

Cooperative Automated Transportation (CAT) Coalition Policy, Legislative, and Regulatory Working Group

September 28, 2018 Webinar
Notes and Summary of Discussions

Summary of Action Items

1. *Action Item: Staff to develop action items and next steps for Activity #3 (Identify model regulations to enable near-term pilots and deployments) based on the information shared in this webinar*
2. *Action Item: Before the next webinar, staff will advance the PLR page of the CAT Coalition website and develop an overall plan for displaying the CAT Policy Frameworks.*
3. *Action Item: staff to put together a summary of early deliverables and activities*

Welcome

Roger Millar (Secretary of WSDOT and Chair of this working group) opened the webinar. Roger reviewed today's agenda and noted the change in the order of the agenda to allow Cathy Curtis to present early in the meeting.

A webinar slide deck was used to support the discussions, a copy of the slide deck was circulated immediately before the meeting and is being circulated with this summary.

Presentation of Member Summaries of Other CAT Related Committees/ Groups - Cian Cashin and Cathy Curtis, AAMVA

Roger reminded members that on the last webinar, this group decided to spend some time on the next few webinars hearing from members that are involved in other CAT/CAV activities. AAMVA has agreed to present on their CAV activities.

Cian Cashin from the American Association of Motor Vehicle Administrators (AAMVA) provided initial remarks and then introduced Cathy Curtis, the Director of Vehicle Programs for AAMVA. Cathy presented an overview of AAMVA's activities related to CAV. Some key items Cathy covered include:

- AAMVA has been heavily involved in learning about and sharing info with members (typically involving DMV & law enforcement representatives in the United States and Canada);
- AAMVA created a working group of 18 people that represent their members – including representation from drivers licensing, law enforcement, and vehicle credentialing responsibilities in their agencies;
- This working group has spent the last 4 years learning about autonomous vehicles (AV) and has done everything they can to gain expertise they can share with members;

- AAMVA Published guidelines in July 2018 – these are available on the AAMVA website. The purpose of the guidelines is to provide voluntary recommendations to administration and law enforcement agencies in US and Canada. These are in response to industry concerns that there would be a patchwork of regulations across the US. The guidelines provide a framework to help with consistency. Jurisdictions do not all adopt the same laws in every states, but the hope is that most states will adopt the basic consistent framework. Two members are Canadian representatives, and they are creating guidelines for Canada jurisdictions that are very similar to what we're doing in the US.
- Because of time restrictions and need to get something in the hands of members, this group had to identify things in and out of scope. Examples of things in scope include: Drivers licenses; Testing vehicles; and Law enforcements. Examples of things out of scope include Commercial vehicles and cybersecurity.
- The plan is to create an additional version of the guidelines next year that will address out of scope topics.
- Other areas that are out of scope include: infrastructure and environmental impacts. – currently AAMVA has no plans to address this topic.
- In response to the guidelines, industry has provided a lot of feedback. Some felt that AAMVA overstepped into NHTSA's area. Others appreciated the opportunity to start this conversation. Realized that overseeing vehicle design is a NHTSA responsibility, AAMVA is working closely with them to express AAMVA's concerns.
- As soon as edition 1 of the guidelines was published, AAMVA began work on edition 2, and have been reacting to feedback they received from industry. Cathy confirmed that commercial vehicle topics will be included in Edition 2.
 - Mike Cammisa asked if AAMVA is planning to outreach to the ATA for commercial vehicle input and Cathy confirmed they are.

Truck Platooning Case Study Presentation – Steve Boyd

Roger introduced the next speaker as Steve Boyd from Peloton Trucking. Roger noted that two of this Working Group's Action Items involve early tests and deployments of CAT/CAV technologies. The Working Group has prioritized truck platooning as one of the focus areas for the initial years.

Steve Boyd presented an overview of truck platooning activities conducted by Peloton.

- Steve noted that all trucks involved in platooning are first instrumented with “Safer Truck” enhancements before they are involved in platooning;
- Steve clarified to current approach to platooning that Peloton is involved in, as follows:
 - They are performing Level 1 Platooning. The driver is always steering the vehicle and the automation only applies to longitudinal control;
 - Platooning occurs on suitable roads, generally multi-lane divided highways with low volumes of traffic;
 - The top use case for platooning is vehicles in the same fleet through organized platoons;

- The platoons are only two vehicles in length currently;
- The vehicle to vehicle communication allows the following vehicle to brake or accelerate quicker and maintain the safe following distance;
- Platooning is occurring in those states that do not have regulations precluding platooning. Generally, states with quantified following distance legislation (e.g. minimum 500 ft.) are not candidates for platooning. Many states have translated the legislation into qualitative descriptions (e.g. “Reasonable and prudent” to allow for platooning).
- Steve noted that they are strong advocates of protecting all 7 channels of the DSRC spectrum. They currently use a couple of the channels to perform platooning.
- Steve noted that he believes DSRC has been consistently used in all platooning demonstrations.
- Steve also noted there have been some demos involving 3 trucks, but he didn’t believe there have been platoons longer than that.

How the Truck Platooning Case Study Can Support Action Items

Following Steve Boyd’s presentation, the Working Group had a brief discussion about how the content in Steve’s presentation could benefit Activity #2 (identify funding opportunities to enable near-term CAT investments) and Activity #3 (Identify model regulations to enable near-term pilots and deployments).

Regarding Activity #2, the group recognized that (based on Steve’s presentation) truck platooning demonstrations do not involve major investments from state government. Activities are primarily funded by the private sector. The group acknowledged that public funding is mostly related to research and therefore advanced levels of truck platooning may require more public funding.

Regarding Activity #3, Steve provided a lot of insight into the changes that are needed to regulations to enable truck platooning.

- Currently 24 states have numeric minimum following distances that prevent truck platooning;
- **Roger identified an action item for staff to develop next steps to advance Activity #3 based on the information shared by Steve.**

CAT Policy Framework – Input from Members

Pat Zelinski provided an update that since the last webinar, five organizations have sent examples of CAT Policy Frameworks, including: Connecticut, Arizona, Washington State, ITS America, and the American Trucking Association.

Pat noted that the CAT Coalition website is planning to launch in the coming 1-2 months, and there will be a page dedicated to this Working Group. Each of the CAT Policy Frameworks will be posted there, and the idea is to provide a high level summary of the documents.

Action Item: Before the next webinar, staff will advance the PLR page of the CAT Coalition website and develop an overall plan to displaying the CAT Policy Frameworks.

Presentation of Member Summaries of Other CAT Related Committees/ Groups

- Kathleen Davis presenting the APWA AV Technical Committee

Kathleen introduced herself. She is an employee of WSDOT and an active member in the American Public Works Association (APWA) AV Technical Committee. Kathleen noted:

- APWA created a technical subcommittee on AV, their mission is to assist and prepare agencies for deployment of AV on infrastructure;
- The group has only been engaged for 8 months to date;
- Data is a primary topic of this group, especially related to how agencies are being requested by several vendors to get permission to place sensors on their right-of-way. The subcommittee is working on developing a toolkit including Questions & Answers to support agencies facing this challenge.
- Kathleen noted that she did share the survey from the PLR Working Group on policy framework with the members, and the hope is that it will result in identifying some additional frameworks.

Presentation of Member Summaries of Other CAT Related Committees/ Groups

- Mike Cammisa, ATA Subcommittee on Automation

Mike Cammisa noted that the ATA Subcommittee on Automation has been developing an Automated Truck Policy Statement. He has shared it with Pat Zelinski and it will be posted on the PLR site for CAT Policy Frameworks.

Mike noted that they have focused on eight areas:

- Safety
- Flow of Interstate Commerce
- Federal Preemption and State's Rights
- Uniform State Laws
- Freedom of Choice vs. Mandates
- Infrastructure and Connectivity
- Public Education
- Maintainability

Mike noted that as technology develops, and they hear about more deployments they will continue to add areas as needed.

Member Updates

Roger opened up the floor for members to provide updates on their activities.

- IL -- Adam Miliszewski from Illinois DOT noted that they expect to be releasing a policy framework in the coming weeks.
- AZ -- Kevin Biesty from AZ DOT noted that he forgot to send Pat an additional Framework. AZDOT made an amendment to statute for truck platooning. The change stated that the following too closely statute wouldn't apply to vehicles performing a demonstration project by DOT and public safety.

- USDOT representatives noted that the National Dialogue on Highway Automation is continuing. The next workshop will be Oct. 24-25 in Phoenix, AZ. The focus is on operations.
- Volvo --Skip Yeakel commented that FHWA has conducted several successful platooning demos. Volvo concluded a demo with FedEx. This was one of the first cooperative fleet and Original Equipment Manufacturer (OEM) demonstrations with platooning. As vehicles become more automated, the notion of wireless truck inspection and benefit to both states/federal and CVSA and others will become more widespread.
- WSDOT – Roger noted that he was part of ITS/AASHTO team that went to ITS World Congress in Copenhagen. While a lot of people remained very optimistic about fully automated vehicles, others are a little less optimistic. 99.99% of the way there means there is still a lot to do. Roger noted there was a lot of discussion about Mobility as a Service/Mobility on Demand. ITS America has signed a partnership with ERTICO, creating an alliance in the US. There is good stuff happening and Roger is glad that we are talking as a group about it.

Meeting Close and Next Meeting

Roger recapped plans for the next webinar. Roger identified an additional action item for staff to put together a summary of early deliverables and activities. The next webinar will be Friday November 9, 2018 from 8:00 am – 9:30 am Pacific.

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