

# MEETING NOTES

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## **Iowa Advisory Council on Automated Transportation (ATC) Policy & Legislation Subcommittee Meeting**

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

Tuesday, July 30, 2019

1:00-2:00pm

1. Introductions (10 minutes) – Anna Dizack, University of Iowa National Advanced Driving Simulator

### Attendees:

- Dylan Mullenix (Policy & Legislation Subcommittee Chair) – Des Moines Area MPO
- Jared Kirby, Travis Grassel, Chance McElhane – Iowa Insurance Division
- Ashley Hinson – Iowa House, House Transportation Committee
- Jake Swanson – Iowa Department of Agriculture & Land Stewardship
- Amanda Anderson – Peloton Technologies
- MK Anderson – Clean Cities Coalition
- Rose Jaynes – City of Brighton
- Kristen Forret – EMC Insurance Companies
- Mark Lowe, Scott Marler, Adam Shell, Donna Matulac, Angel Robinson, Sara Siedsma, Garrett Pedersen, Susan Fenton – Iowa DOT
- Dan McGehee, Anna Dizack – UI
- Peter Rafferty, Todd Szymkowski – Gannett Fleming

### Guests:

- Brenna Bird – Iowa Insurance Institute
- David Braun (P&C Innovation) and Brian Kalaiko (Senior Consultant Public Policy) – Nationwide Insurance

2. Overview of ATC meeting held Wednesday, June 12<sup>th</sup> (5 minutes) – Dylan Mullenix, Policy & Legislation Subcommittee Chair
  - Dylan Mullenix – provided an overview of the previous ATC meeting. Subcommittee updates were given, Scott Marler presented on the National Strategy for Highway Automation, recent Iowa legislation was discussed, and Peter Rafferty presented on the ATC strategic planning.
  - Anna Dizack – a reminder that these presentation and meeting notes are on the SharePoint site all ATC subcommittee members have access to.
3. ATC vision project (10 minutes) – Peter Rafferty, Gannett Fleming
  - Peter Rafferty – reviewed three-prong approach, six strategic focus/objective areas, Policy & Legislation five desired outcome areas (administrative rules, liability & insurance, legislation, policymaker outreach, community readiness)

4. Update on DOT discussions regarding recent state legislation (5 minutes) – Adam Shell, Iowa DOT
  - Recent Iowa legislation – HF387 (following distance) and SF302 (AV framework, DOT broad authority).
  - Since bills were signed, DOT staff has created a working group to make recommendations to management, with the goal being to determine direction.
  - Kicked off mid-June, have held two meetings
  - May 28<sup>th</sup> meeting – Definition questions, what are the expectations for road design, need to reference insurance language
  - Adam and consultants doing a review of state legislation nationwide
  - Focus right now is SF302
  - Reviewed SAE levels of driving automation – consistency in terminology
  - At Automated Vehicle Symposium (AVS), there was a lot of discussion on consistency of language
  - SAE report “Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles”: [https://www.sae.org/standards/content/j3016\\_201806/](https://www.sae.org/standards/content/j3016_201806/)
  - We are one of only states Adam has found that references “driverless.” An example of one of the recommendations may be to replace “driverless” in the legislation to “ADS-dedicated vehicle.”
  - Group will continue to research other AV framework bills
  - Will look at HF387 soon
  - Current schedule:
    - Wrap up working group meetings in January 2020, will provide report to P&L subcommittee
    - Implement rulemaking July 2021
    - Will continue to provide updates
  - Mark Lowe – every fiscal year they must provide report to governor’s office on rulemaking. In FY2021 the DOT will provide info on SB302 to governor’s office. A statute requires rulemaking within 180 days or provide a letter explaining why the DOT is not immediately addressing it. The DOT has provided this letter; the complexity of this topic and the lack of any vehicles currently on the road that meet this statute result in a delayed addressing of rulemaking this new legislation.
  - Dan McGehee – talked to some attorneys that are looking at nationwide language/laws/policies: Jeff Gurney, Bryant Walker Smith. SAE template may not even hold up in real life. Vehicles operate in different Operational Design Domains (ODDs) (ex. highways to cities to rural areas).
  - Representative Ashley Hinson – good process on reviewing language. Legislature can make changes, as appropriate.
  - Mark Lowe – not rush into legislative changes at this point. It was a big bill to pass for now and there’s no rush to change things at this point.
5. AVs and the insurance industry (30 minutes) – Brenna Bird, Executive Director of the Iowa Insurance Institute; David Braun (P&C Innovation) and Brian Kalaiko (Senior Consultant Public Policy), Nationwide Insurance

- David Braun discussed Nationwide’s perspective on emerging tech, impact on industry and insurance, and thoughts about other states.
  - A lot of fake news out there about how AVs will be available soon
  - There are 260 million vehicles in current US fleet, but only 16-17 million produced each year. This is a slow integration.
  - They think it will be in the 2030s when AVs will hit the market (25 million)
  - Start in major metro areas with geofenced fleets
  - There’s a huge need in these urban areas to reduce pollution, freight
  - Assume AVs will drive a 70% reduction or greater in crashes
  - The sharing economy – will have a 60% reduction in vehicles
  - Result – the current US automotive market will drop (a 50% reduction in premium volume)
  - They have a window of opportunity to prepare for that
- Jared Kirby – as we move forward looking at the proposed legislation, Dave or Brian – seen any hurdles in other states or Iowa that limit AV or efforts?
  - Dave Braun – there’s a huge education need in terms of what’s coming at us, how fast it’s coming at us, and what the implications are. What “it” is and moving on from there.
  - Jared Kirby – regulators are also watching to see where we can fit in. Where can government and private industry partner in this? Outside of meetings like this?
  - Dave Braun – Ohio legislators have invited in major insurers to speak on AV (education).
  - Brian Kalaiko – continually explore SAE definitions and defining by law. It’s important to have very specific language in these. But right now no one is verifying these levels (manufacturers? NHTSA?). How do we independently verify the capabilities or the safety of these vehicles? One of the hurdles we’ve seen in states is the reluctance by manufacturers to share data. A big step forward in Ohio is that if there’s a crash with an AV, it must be reported to the DOT and certain fields must be filled out in a spreadsheet. In California, they’re a little more advanced in AVs and they track disengagements. We don’t need the algorithms to be publicly available, but knowing what’s engaged or little reporting things would be helpful. Who verifies the terminology and making the data available to rate and appropriately assess the risk?
  - Mark Lowe – what’s the gateway through which the rules have to pass? On the data side of it, the way that we’ve gotten good accident and fatality data, we consistently try to define the fields we collect, so that it becomes researchable. We haven’t seen that effort start in accident reports with AVs. Accident reporting concept.
  - Dave Braun – the plethora of data that’s available in these vehicles is amazing.
  - Mark Lowe – liability side – you also have to consider that the liability argument is back and forth between individuals. Manufacturers. Signage cases aren’t common. If we become active suppliers of what’s on the road and what’s happening on the road, those become liability shifts. We’re not just providing a map anymore but data that’s consumed and considered and making active driving decisions by the vehicles. DPS is concerned with criminal liability if the machine doesn’t operate as intended (different from human negligence).

- Dave Braun – looking at transportation infrastructure, ultimately the AV. Valuable – the communication from the vehicle to transportation infrastructure not a huge thing for the AV revolution to take place.
- Mark Lowe – have mapped corridors in Iowa and people consume this information.
- Dan McGehee – long-term bodes better for states because of the accuracy of high-definition maps. Shorter term issue for ADAS because they rely on computer vision to drive. Gored out lane lines – vehicles with current driving technologies (like a Tesla) might follow these instead of the new lines.
- Dave Braun – some OEMs believe the data belongs to the vehicle owner.
- Scott Marler – cyber security as a product – what does that mean for users?
  - Dave Braun – this is more in respect to the connectedness of AVs. Hacking into a vehicle and its controls or identity theft. Privacy concerns and things of that nature. There are a lot of exposures that come with connected vehicles becoming more common.

6. Information and key upcoming dates

- Iowa ATC Meeting: Thursday, September 12<sup>th</sup>, 10:30am-12:30pm

# SUBCOMMITTEE MEMBERSHIP

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## Policy & Legislation Subcommittee

Name	Organization	Email
Dylan Mullenix	Des Moines Area MPO	<a href="mailto:dmullenix@dmampo.org">dmullenix@dmampo.org</a>
Amanda Anderson	Peloton Technologies	<a href="mailto:aanderson@peloton-tech.com">aanderson@peloton-tech.com</a>
MK Anderson	Iowa Clean Cities Coalition	<a href="mailto:mk.anderson@iowaeda.com">mk.anderson@iowaeda.com</a>
Jennifer Banta	Iowa City Chamber of Commerce	<a href="mailto:jennifer@iowacityarea.com">jennifer@iowacityarea.com</a>
Stephan Bayens	Iowa Department of Public Safety	<a href="mailto:bayens@dps.state.ia.us">bayens@dps.state.ia.us</a>
Steve Boyd	Peloton Technologies	<a href="mailto:boyd.steve@gmail.com">boyd.steve@gmail.com</a>
Chris Cournoyer	Iowa State Senate Transportation Committee	<a href="mailto:Chris.Cournoyer@legis.iowa.gov">Chris.Cournoyer@legis.iowa.gov</a>
Susan Fenton	Iowa DOT, Policy & Legislative Services	<a href="mailto:Susan.Fenton@iowadot.us">Susan.Fenton@iowadot.us</a>
Geoff Fruin	City of Iowa City	<a href="mailto:Geoff-Fruin@iowa-city.org">Geoff-Fruin@iowa-city.org</a>
Bob Gallagher	Quad Cities (IA/IL) Metropolitan Planning Area, Transportation Policy Committee	<a href="mailto:bgallagher@bettendorf.org">bgallagher@bettendorf.org</a>
Andrea Henry	Iowa DOT, Strategic Communications & Policy Bureau	<a href="mailto:Andrea.Henry@iowadot.us">Andrea.Henry@iowadot.us</a>
Ashley Hinson	Iowa State House of Representatives, Chair of House Transportation Committee	<a href="mailto:Ashley.Hinson@legis.iowa.gov">Ashley.Hinson@legis.iowa.gov</a>
Ritchie Huang	Daimler Truck	<a href="mailto:ritchie.huang@daimler.com">ritchie.huang@daimler.com</a>
Rose Jaynes	City of Brighton	<a href="mailto:srjaynes@natel.net">srjaynes@natel.net</a>
Renee Jerman	Iowa DOT, Policy & Legislative Services	<a href="mailto:Renee.Jerman@iowadot.us">Renee.Jerman@iowadot.us</a>
Jared Kirby	Iowa Insurance Division	<a href="mailto:Jared.Kirby@iid.iowa.gov">Jared.Kirby@iid.iowa.gov</a>
Mark Lowe	Iowa DOT	<a href="mailto:Mark.Lowe@iowadot.us">Mark.Lowe@iowadot.us</a>
Garrett Pedersen	Iowa DOT, Office of Systems Planning	<a href="mailto:Garrett.Pedersen@iowadot.us">Garrett.Pedersen@iowadot.us</a>
Mark Peterson	AAA - The Auto Club Group - Minnesota/Iowa	<a href="mailto:MAPeterson@mn-ia.aaa.com">MAPeterson@mn-ia.aaa.com</a>
Greg Reeder	City of Council Bluffs	<a href="mailto:greeder@councilbluffs-ia.gov">greeder@councilbluffs-ia.gov</a>
Greg Shill	University of Iowa, College of Law	<a href="mailto:gregory-shill@uiowa.edu">gregory-shill@uiowa.edu</a>
Melissa Spiegel	Iowa DOT, Motor Vehicle Division	<a href="mailto:Melissa.Spiegel@iowadot.us">Melissa.Spiegel@iowadot.us</a>
Mike Steenhoek	Freight Advisory Council	<a href="mailto:msteeenhoek@soytransportation.org">msteeenhoek@soytransportation.org</a>
Jacob Swanson	Iowa Department of Agriculture and Land Stewardship	<a href="mailto:jacob.swanson@iowaagriculture.gov">jacob.swanson@iowaagriculture.gov</a>
Shane Walter	Iowa State Association of Counties	<a href="mailto:shanew@siouxcounty.org">shanew@siouxcounty.org</a>
Susie Weinacht	City of Cedar Rapids	<a href="mailto:s.weinacht@cedar-rapids.org">s.weinacht@cedar-rapids.org</a>