

Governor's Advisory Council on Connected and Automated Vehicles

January 22, 2020 Meeting Summary

Minnesota Department of Transportation, TEC Center

Council members present: Commissioner Margaret Anderson Kelliher, Phil Magney, Damien Riehl, Patrick Weldon, Edward Reynoso, Laurie McGinnis, Danielle Elkins (on behalf of Mayor Jacob Frey), Michael Gorman, Ryan Daniel Vicky Rizzolo, John Hausladen, Charlie Zelle, Alice Roberts-Davis, Tarek Tomes, Scott Dibble, Todd Biewen Connie Bernardy, Tina Folch, Andrea Vaubel, Jason Gadd, Tim Lynaugh, Cynthia Bauerly, Joan Willshire.

Others present: Ben Lowndes, Keith Mensah, Kristin White, Michael Kronzer, Cathy Huebsch, Tammy Russell, Tara Olds, Sara Sargent, Bentley Graves, Darran Anderson, Craig Gustafson, Cory Johnson, Skip Foster, Tom Hoene, Margaret Donahoe, Randy Sanford, Ray Starr, Dave Wilk, Jon Kelly, Patrick Hynes, Erik Rudeen, Bryan Nemeth.

I. Welcome, Review Council Visioning, Mission and Priorities

Minnesota Department of Transportation Commissioner Margaret Anderson Kelliher and co-Chair Phil Magney, CEO of VSI Labs, welcomed members and attendees. Phil asked the council if they have any goals for the conversation. A council member reiterated the importance about having explicit language that alludes to labor community. Conversation concluded with the decision to revise the statement to include language inclusive of workforce.

II. Iowa and Texas Perspective

The bulk of the council meeting consisted of presentations from Darran Anderson from the Texas DOT who discussed their states' connected and automated vehicle leadership structures, membership, focus areas, best practices and lessons learned. Due to poor weather conditions representatives from the Iowa DOT were unable to attend.

Iowa Advisory Council on Automated Transportation

Kristin White, Director of Minnesota Connected and Automated Vehicles office presented to the council and guests how Iowa is preparing their state for CAV. One of the most integral things Iowa has done to prepare for CAV is pass legislation allowing testing of automated vehicles. Kristin also shared Iowa's Advisory Council on Automated Transportation (ATC) structure, vision and lessons learned. A key takeaway was that the Council intentionally limited the number of its subcommittees. Iowa's Advisory Council has four subcommittees: Infrastructure readiness, economic development, policy and legislation, and public safety enforcement. It also has two crosscutting committees: communications and outreach, and research, development and testing.

Texas DOT Innovation Program

Texas DOT's Director of Strategy and Innovation, Darran Anderson, shared how the Texas Technology Task Force is preparing their state for automated vehicles. Texas has a people-first focus and safety is the foundation of their program. One of the efforts to make the general public aware of roadway safety is the #endthestreaktx campaign. This campaign seeks to end the streak of daily deaths that have been

happening on Texas roadways, since November 7, 2000—the last time Texas went a whole day without a roadway fatality.

To help end the streak is the Texas Technology Task Force (TTTF), a program that covers more than CAV. Established by the Texas legislature, this task force focuses on all transportation technology and how Texas can position itself “as the leading nexus of economic activity and technological innovation.” One of the primary responsibilities of the TTTF is identify emerging technologies—three to 15 years in the future— that may impact transportation.

Mr. Anderson discussed Transportation Innovation Council, which is different from the TTTF in that it brings national research to Texas to see how it aligns with state objectives. Then it brings research to local governments through local, technical and tribal assistance programs.

Lastly, Texas introduced its Texas Innovation Alliance concept, which scales technology innovations across the state. A university supports the logistics for these meetings, including an annual summit and bi-weekly teleconferences to focus their efforts. The Alliance brings over 30 organizational representatives together to use “shark tank” style innovation ideas to partner on 3-5 major priorities, including: equity and access; seamless mobility; energy & sustainability; real-time data; and freight and logistics. The goal is to understand technology gap in parts of the state, get local governments involved, bring researchers into pilots, and understand the human impacts of transportation technology.

III. Developing a Minnesota Innovation Alliance

Because there are many organizations preparing, planning, educating and/or investing in CAV the idea of forming some type of alliance that convenes these groups was brought to the council for discussion. For this portion of the meeting members of the committee worked in groups to discuss who should convene the committee, how the committee should be structured and who should be included in the committee efforts. Ideas and questions raised from the breakout groups include:

- What is the best committee structure?
- Who should be the convener?
- How do we partner with other institutions?
- How do we engage constituents and bring the information back to the alliance?

The Council agreed on several consensus items including:

- *Naming*: The alliance should focus on “innovation” and not “mobility” because the term mobility is difficult to define and has historically left out freight industry partners
- *Roles and responsibilities*: An alliance would not take place of the Advisory Council, rather it would support the Council’s efforts. Address the four areas of concern: 1. Connectivity 2. Industry 3. Safety and 4. Labor.
- *Goals*: The alliance would focus on convening, allowing organizations to discuss how to address CAV, share information, and address concerns
- *Representatives*: Alliance representatives should include the cities (e.g. City of Minneapolis, St. Paul, St. Cloud, Duluth, Rochester, and League of Cities representatives from regions across the state), state government, counties, disability community, universities and technical colleges, and industry (insurance, freight, auto, tech, etc.)

- *Inclusive reach*: The Council agreed that involving Greater Minnesota is important to understand what is happening statewide, and to include many representative stakeholders that have transportation needs.
- *Subcommittees*: The Council discussed a possible subcommittee structure, outlined below.

Safety & Law Enforcement	Connectivity & Data	Infrastructure Investment	Labor & Workforce Development	Outreach and Education
<ul style="list-style-type: none"> • Public safety • Law enforcement • Emergency services • Crash reporting 	<ul style="list-style-type: none"> • Data privacy • Data sharing • Cyber security • IT • Architecture • Data governance 	<ul style="list-style-type: none"> • Curb space mapping • Signals • Pavement markings • Signs 	<ul style="list-style-type: none"> • Operators & Mechanics • Workforce development • Educational partnerships • K-12 pipeline • Dealerships 	<ul style="list-style-type: none"> • Public demonstrations • Workshops • Conferences • Open houses • Website • Surveys

IV. CAV Annual Report

Executive Order 19-08 requires the council to submit a report to the Governor on February 1st. Since the current council had only met once prior to this meeting, MnDOT leadership and CAV-X started to compile a report on the Council’s behalf. The following list are some of the topics covered in the report:

- A note from the council chair
- Background on CAV
- Council’s mission, vision and goals
- State and national policy
- Minnesota CAV activities
- Preview of 2020 activities

Council members recommended a section benchmarking Minnesota against other states like Iowa and Texas. Members liked the term “connected and automated transportation” because CAV is not just about moving cars, it’s about transportation and people. Members recommended using this terminology instead of CAV. Since the Council will be reviewing its mission, vision and goals at the next meeting, the Report will be shared with members after the Council has an opportunity to gain consensus on its goals at the next meeting and after the chairs review the draft report.

V. Public Comment

Chris Hadfield, Director of the Minnesota State Transportation Center of Excellence, noted that technical colleges want clear policy because clarity and transparency help employers and industry make decisions. Mr. Hadfield also noted that automation advancements in agriculture and mining industries should be tracked and observed. Margaret Donahoe, Executive Director for the Minnesota Transportation Alliance, stated that CAV goals should include the existing transit system and how the state provides access to people with families and disabilities. If a CAV alliance is formed, the Minnesota Transportation Alliance would like to be involved and can help coordinate issues.