



Summary of Proceedings  
ITS Program Advisory Committee Meeting  
July 19, 2017

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## 1. General

- a. The Intelligent Transportation Systems Program Advisory Committee (ITSPAC) met on July 18 and 19, 2017 at the DoubleTree Crystal City Hotel, located at 300 Army Navy Drive, Arlington, Virginia 22202.
- b. This document provides a summary of the meeting proceedings for day two of the meeting (July 19, 2017). The meeting transcript and other meeting documents are available in the July 18-19, 2017 section of the ITSPAC website at <http://www.its.dot.gov/itspac/index.htm>.

## 2. Meeting Attendance

### a. Committee members

Ms. Sheryl Wilkerson, Vice President, Government Affairs, Michelin North America  
(Chair)

Mr. Steve Albert, Director, Western Transportation Institute

Mr. Scott Belcher, Consultant, Intelligent Transportation Systems

Mr. Roger Berg, Vice President, North America R&D, DENSO International America

Mr. Joseph Calabrese, Chief Executive Officer, Greater Cleveland Regional Transit  
Authority

Mr. Bob Denaro, Consultant, Intelligent Transportation Systems

Ms. Ginger Goodin, Director, Policy Research Center, Texas A&M Transportation  
Institute

Ms. Debra Johnson, Deputy Chief Executive Officer, Long Beach (CA) Transit

Mr. J. Peter Kissinger, Consultant

Mr. Joe McKinney, Executive Director of National Association of Development  
Organizations

Ms. Tina Quigley, General Manager, Regional Transportation Commission of Southern  
Nevada

Mr. Bryan Schromsky, Director of Technology, Verizon Wireless

Dr. Susan Shaheen, Adjunct Professor, University of California-Berkeley

### b. U.S. Department of Transportation

Mr. Egan Smith, Managing Director, ITS Joint Program Office and  
Designated Federal Officer

Mr. Ken Leonard, Director, ITS Joint Program Office

Mr. Nat Beuse, NHTSA

### c. Others

Julian Gehman, V2X Alliance

Kathryn McGirk, McAllister & Quinn

Takayoshi Kuramoto, Mitsubishi Motors

Andy Vaichekauskas, Mitsubishi Motors

Al Stern, Citizant

### **3. Meeting Action Items**

- a. All Committee members should share any additional ideas that were not discussed at the meeting with the subcommittee chairs and the entire membership.
- b. Subcommittee chairs should make revisions to their recommendations based on discussions and decisions made during this meeting.
- c. Mr. Leonard will ensure that the ITS Architecture and Standards Manager will be made available for an update to be presented at a future meeting.
- d. Mr. Glasscock will poll the membership to obtain consensus on the best date for a face-to-face meeting later in the year.

### **4. Meeting Agenda**

- a. Welcome Remarks
- b. Opening Remarks
- c. Traffic Safety Culture Subcommittee Report
- d. Connected and Automated Subcommittee Report
- e. NHTSA Update
- f. Connected and Automated Subcommittee Report (continued)
- g. Rural Development and Assistance Subcommittee Report

### **5. Summary of Proceedings**

- a. Welcome Remarks
  - (1) Ms. Wilkerson, Committee Chair, welcomed committee members to day two of the meeting and thanked everyone for a fruitful discussion on day one. The day's agenda items were reviewed and then visitors and members of the public were asked to introduce themselves.
- b. Opening Remarks
  - (1) Ms. Wilkerson kicked off the meeting with a discussion of the Committee's Report to the Secretary and reminded members about the way recommendations should be worded, in addition, she noted that they had agreed to a reduction in the number of total recommendations. She noted that the previous year's report contained 17 recommendations, and felt that the group should provide more context to help educate the Secretary. Mr. Berg offered to share a system his organization uses to review documents and reports.

- (2) Ms. Wilkerson agreed to that and then asked if members thought that graphics, illustrations, or citations should be provided as part of the Committee's recommendations. She asked if Mr. Leonard would be willing to make any suggestions as to how the Committee's report could be more useful to the JPO. He agreed with the discussions going on around the table and thought that a concise set of recommendations would be more desirable than something that went on for many pages; Mr. Smith added that he felt graphics would be a useful tool. Ms. Quigley further suggested use of an executive summary, followed by a much more detailed report.
- (3) Ms. Wilkerson suggested that the committee focus on creating a concise set of recommendations in the coming months and then plan to meeting in late October to edit and finalize the report. Mr. Schromsky raised the possibility of holding the next meeting in an alternative location, such as the Volpe Center in Boston. Ms. Quigley agreed that it was worth considering, since she had recently been involved in a webinar on automation sponsored by the Volpe Center. Dr. Shaheen then suggested that the Committee create a draft set of recommendations and then use the October meeting date to ask the JPO for its reaction to them prior to them being submitted to the Secretary of Transportation.
- (4) Both Mr. Leonard and Mr. Smith thought that would be a very good idea and offered to assist the Committee with any questions they might have about how the JPO can best address their recommendations. Mr. Denaro agreed, but reminded the Committee that it is independent from the JPO, and that some of its recommendations may not go along with the JPO's priorities.

c. Traffic Safety Culture Subcommittee Report

- (1) Ms. Wilkerson than asked the Traffic Safety Culture Subcommittee to report on any progress they have made recently. Mr. Kissinger spoke for the group and noted that he had sent a one-page memo out to the Committee on July 12. He continued that traffic safety has been declining lately and that there is a need for a national focus on promoting some kind of safety culture in our society. He stated that now, with the advent of connected and automated vehicles, we may be able to reach the goal of "Vision Zero." Though many of these initiatives took place in previous administrations, he felt it was important for the Committee to re-emphasize them as critical to the new Secretary of Transportation. Mr. Albert added that data sharing is essential and that the United States could learn from activities being carried out in other countries in order to address traffic safety culture.
- (2) Mr. Denaro agreed, but was concerned that recommendations made by the Committee in this area may not be actionable by US DOT. Mr. Kissinger replied that there was a wide variety of activities that he felt could be done by US DOT in terms of targeting risky behavior, encouraging seatbelt use, and changing organizational culture. He added that the JPO may not, however, be the lead organization within

US DOT to make it happen. Ms. Goodin agreed and noted that state and local governments are already focusing on safety, especially the texting while driving issue; how could that effort dovetail with federally-sponsored activities?

- (3) Mr. Schromsky suggested that any discussion of safety needs to involve NHTSA, so perhaps these issues could be raised when Nat Beuse comes to speak to the group later today. The Committee agreed and also suggested that other speakers related to traffic safety be invited to speak at a future meeting. At that point, Ms. Wilkerson thanked the subcommittee for their contributions and asked that the Connected and Automated Vehicle Committee provide its report at this time.

d. Connected and Automated Vehicles Subcommittee Report

- (1) Mr. Berg offered to provide the subcommittee's thoughts and directed the members to the handout being circulated. He mentioned that the JPO Strategic Plan was used as the basis of their recommendations, and that there were two research questions directly related to connected automation in the document. Mr. Denaro asked if a mapping exists between the research questions and the programs being carried out by the JPO. Mr. Smith replied that the JPO was currently involved in such an effort but that it's a work in progress.
- (2) Mr. Denaro continued that it was his understanding that a new Strategic Plan was not being developed for 2019, but that annual updates to the existing one is being done. He suggested the Committee review that annual plan update when it is available and then use that to formulate recommendations. He re-emphasized the value of having a mapping between research questions and current JPO program efforts.
- (3) Mr. Berg continued to review the slides that the subcommittee had developed and described how the preliminary recommendations had been ranked, high priority to low. Mr. Schromsky raised the issue of automation in transit routes, since it was usually a fixed route; both Mr. Calabrese and Ms. Johnson felt that it could be difficult to run a transit system without operators simply due to public perception of safety.
- (4) Mr. Denaro felt that the current JPO Strategic Plan had very little to say about commercial vehicles and thought the Committee ought to focus on that at this time. Ms. Wilkerson agreed and described a project Volvo was doing with regard to truck platooning that was very successful.
- (5) Mr. Berg suggested that the Committee consider using the tables shown in the slide presentation as part of the list of recommendations, at least in a draft for now. The Committee agreed and decided to continue the discussion after the NHTSA update.

e. NHTSA Update

- (1) Ms. Wilkerson then introduced Nat Beuse of NHTSA who offered to make his presentation and then open the floor for questions. He began by describing the increased NHTSA budget and by saying that the agency is assessing its Federal Motor Vehicle Safety Standards (FMVSS) in light of the coming wave of automated vehicles. He noted that some automated vehicles will eventually be designed without brake or acceleration pedals and other systems that require a human driver's attention. This is the challenge he foresees in the coming years as automated vehicles start entering the nation's vehicle fleet.
- (2) He continued that in addition to those activities, NHTSA is also involved in other safety initiatives such pedestrian avoidance systems, automatic braking for heavy vehicles, and other types of crash warning systems. He then described the work that NHTSA is doing with regard to V2V and commercial vehicles. Mr. Belcher asked a number of questions regarding the pending legislation on automated vehicles and DSRC. Mr. Schromsky then asked about an issue discussed by the Committee earlier in the day; is driver distraction a problem that is solvable by NHTSA? Mr. Beuse thought there was still a lot of work to be done in that area, though much has already been accomplished.
- (3) Mr. Albert raised the issue of truck platooning and how NHTSA was addressing safety aspects. Ms. Goodin then asked about safety guidance for State DOTs with regard to automated vehicles. Finally, Ms. Wilkerson asked for additional updates on the filling of critical positions within the Department and how that could affect meeting legislative deadlines imposed by the FAST Act. Mr. Beuse concluded his remarks by addressing questions from Mr. Denaro and Mr. Belcher about various other safety issues being considered by NHTSA.
- (4) Ms. Wilkerson then thanked Mr. Beuse for his presentation and suggested the Committee delay the lunch break and return to wrap up the Connected/Automated Vehicles Subcommittee report.

f. Connected/Automated Vehicles Subcommittee Report (continued)

- (1) Mr. Berg continued the discussion with a listing of suggested actions, along with a prioritization of each one (high, medium and low). Dr. Shaheen suggested that the Committee considered placing additional emphasis on mobility as a service, mobility on demand and possibly vehicle electrification. She felt that those concerns ought to be assigned a higher priority. Mr. Berg agreed and also suggested broadening the topics to include transit and commercial vehicles.
- (2) Ms. Goodin raised the issue of the National ITS Architecture and how it can enhance vehicle connectivity. Both Mr. Leonard and Mr. Smith described the goals of the architecture in providing ITS compatibility across the nation. They mentioned that,

even with architectures in all states, interoperability is not always guaranteed. Mr. Leonard said a connected vehicle pilots vehicle may be used to test interoperability in the near future. Ms. Wilkerson stated that, though there has been quite a bit of interest in the National ITS Architecture, it may be useful to have a formal presentation from the JPO on it at a future meeting. Mr. Leonard agreed and promised to have Steve Sill available for such a presentation whenever the Committee desired.

- (3) In response to a question about international cooperation, Mr. Leonard noted that there have been continuing conversations with European and Asian leaders regarding all types of ITS issue, including automation and connected vehicles. He also mentioned that the Secretary has an interest in artificial intelligence and machine learning, both of which will be critical to the automation efforts in the future. In response to a question from Mr. Denaro, Mr. Leonard briefed the Committee on how the JPO was working with other modes, such as FMCSA and MARAD, to coordinate efforts in the area of automation and connected vehicles. To end his subcommittee presentation, Mr. Berg reviewed the timeline needed for further action by the Committee.
- (4) Ms. Wilkerson thanked the subcommittee for their work and announced a 30-minute lunch break, after which Mr. Albert would provide an update on the Rural Activities subcommittee.

g. Rural Development Assistance Subcommittee Report

- (1) Following the lunch break, Ms. Wilkerson asked Mr. Albert to provide a summary of the subcommittee's deliberations. He began by discussing the need for better research into platooning and the human factors associated with it. In addition, pointed out that over 50% of fatalities on U.S. highways occur in rural areas of the country. He suggested that a consistent source of funding for improvements to safety concerns in rural areas, versus the current situation of ad hoc funding. He also mentioned how automated vehicles and transportation-on-demand services could benefit rural users and how funding was difficult to obtain in a matching funds situation.
- (2) Mr. Kissinger suggested accurately identifying the amount of funding that is provided for both rural and non-rural purposes. Mr. Smith followed up on that inquiry and also suggested that the Committee endeavor to work with the National Association of Counties (NACo), which is interested in safety issues in rural areas and can assist these jurisdictions in obtaining grants and funding for projects of interest. He continued that he felt it was important to get others outside of the JPO, including NACo, involved in pursuing these funds to be used in focused areas and projects.
- (3) Dr. Shaheen stated that she was not seeing a nexus between what the subcommittee was recommending and the types of activities carried out by the JPO. She agreed, however, that the Committee could recommend workshops and forums as noted in the

proposed document. Mr. Leonard agreed and suggested the Committee be as specific as possible in its recommendations regarding activities the JPO can actually carry out. Mr. Smith added that he thought that facilitation of some of the subcommittees' ideas by NACo could be a way to address that concern.

- (4) Ms. Wilkerson suggested moving forward at this point and doing a review of the meeting accomplishments and to plan for upcoming activities. She suggested that members share any ideas that were not discussed at the meeting with the entire membership and that the subcommittee chairs take what was discussed and make revisions to their recommendations. Specifically, she mentioned emphasizing the urgency of deployment assistance across the board; in addition, she thought the recalibration and prioritization activities were important. Ms. Goodin and Dr. Shaheen agreed, and stated that refining the bullet points made during the various presentations to address Committee concerns was of the utmost importance.
- (5) To close the meeting, Ms. Wilkerson reviewed the timeline for preparing a draft recommendation document. She also asked members for their availability for another meeting to be held in late fall of this year. She suggested that Mr. Glasscock poll the membership to obtain consensus on the best date for a face-to face meeting when he returned to the office.

## **6. Adjourn**

Ms. Wilkerson thanked committee members for their participation and adjourned the meeting at 1:30 pm.

We certify, to the best of our knowledge, that the foregoing summary of proceedings is accurate and complete.

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Ken Leonard  
Director, Intelligent Transportation Systems  
Joint Program Office  
Federal Highway Administration  
U.S. Department of Transportation  
Sheryl Wilkerson  
Committee Chairperson

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Vice President, Government Affairs  
Michelin North America