph, you go 153'
- Mark Lowe – platooning changes the following distance equation
- Scott Marler – visited Daimler testing grounds, rode in the following platooning truck. Following truck brakes before the lead truck.
- Mark Lowe – where does reasonable and prudent fit in?
- Stephan Bayens– should be easy for the officers to figure out what's a platooning vehicle. If they don't know, it won't hold up in court and they may take the safe route and not pull people over. You don't want to only enforce it when the crash occurs.
- Shirley McGuire – posted a rule making notice, asking for comments on vehicle inspections and components
  - 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.

- Susan deCourcy – NHTSA perspective – no specific details, they would like a wide range of comments.
  - NHTSA advanced notice of rulemaking [NHTSA-2019-0036](#) looking for comments on July 29<sup>th</sup>
- Mike Steenhoek – why remove following distance, why not just add platooning language?
  - Mark Lowe – DOT submitted a couple different forms. It's about how close two commercial vehicles are. Some states just got rid of the convoy piece, like Iowa.
  - Nathan Fulk – Mike made a great point about crafting legislation to fit the technology
- Alex Jansen – Oversize and overweight – do we want them platooning or do we want separate rules. They are permitted, do we need law enforcement to weigh in?
  - Scott Marler – will consider going forward

#### 5. Iowa AT Planning – Peter Rafferty (15 minutes)

- Peter Rafferty reviewed the ATC vision planning. Three-prong approach.
- Susan deCourcy – Regarding Strategic goals: is there an evaluation component in this?
  - Peter Rafferty – will need to think on how would we phrase this
  - Mark – is that an accountability component that should be assigned?
- Defining outcomes slide – new content. Two examples for each subcommittee.
  - What isn't shown here are specific timelines
  - Mark – what we really want is compliance
  - Nathan Fulk – concerning Public Safety & Enforcement: not so concerned with AVs, we're more concerned with those that aren't AVs. How do we keep them safe? It's really the stop gap. How do we define reasonable and prudent for the stop gap. It's education and accountability needed.
  - Darcy Doty – An opportunity for driver education
  - EHMI – external human machine interface
  - What authority do we have to implement guidelines?
  - Peter Rafferty – These are linked back to the goals and objectives

#### 6. Discuss Changes to Subcommittee Structure – Scott Marler (5 minutes)

- Scott Marler – 8 subcommittees initially. Combine some of this work into where it's reasonable and thoughtful. Went through only having the 4 subcommittees.
- Erin Mullenix – sees original groups fitting in well here, also sees value in bringing the larger group back together because of the relationships to each of them

- Nathan Fulk – no concerns
- Rick Peterson – no concerns, appreciate the willingness to adapt to the changes taking place
- Andrea Henry – was there discussion on how to infuse communications into the other subcommittees?
  - Scott Marler – do we push communications into every subcommittee and have it on each agenda? Or do we have subcommittees go to the communications people?
- Scott Marler – will proceed with this subcommittee structure – will help to be more efficient and streamlined.

7. Wrap-up – Mark Lowe (10 minutes)

- Anna – SharePoint site – let me know if you don't have access (some went to junk mail)
- Mark Lowe – we'll float some dates for next quarter
- Scott – Keep meeting at the League of Cities. Thanks to the work of the chairs, our out-of-town guests, everyone for joining us.