

Date / Time / Location	March 14, 2024 / 1430-1630 / Hybrid Teams & In-person Meeting / PennDOT Keystone Building, 8th Floor Board Room (8N1) or join by Teams invite.
Attending/Representing (bold were present)	<p>HAV Advisory Committee: Emily Yates, Dr. Raj Rajkumar, Catherine Johnsmeyer, Kelley Yemen AICP, Ted Leonard, James Martini, Shannen Logue (Caolinn Martin), David Vrona, Wendell W. Young IV, Dr. Rory Cooper Ph.D., Gerardo Interiano, Sgt. Rachel K. Grant, Paul Opiyo (Caroline McCaig), Stephen DeFrank (Regi Sam), Rep. Kerry Benninghoff (Josiah Shelly), Sen Marty Flynn (Justin Gensmore), Mark Dombrowski, Mark Compton, Sen Wayne Langerholc (Nolan Ritchie), Rep. Ed Neilson (Kyle Wagonseller), Sec. Mike Carroll</p> <p>PennDOT Transformational Technology: Derrick Herrmann, P.E., Kevin Tobias, Mark Kopko</p>

Key Points and Decisions:	Action Items:
<p>1. Welcome, Roll Call, and Introductions Previous meeting minutes and updates since last meeting. Review the minutes here.</p> <ul style="list-style-type: none"> a. Secretary Carroll (MC), chair of the Committee, kicked-off with welcoming the Committee to the first meeting of 2023 and provided a brief overview of the call. b. Derrick Herrmann (DH) completed roll call and introduced new members to the Committee, Sgt Rachel K Grant and Shannen Logue. c. DH reviewed meeting minutes and updates on the self-certification process from the previous meeting, no comments from the committee members. 	<p>➤</p>
<p>2. Draft Guidelines for Driverless and Remote Driver HAV Operations - Committee Discussion</p> <ul style="list-style-type: none"> a. DH provided a brief overview of the Guidelines and then reviewed the high-level points with the Committee members highlighting key updates and considerations for Driverless and Remote Driver operations. b. DH announced that all comments on the regulations should be forwarded to his email. The guidelines will be updated as necessary. c. Dr. Raj Rajkumar (RR) noted that HAV drivers are restricted to being in the US and that could impact future scalability and would require a change to Act 130. d. RR in chat - For remote monitoring and control, the definition seems to be limited to the remote operator being in the US alone. It may need to be restated - the requirements still apply if the remote operator is outside the US. 	<ul style="list-style-type: none"> ➤ Guidelines will be sent to all HAV Advisory Committee Members for further review and comment. Comments to be sent to Derrick Herrmann at deherrmann@pa.gov. ➤ Update guidelines considering feedback received. ➤ Send updated Guidelines back to the HAVAC members prior to the next meeting.

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<ul style="list-style-type: none"> e. RR in chat - One resolution may be to restrict the remote operator to be physically in the Commonwealth. f. Kelly Yemen (KY) in chat - better to keep the jobs in pa too g. Sgt. Rachel Grant (RG) raised concerns about the remote driver option in an AV vehicle. Her concern regards if the vehicle crashes and the remote driver was impaired in some way, who receives the citation. Is it the remote driver? h. Nolan Ritchie (NR) noted that there are provisions in the law which limits the liability. As the law stands now, it is the certificate holder who is the one to be cited. i. MC noted that this will have to be revisited. j. Josiah Shelly (JS): referred to the section in Title 75 which lists the corporation as the one to be cited. k. RG mentioned that it is an issue, ultimately it is due to a fault of the overall system. l. MC stressed there will be more time offline to review if there is more feedback. m. DH pointed to a new certification proposed in the guidelines regarding traffic obstructions for review. n. Gerardo Interiano (GI) asked the question if the new guidelines will be defining traffic obstruction. For example, if there is no shoulder on the road, what if there is a tire blowout or another vehicle on the road. The guidelines need to provide more context. o. KY has concerns of some of the breakdowns that are occurring in the western states. p. GI asked what the current law is and recommend this should align this with the current law today with other vehicles. q. NR supports GI recommends the reason is that because it aligns with the intent of Act 130. r. RR restrictions should be placed based on weather conditions and municipal conditions s. GI responded that is reason why the ODD exists. t. RR commented that the ODD should specify the expectations u. DH stressed that this is the first draft of the guidelines, and more work needs to take place. 	
<p>3. Next Steps</p> <p>Visual Identifier Introduction</p> <ul style="list-style-type: none"> a. DH shared with the committee the specifications for the Visual Identifier which is required as part of Act 130. It is not intended to indicate that the ADS is engaged, but rather the purpose is to share insurance information. The identifier will be posted to the website, and more feedback will be taken. <p>Semi-annual Compliance Reporting Discussion</p>	<ul style="list-style-type: none"> ➤ PennDOT's Transformational Technology division to coordinate with PSP again on visual identifier and post on the Department's website when complete. ➤ PennDOT's Transformational Technology division to coordinate with Committee members on

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<p>a. DH stated that the reporting requirement as specified in the Act is just in the initial phase. Derrick will be reaching to members to seek input. Also discussed data reporting and trying to find a balance between what is not a burden vs. what is needed to ensure the ability to identify concerns early and keep a focus on safety. DH also will be meeting one on one with stakeholders to discuss. DH goal is to implement compliance reporting and next set of guidelines together, see as a necessary piece to ensure safety.</p> <p>Annual report and special reports - looking for volunteer Committee members for the following subcommittees to inform the special reports:</p> <ol style="list-style-type: none"> 1. Mobility 2. Economic impact 3. Changes to legislation <p>a. DH introduced the required annual and special reports the Committee will need to complete and submit to the transportation committee. DH is looking for volunteers to join PennDOT's Transformational Technology division and Penn State University on completing the reports. The subcommittees will be broken up into 3 categories, 1. Mobility and accessibility, 2. Economic benefits and implications, 3. Suggested changes to legislation</p> <p>(j) Special reports.--Beginning as soon as practicable, but no later than 18 months after the effective date of this subsection, the advisory committee shall submit an annual report that evaluates the impact of highly automated vehicles authorized by this chapter on this Commonwealth. The report shall be submitted to the chairperson and minority chairperson of the Transportation Committee of the Senate and the chairperson and minority chairperson of the Transportation Committee of the House of Representatives and posted on the department's publicly accessible Internet website. The report shall evaluate the following with respect to highly automated vehicles authorized by this chapter:</p> <ol style="list-style-type: none"> (1) Benefits and implications to this Commonwealth's workforce. (2) Economic benefits and implications to this Commonwealth. (3) Improvements to accessibility and mobility for persons with disabilities. (4) Improvements to mobility options for the general public. (5) Suggested changes to the laws of this Commonwealth. 	<p>semi-annual compliance reporting.</p> <p>➤ DH to reach out to Committee members to identify those interested in subcommittees for the special reports.</p>
<p>4. Open Discussion</p> <p>a. MC asked if any members have any news or topics for discussion they wish to discuss. With none being heard, the floor was opened</p>	<p>➤</p>

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<p>to comments or topic from non-advisory committee member attendees.</p> <p>b. RR mentioned that we should have a media strategy in place for driverless guidelines. This will be considered as we move forward.</p>	
<p>5. Review of Action Items</p> <p>a. DH reviewed action items from the meeting, asked if anyone has additional items. Action items will be captured in the meeting minutes.</p>	➤
<p>6. Closing Remarks</p>	➤
<p>7. Adjournment</p> <p>a. With no further action MC adjourned the meeting at 3:20 PM.</p>	➤