

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

April 15, 2019 Webinar  
Notes and Summary of Discussions

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## Summary of Action Items

1. *Action Item: Staff to provide an update on the funding, finance, and organizational structure survey results during the June webinar.*
2. *Action Item: Staff to update on the review of the CAT Policy Frameworks during the June webinar.*
3. *Action Item: Any members of this working group wishing to volunteer to review CAT Policy Frameworks to email Pat Zelinski.*
4. *Action Item: Staff to consolidate ideas presented for future work plans and to coordinate with Jennifer Toth to facilitate further discussion of work plan items during the next webinar.*

## Welcome

Roger Millar (Secretary of WSDOT) opened the webinar. Roger reviewed today's agenda and noted that Jennifer Toth (Maricopa County DOT) would be transitioning into the role of chairing this working group. Roger is now the Co-Chair of the CAT Coalition. Another co-chair will be identified to join Jennifer Toth in chairing this working group in the future.

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.

## Survey Related to Funding, Financing, and Organizational Structure (Working Group Activity #2)

Roger recapped that the goal of Activity #2 for this working group is to understand how state and local DOTs are funding their CAT activities (e.g. research funds, grants, operations funds) and the general scale of funding they are investing.

Pat Zelinski updated the group on progress towards surveying the industry to understand CAT funding approaches. The draft survey was tested by several members and feedback was incorporated to modify the survey.

Currently, the survey is out for responses and has been circulated to a variety of individuals and members of committees and working groups.

There will be an update on the survey findings during the next webinar.

## CAT Policy Framework Clearinghouse (Working Group Activity #1)

Roger reminded members of the overall goal of Activity #1 and the progress to date. This working group has successfully identified several CAT related policy frameworks and created an on-line clearinghouse on the CAT Coalition website to allow easy access to these documents. The website address is as follows: [https://transportationops.org/CATCoalition/policy\\_legislative\\_regulatory\\_WG](https://transportationops.org/CATCoalition/policy_legislative_regulatory_WG)

Staff provided a brief update on the recent improvements to the CAT Policy Framework Clearinghouse. These updates included removal of some documents that were not policy statements as well as creating a new “general” category for policy-related and association created documents.

Several members of this working group have volunteered to review these Policy Frameworks and identify best practices and lessons learned that others would benefit by considering.

There will be an update on the review of these documents during the next webinar. Anyone wishing to volunteer to review and comment on the existing policy frameworks is asked to email Pat Zelinski at [pzelinski@ashto.org](mailto:pzelinski@ashto.org).

## SAE Taxonomy and Definitions for Driving Automation Systems

Barbara Wendling presented the SAE project on Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles. The primary purpose of the study and resulting report is to describe features of driving automation. More specifically, only those features of automated driving that change the driver’s role are included in the report. For example, automated braking systems (ABS) are not included because they do not change the role of the driver, only support the driving activities of the driver. Dynamic Driving Tasks are the paramount tasks described in the document. Barbara noted that SAE is open to feedback and requests related to the study and document.

There was a comment that this document is a great resource. However, one challenge that state and local DOTs face is understanding common plain language definitions for automated driving features and related definitions. For example, when presenting concepts or draft measures to legislature, DOTs are often asked to explain the concepts in common language. Barbara offered to take this feedback to the group working on the project. Members are encouraged to contact Barbara if they have additional suggestions for changes at: [barbara.wendlin@daimler.com](mailto:barbara.wendlin@daimler.com).

A copy of Barbara’s slides is included with this summary.

## PLR Working Group Work Plan Update

Roger reminded members that the initial work plan for this group included three primary activities, and progress is being made against all three of these activities. Roger and Jennifer invited members to offer ideas for future work plan activities. The following suggestions were presented by the group:

- Barbara Wendling noted that an issue they are facing relates to true Automated Driving Systems (ADS). The issue is that if the vehicle is in ADS mode, there is no reason why the person seated in the driver seat could not be using the entertainment system for non-driving related tasks that would be forbidden to a driver. However, the challenge lies in how to interact with law enforcement in such a way that they understand that the vehicle is being driven by ADS and it is not a situation of an inattentive driver. Several comments were added, including:
  - This idea relates to distracted driver laws and any changes that will need to be applied to these;
  - There is also the added concern that these drivers performing other tasks while the ADS is operating the vehicle may scare other drivers (i.e. other drivers might fear that they are distracted drivers);
  - This also introduces a bigger question about vehicles operating level 3 automation and above. For example: does the vehicle recognize a law enforcement vehicle with flashing lights and stop for it?
- Roger Millar described how he is engaged in Mobility as a Service (MaaS) and Mobility on Demand (MOD) activities. He believes that MaaS/MOD may be a direction that the CAT Coalition (and specifically this working group) wants to direct efforts toward in Year 2. Jennifer Toth agreed and noted that ITS America just stood up a MOD Alliance and ITE has stood up a MaaS Alliance. This working group, and the CAT Coalition, should continue to pursue these topics.
- Roger noted some specific topics related to MaaS/MOD that this group consider, including:
  - Is MoD founded on the background of a robust public transportation system?
  - What are the protocols for sharing data?
  - What are the requirements for sharing data?
  - What are the privacy protections or proprietary status of the data or information;
  - Should the industry proceed towards on Application to rule all of MaaS/MOD activities or unlimited Apps;
  - Do MoD services need to be ADA compliant, and if so, how?
  - How do we address social equity in the development and deployment of MoD?
- Jay Hietpas noted that MnDOT is focusing on building the infrastructure to support automated transportation. In doing so, they are pursuing non-traditional models to accomplish this. For example: they are exploring working with telecommunications providers and the use of Public Private Partnerships. Questions they are facing include:
  - How to operate and maintain these systems once they are deployed?

- How much Connected Vehicle technologies and institutional knowledge should the DOT own and how much should they look to private partners to bring?
  - Is ownership of the infrastructure the business that DOTs want to be in or should it be a privatization model?
  - Jay reminded the group that he is interested in the truck platooning research conducted in Florida on the impacts to bridges and other infrastructure.
- Barb Wendling encouraged everyone, during this time of invention while new technologies are being designed, to remember that there needs to be a balance between “command and control” approaches to deployment and allowing for “testing and trying” candidate options that can allow businesses to put forward ideas and deploy things that may not be successful. In the long run, the “testing and trying” may help find the optimal solutions.
  - Skip Yeakel suggested a topic of interest should be the interactions between automated vehicles and law enforcement/emergency vehicles. More specifically, how does an automated vehicle communicate with a law enforcement vehicle?
  - Roger added that in Washington State a recent initiative they are exploring is automated package delivery. These are small robots that roll down the streets to deliver packages and suggested this be added to the list to be considered.

These ideas for future work plan items will be consolidated by supporting staff and brought back to the members during upcoming webinars.

## Member Updates

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

- Jay Hietpas updated that Minnesota has a new governor and commissioner. They recently signed a new executive order on CAV that helps to shape statewide policies. Two bills are currently advancing through legislature, focusing on truck platooning and AV testing.
- Roger updated that Washington State recently hosted an ITS America Mobility on Demand Alliance meeting with 150 attendees. He noted that ITS America recently hired Amy Ford to head up the alliance. Roger is a co-chair of the alliance, and the alliance will meet again as part of the ITS America Annual Meeting in June in Washington D.C.
- Barb Wendling encouraged members to review the voluntary self-assessment documents that NHTSA has been collecting and collating on their website. These documents describe how we safety ADS products are develop and safety validated.

## Meeting Close and Next Meeting

Roger recapped plans for the next webinar. The next webinar of the PLR Working Group will be **June 17, 2019 from 2:00-3:30 Pacific**.

Other key dates the working group members might be interested were displayed as follows:

- ITS America Annual Meeting: June 4-7, 2019 (Washington, DC)
- AASHTO Spring Meetings: May 20-23, 2019 (Park City, Utah)
- AASHTO Annual Meeting: October 5-9, 2019 (St. Louis, MO)
- ITE Annual Meeting: July 21-24 (Austin, TX)

## Policy, Legislative, and Regulatory WG April 15, 2019 Webinar Participants

First Name	Last Name	Email
Scott	Belcher	scottfbelcher@gmail.com
Ed	Bradley	ed.bradley@toyota.com
Joe	Brady	jbrady@asce.org
Daniela	Bremmer	bremmed@wsdot.wa.gov
Michael	Cammisa	mcammisa@cammissaconsulting.com
Kathleen	Davis	davisk@wsdot.wa.gov
Daniel	Fedderly	hwype@wwt.net
Paul	Feenstra	Paul.Feenstra@PACCAR.com
Janet	Frenkil	jfrenkil@mdot.maryland.gov
Neil	Gray	neilgray@ibtta.org
John	Harding	john.harding@dot.gov
Adam	Healy	ahealy@peloton-tech.com
Jay	Hietpas	jay.hietpas@state.mn.us
George	Ivanov	georgeivanov@waymo.com
Brittney	Kohler	kohler@nlc.org
Jane	Lappin	jane.lappin@tri.global
Roger	Millar	millarr@wsdot.wa.gov
Jade	Nobles	jade.nobles@toyota.com
Neil	Pedersen	npedersen@nas.edu

Faisal	Saleem	faisalsaleem@mail.maricopa.gov
Jennifer	Toth	jennifertoth@mail.maricopa.gov
Barbara	Wendling	<a href="mailto:barbara.wendlin@daimler.com">barbara.wendlin@daimler.com</a>
Joshua	Wilkenfeld	jwilkenfeld@uber.com
Skip	Yeakel	Skip.Yeakel@Volvo.com
Pat	Zelinski	pzelinski@aaashto.org
Dean	Deeter	deeter@acconsultants.org