



# PENNSYLVANIA

---

## HAV ADVISORY COMMITTEE



# 2019-2020

INAUGURAL YEAR

# Annual Report





## VISION STATEMENT

The Highly Automated Vehicle Advisory Committee is a partnership between public and private key stakeholders to ensure the safe integration of connected and automated vehicles on Pennsylvania's roads and enhance Pennsylvania's continued global leadership with this evolving technology.



## MISSION STATEMENT

The Highly Automated Advisory Committee identifies recommendations for the Commonwealth of Pennsylvania with the purpose of enhancing the safe and efficient movement of people and goods by advancing connected and automated vehicle technology.



## STRATEGIC GOALS AND OBJECTIVES

- Remain current with changing technology and identify recommendations to develop technical guidance, evaluate best practices, review existing laws, standards, and policies;
- Ensure effective laws and standards for safe and efficient transportation;
- Engage at National, State, and Municipal levels to inform and engage policymakers, partners, and the public on connected and automated vehicle technology, from needs to solutions for all modes of transportation;
- Create an environment that prepares, attracts and retains desirable talent to strengthen the Pennsylvania workforce;
- Identify sustainable revisions to the vehicle and insurance codes that anticipate future changes due to technological advancements;
- Ensure the safety of all roadway users, including law enforcement and first responders, as a key consideration;
- Connect public and private sector entities and leverage academic and research institutions to foster and sustain national, state, and local-level partnerships to research new technologies and strengthen economic development and collaboration;
- Foster collaboration and information exchange with other jurisdictions and key stakeholders to identify and promote opportunities for states to work together in a regional framework;
- Support and assist local governments, regional partners and planning agencies in assessing the need for infrastructure improvements and to facilitate readiness and deployment of new technologies; and
- Promote equitable access and expansion of mobility, especially for those communities and regions that are economically disadvantaged, people with disabilities, seniors, and those underserved by traditional transportation services and facilities.



Photo: Courtesy of Aurora

## HAV ADVISORY COMMITTEE ANNUAL REPORT 2019

The Highly Automated Vehicle (HAV) Advisory Committee was created through Act 117, which was signed into law on October 24, 2018. The HAV Advisory Committee has the power to advise and consult the Secretary of Transportation on each aspect of highly automated vehicles and platooning in this Commonwealth and may undertake any of the following activities:

- a. Developing technical guidance
- b. Evaluating best practices
- c. Reviewing existing laws, regulations and policies.
- d. Engaging in continued research and evaluation of connected and automated systems technology necessary to ensure safe testing, deployment and continued innovation in the Commonwealth.

In addition, the department shall provide an annual report of the activities of the advisory committee on the department's publicly accessible internet website.



## AREAS OF FOCUS

The Highly Automated Vehicle Advisory Committee identified four areas of focus.

- Public and Stakeholder Outreach
- Workforce Development
- Vehicle Code Revisions
- Supplementing Multimodal Services





Photo: Courtesy of Gannett Fleming

## PUBLIC AND STAKEHOLDER OUTREACH

With the advancement of Automated Driving Systems (ADS), both in consumer vehicles and test vehicles, public and stakeholder misunderstanding has become a frequent occurrence. This highlights the need for education to ensure that as these technologies continue to advance and enter the market, the technology is understood, correctly used, and ultimately creates a safer transportation system.

### INITIATIVES

1. **Outreach Surveys** – PennDOT plans to produce and distribute both a public and municipal government survey. The public survey will be limited to Pennsylvania citizens and attempt to identify the public's perception of automated vehicles including expectation, and concerns related to automated vehicles. The municipal government survey will attempt to gather information on existing executive orders/ordinances, initiatives, and public engagement related to automated vehicles.
2. **Statewide Communications and Engagement Plan** – PennDOT will lead the development of a statewide communications and engagement plan. The plan will establish a framework for educating the public, policymakers, and key stakeholders on the current state of technology and potential expectations for the future. The plan will not advocate for any technology or public policies, but rather identify the level of education and awareness needed for all parties to be able to make informed decisions.

## WORKFORCE DEVELOPMENT

As with all emerging technologies, automated vehicles will have implications on Pennsylvania's workforce. In all likelihood, this technology will displace workers and create job loss in certain areas. However, this technology will also create new sectors and career paths that do not exist today. It is important that Pennsylvania understands the impacts and takes the appropriate steps to prepare our workforce education, training, and career transitioning.

### Initiative

1. **Pilot Workforce Development Plan** – Knowing the broad impact vehicle automation will have on Pennsylvania's workforce, the Advisory Committee has decided to conduct an initial examination of one to two careers, automotive technicians and/or commercial truck drivers. Both of these careers are being impacted by the introduction of Advanced Driver-Assistance Systems (ADAS) and these impacts will only grow with the deployment of highly automated vehicles.

## VEHICLE CODE REVISIONS

When Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes was created, automated vehicles were never a consideration. It was always assumed a licensed driver would be in physical control of the vehicle. Currently, automated vehicle testing in Pennsylvania is being conducted with a licensed driver seated in the driver's seat with the ability to intervene in situations where the ADS experiences a system interruption or other problem rendering the ADS unable to safely perform the dynamic driving task. However, as technology progresses, Pennsylvania will have to clarify and revise Title 75 to allow for fully automated vehicles.

### Initiative

1. **Vehicle Code Assessment** – PennDOT will lead a legal assessment of Title 75 to identify implications and areas of concern related to the deployment of Society of Automotive Engineers (SAE) Level 5 fully automated vehicles. PennDOT will also examine potential solutions including systematic changes or the development of new chapters.

## SUPPLEMENTING MULTIMODAL SERVICES

Automated vehicles offer a unique opportunity to supplement and enhance existing multimodal services. However, this technology is not a one size fits all solution and it is important to conduct a thorough analysis to ensure the costs, both monetary and administrative, do not outweigh any potential benefits. In situations where it makes sense, automated vehicles could assist with off-hour services, supplement services during peak demand, and provide a new connection between existing services.

### Initiative

1. **Platooning Public Transportation Vehicles Feasibility Study** – With the passage of Act 117 of 2018, transit vehicles are permitted to platoon on highways in Pennsylvania. PennDOT will perform a study to determine if platooning transit vehicles can supplement existing intercity passenger rail in western Pennsylvania. As part of the study, PennDOT will determine the level of investment, document potential impacts to the region and existing services, evaluate ridership demand, and determine a return-on-investment.



## ADVISORY COMMITTEE MEMBERSHIP



**Yassmin Gramian, P.E.**

Secretary, Pennsylvania  
Department of Transportation  
Advisory Committee Chair



**Dennis Davin**

Secretary, Pennsylvania  
Department of Community  
and Economic Development  
Alternate: Steve D'Ettorre,  
Dep. Secretary of Technology  
and Innovation



**Jessica Altman**

Commissioner, Pennsylvania  
Insurance Department  
Alternate: Michael Humphries,  
Chief of Staff



**Gerard Oleksiak**

Secretary, Pennsylvania  
Department of Labor  
and Industry

Alternate: Thomas Foley,  
Policy William Penn Fellow



**Col. Robert Evanckick**

Commissioner,  
Pennsylvania State Police  
Alternate: Lt. Col. Scott C. Price



**Mark Compton**

Chief Executive Officer,  
Pennsylvania Turnpike  
Commission  
Alternate: Mike Pack, Manager  
of Incident Management  
& Traffic Operations





**Senator Kim Ward**  
Senate Transportation  
Chairperson

Alternate: Nolan Ritchie,  
Executive Director Senate  
Transportation Committee



**Senator John Sabatina**  
Senate Transportation  
Minority Chairperson

Alternate: Jason Gerard,  
Executive Director Senate  
Transportation Committee



**Representative Tim Hennessey**  
House Transportation  
Committee Chairperson

Alternate: Josiah Shelly,  
Executive Director House  
Transportation Committee



**Representative Mike Carroll**  
House Transportation Committee  
Minority Chairperson

Alternate: Meredith Biggica,  
Executive Director House  
Transportation Committee



**Eric Donnell, P.E., PhD**  
Director of Larson  
Transportation Institute,  
Penn State University



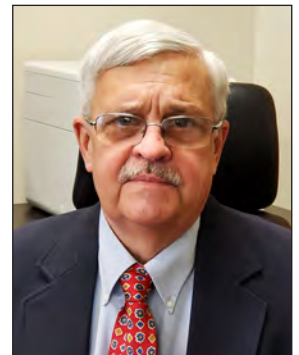
**Rich Fitzgerald**  
Executive, Allegheny County  
Alternate: Jennifer Liptak, Chief of Staff



**Gerardo Interiano**  
Head of Government  
Relations, Aurora



**Erik Johanson**  
Director of Innovation,  
Southeastern Pennsylvania  
Transportation Authority



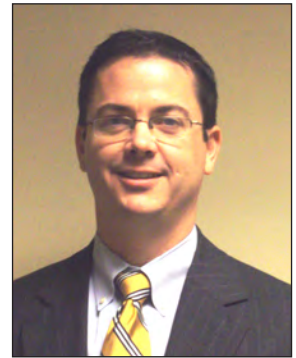
**Ted Leonard**  
Executive Director,  
Pennsylvania AAA Federation



**Samuel McLaughlin**  
External Research Manager,  
Volvo Group Trucks



**Alison Pascale**  
Senior Policy Strategist,  
Audi of America



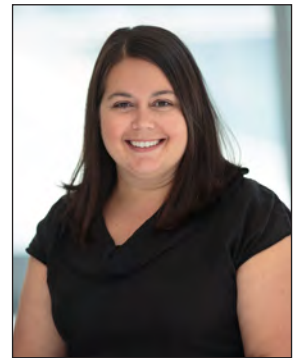
**Kristofer Snader**  
Senior Director of Government Affairs,  
Nationwide



**Frank Snyder**  
Secretary/Treasurer,  
Pennsylvania AFL/CIO



**Ed Thompson**  
President,  
Local 76 Teamsters



**Kelley Yemen**  
Director of Complete Streets,  
City of Philadelphia

## SUPPORT STAFF

- George McAuley, P.E. – Deputy Executive Secretary, PennDOT
- Sarah Clark – Legislative Affairs Director, PennDOT
- Roger Cohen – Senior Policy Advisor, PennDOT
- Natasha Fackler – Policy Director, PennDOT
- Roy Gothie – Statewide Bicycle and Pedestrian Coordinator, PennDOT
- Jan Huzvar – Deputy Communications Director, PennDOT
- Mark C. Kopko – Transformational Technology Director, PennDOT
- David Lapadat – Deputy Legislative Affairs Director, PennDOT
- Kurt Myers – Deputy Secretary Driver and Vehicle Services, PennDOT
- Ngani Ndimble – Executive Policy Specialist, PennDOT
- Jason Sharp – Chief Counsel, PennDOT
- Kara Templeton – Bureau Director, Driver Licensing, PennDOT
- Kevin Tobias – Administrative Specialist PennDOT
- Erin Waters Trassatt – Communications Director, PennDOT
- Jeffrey Bergsten P.E. – Michael Baker International
- Scott Seibel E.I.T. – Michael Baker International





**PENNSYLVANIA**

**HAV ADVISORY COMMITTEE**