

HAV Advisory Committee Summary

Date / Time / Location	W 02-Dec-2020 / 13:00-15:00 / Teams Meeting
Attending/ Representing	HAV Advisory Committee: Meredith Biggica (MB), Steve D'Ettorre (SD), Eric Donnell (ED), Thomas Foley (TF), Yassmin Gramian (YG), Michael Humphreys (MH), Gerardo Interiano (GI), Ted Leonard (TL), Shannen Logue (SL), Samuel Mclaughlin (SM), Michael Pack (MP), Alison Pascale (AP), Nolan Ritchie (NR), Kaitlin Sheehan (KS), Frank Snyder (FS), Ed Thompson (ET), Kelley Yemen (KY)
	Additional Attendees: Joe Butzer (JoB), Sarah Clark (SC), Roger Cohen (RC), Daniel Corey (DC), Margaret Durkin (MD), Natasha Fackler (NF), Ron Grutza (RG), Mark Kopko (MK), Kurt Myers (KM), Eric Ross (ER), Jason Sharp (JS), Kevin Tobias (KT)
	PennDOT Consultant Team: Jeff Bergsten (JeB), Scott Seibel (SS)

Key Points and Decisions:	Action Items:
<p>1. Review of One-on-One Meetings / Recommendations (MK)</p> <ul style="list-style-type: none"> a. PennDOT conducted 30-minute one-on-one interviews with the member of the HAV Advisory Committee. The conversations resulted in 10 hours' worth of discussion. b. The intent of the interviews was to help set direction for the Advisory Committee and PennDOT over the next 1-2 years and resulted in the following feedback: <ul style="list-style-type: none"> i. There is a need to develop a framework and guiding principles intended to assist elected officials when drafting future AV legislation. ii. There is a desire for PA to be recognized as a national leader (top 5 state that is on the cutting edge) in specific topics/categories and to be well-rounded in everything else. iii. The existing focus areas of the Advisory Committee (workforce development, education, and vehicle code changes) should be extended upon to include data privacy and sovereignty, economic development, and inclusivity/equity/accessibility. iv. To increase engagement, presentations should be shorter during meetings to include more time for discussion, meetings should be more frequent, and working groups should be formed. c. Based on the interview discussions, the Advisory Committee recommends developing a framework and guiding principles for AV legislation. The following steps were identified by PennDOT to help facilitate framework development: <ul style="list-style-type: none"> i. Identify Use Cases/Vehicle Types ii. Identify Topics/Focus Areas and Establish Working Groups iii. Identify Champions for Each Topic iv. Establish a Timeline with Goals for Deliverables v. Engage Outside Stakeholders Where Necessary <ul style="list-style-type: none"> 1. Educate Stakeholders including members of the PA General Assembly. 	

2. Framework and Guiding Principles (Discussion)

- a. It was discussed whether the framework and guiding principles should be focused on a specific use case, or to be more general and overarching principles. The majority of the attendees agreed that they should be overarching/general principles, however several members discussed it may be more practical to focus on one specific use case. It was decided this topic would be followed-up with an online survey and additional clarification on how the guiding principles are intended to be used.
- b. The path to deployment and desired timeline for framework and guiding principle development stakeholder comments:
 - i. Industry: “the sooner the better.” PA should be looking to see what other states are doing and understand that opportunities to increase activity in the state are highly dependent on the path to deployment. Companies will invest in states where the path to deployment is identified and foreseeable.
 - ii. Legislature: The timeline depends on the change of legislature. As leadership changes and the chairs are finalized, the appetite for the general assembly can be better determined.
- c. Guideline Recommendations/Examples:
 - i. Pennsylvania should enact technology neutral and platform agnostic policies that promote both a diverse set of highly automated vehicle use cases and a level playing field across the industry.
 - ii. Urban, suburban, and rural applications are not one size fits all.
 - iii. Consider existing laws (Do not reinvent the wheel).
 - 1. Review existing statutes for platooning or personal delivery devices to determine if the existing statutes are an effective framework for the other vehicles.
 - 2. Follow existing tort liability.
 - iv. Legislative proposals should be analyzed for equity impacts on disadvantaged, low-income and underserved populations.
 - v. Local government should continue to maintain items/issues that are currently under their jurisdiction/governance (i.e. control of curb and local streets.
 - vi. Consider workforce development for HAV future workforce and potentially displaced workforce. Labor organizations should have a seat at the table and be a part of the conversation.
 - 1. Consider all aspects (operation, service, maintenance, etc.). There has to be a just transition in this and provide opportunities that are similar in nature.

- PennDOT follow up with a use case identification survey and clarification.
- PennDOT follow up on framework and guiding principle development timeline based on change in legislature.
- PennDOT reach out to the Governor’s Office regarding workforce development concerns of the HAV Advisory Committee.
- PennDOT generate draft list of potential outside organizations and then engage the Task Force and approved testers to see if there are additional organizations to add to the list.
- Advisory Committee members need to identify which topics are important to their organization for guiding principle development and identify who would be best suited from their organization to represent them in the Working Groups. The Working Groups will then identify/select a Champion.

<p>2. Establishing a hotline may assist transitioning workers.</p> <ul style="list-style-type: none"> vii. A pipeline is needed to make connections between workforce development and education. viii. Safety, cybersecurity, and public education is essential for acceptance by the public. ix. Inform legal system of the opportunity for criminal organizations to transport contraband using AVs. x. Consider public private partnership to expedite the integration of needed technology into the infrastructure. <p>d. It was discussed that the Advisory Committee should engage the PA AV Task Force during different stages of framework and guiding principle development to ensure there are no “blind spots” in the framework. However, the Advisory Committee should approach the Task Force with a framework to be responded to, rather than delegating this effort to the Task Force.</p>	
<p>3. The next HAV Advisory Committee meeting will be held on Wednesday, March 24, 2021.</p>	<p>➤ PennDOT send out updates for 2021 meetings.</p>