AASHTO CAV Planning Group &
Cooperative Automate Transportation (CAT) Coalition
Planning Working Group
March 3, 2021 12:00 – 1:30 ET
Meeting Notes

Welcome

Co-chair Justine Sydello welcomed all to the call and offered congratulations to AASHTO for a successful Washington Briefing.

Smart Belt Coalition

Elise Feldpausch from the Michigan DOT offered a brief overview of the Smart Briefing Coalition (SBC). The following is a summary of her comments. The slide deck will be made available to Working Group members.

The Smart Belt Coalition is a coalition of public agencies and research affiliates from Michigan, Ohio, and Pennsylvania with the goal promote safety, enhance mobility, strengthen econ competitiveness, improve quality of life, enhance workforce, and ensure standardization and interoperability. By working together, the Coalition members hope to bring a regional focus to foster research collaboration involving research and shared transportation outcomes that focus on establish high profile corridor, support testing and deployment of CAV and innovative tech, and cooperative deployments.

Its current priorities include truck platooning, work zone mapping and integrated data, V2I Message profiles, and ADS infrastructure. Recently, it completed a truck platooning demo that, mindful of the Midwest as a hub of freight an economic engine, looked at how the states could facilitate cross border platooning. This included understanding how each state currently frames its own policies, regulations, and practices and what the gaps, differences, disconnects, and opportunities are for cross-state solutions that make platooning work seamlessly.

The demo identified an Industry partner via an RFI in March 2020 and selected Locomation in Pittsburgh, founded by CMU grads. Key elements of the pilot were establishing a robust schedule to plan and execute the pilot and obtaining data requested the appropriate SBC agencies. This posed the challenge of determining what is data available, how much to ask for, and how accessible is it.

The pilot developed a Platoon and ADS Ops Plan (PennDOT's plan was used as it was the most advanced) and law enforcement agencies were notified. The demo process included test runs and then the demo itself in October 2020—the focus was a test case movement of foodbank supplies.

A number of key learnings emerged fundamental to which was the importance of bringing regional and national experiences into a state's own planning and implementation.

* Platoon Operation Plan—coordination via PennDOT's plan was sufficient; but the plan required administrative text changes for each state.
* Agency Processes—agencies found it informative to understand each other's agency processes.
* Operational Lessons Learned:
  * Data Needs remain a major challenge, particularly across jurisdictions—Some of the elements identified needing clarification were what is the necessary data and specific data

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required, difficult to get/unavailable data, data sharing agreement (for third parties), and data standardization among parties;
- o Law Enforcement notification protocols are needed;
- o Educational Opportunity and outreach is essential between agencies with drivers/operators;
- o Infrastructure Conditions and ADS Engagement should be captured, e.g., pavement conditions, weather, work zones
- Considerations for Executing a Demo are rigorous: Meeting Schedule, Coordination, Event Involvement, Media engagement

In the Q/A, some were intrigued by level of detail requested leading to challenge of whether data is available (speaks to the importance of asset management). Response—it is easier to manage immobile objects (like retaining walls) v. technology (ever changing assets—lane marking/pavement condition).

What is the longer term plan and focus of SBC over time—what is next? Response—next step on platooning initiative, there is a real gap in how to make this effective across states (policy, admin, data, key is smoothing things out, so key is to take lessons learned to feed national narrative and policy.

https://www.youtube.com/watch?app=desktop&v=jkrNi6NTcME&feature=share&ab_channel=PennsylvaniaDepartmentofTransportation

https://www.paturnpike.com/pdfs/business/Smart_Belt_Coalition_Strategic_Plan_Aug_2017.pdf

Update on Federal Regulation Comments

Regarding the proposed amendment to the MUTCD, AASHTO's CAV Inter-committee (and others) are involved in the review process with a focus on CV and AV. Chapter 5 AV worth reviewing open for comment right now. Members are directed to the web link for more information and deadline for response: Proposed Amendment to the MUTCD

With respect to the 5.9 reallocation—the announcement will be published (after its initial 11/19/20 release) in the Federal Register shortly. AASHTO plans to comment. All are encouraged to review this. Here is the link: FCC Report & Order and Further NPRM

Regarding the NHTSA ANPRM on ADS Safety, there is an April 1st extension for comments; this was published under prior Administration; it will be interesting to see what new Admin will do with it.

CAT Coalition Working Group Survey Results

The Planning Group conducted a prioritization exercise in October—two that came up at the top of the list were:

- *Creating Common Scenarios for CAT Scenario Planning Needs*— The plan is to identify a group to develop an NCHRP research problem statement that will propose a project to develop some guidance/framework/methodologies/tools for transportation agencies to use to incorporate CAT-CAV futures in the planning process.
  - o *Potential volunteers: Maryland, WSDOT are both thinking about scenarios (US DOT came up with some (see photos: Enhanced driver experience, slow roll, driver becomes mobility consumer).*
  - o *Concept: Scenario building block-drivers, levers, outcomes.*
  - o *Texas DOT doing this with UT Arlington—what is coming, what levers to pull (will share RFP, problem statement).*
  - o *MN DOT has done scenario planning for CAV specifically, but now a part of overarching planning to help integrate into all programs—narrow v. holistic.*

- *Developing CAT-CAV Policies*—Update from the AASHTO CAV Inter-committee Working Group on develop AASHTO CAT-CAV policies. Key considerations (see the slide deck that accompanies these notes for more details):
    - *Unclear how to invest, prepare in CAV.*
    - *Policymakers need guidance.*
    - *AASHTO guiding principles focused on CV infrastructure and FCC Rulemaking; States are developing their own principles.*
    - *Group reviewed previous AASHTO work and compiled research to update the original principles.*
    - *States need more support for advocacy.*
    - *CAV prioritized—infra readiness, research testing pilots; organizational readiness.*
    - *Need from AASHTO—DOT org readiness, strategic, unified CA comms to public, lawmakers; uniform AV policy, federal funding, federal policy.*
    - *Led to DRAFR CAV/CAT Policy Principles (see slide deck on the ten principles): national strategy, safety is paramount, CA Future; innovative federal infrastructure investment, sustainability, equity, etc.*
    - *Original five Org Guiding Principles now morph into the ten.*
    - *Next Steps—Inter-Committee WG members to review; confer with other AASHTO committees, coordinate to align all principles, share them with TPF, review and seek board approval, publish.*

Member Updates/Reflections

- The New Administration will be a focal point in the coming months with an interest in, for example, what the proposed revenue policies for CAV might be. How will fleets drive new revenue scenarios (working with Transportation Commissions on this). Future updates will be provided.
- TRB just announced will be hosting the Automated Roads Symposium for July 12-15 (this replaces the AV Symposium—TRB will be going it alone with AUVSI); the TRB Forum on Shared Mobility recently took place and is the first of three focused on importance of Connectivity (look for webinar announcements on future programming)
- Minnesota DOT likely exemplifies how many states are engaging CAV. There are lots of moving pieces, studies, bills, robots for C/AV and plenty of legislative discussion to go with it. Also, the Minnesota DOT is updating its 20 year funding plan/investment strategy with attention to performance targets, the role of ITS, asset management, what investments can be influenced and what are their impacts? What should be measured to reflect the CAV happening (like signals, condition of lane markings, etc.?

Volunteers for Future Information Sharing Presentations

An appeal for future programming was made with volunteers asked to follow-up offline.

Close

Co-chairs Phillip Schaffner and Justine Sydello adjourned the meeting at 1:24 pm.