



Date / Time / Location	November 3, 2025 / 1300-1500 / Hybrid Teams & In-person Meeting / PennDOT Keystone Building, 8th Floor Board Room (8N1 R) or Phone In – see below
Attendance (bold were present)	<p>HAV Advisory Committee: Emily Yates, Dr. Raj Rajkumar, Liz Fishback, Michelle Elder, Kelly Yemen AICP, Ted Leonard, Sara Innamorato (Lauren Connelley), James Martini, Caroline Boehm (Caolinn Martin), David Vrona, Wendell W. Young IV, Dr. Rory Cooper, Gerardo Interiano (Matt Blackburn), Lt. Rachel K. Grant (Sgt. Steven Schmit, Maj. Robert Krol, Cpt. Hardeep Rai), Melissa Wright (Caroline McCaig), Stephen DeFrank (Regi Sam), Rep. Kerry Benninghoff (Josiah Shelly), Sen Marty Flynn (Justin Gensmore), Mark Dombrowski, Mark Compton (Mike Pack), Sen Judy Ward (Nolan Ritchie, Jessica Sander), Rep. Ed Neilson (Kyle Wagonseller), Sec. Mike Carroll</p> <p>PennDOT staff: Derrick Herrmann P.E., Kevin Tobias, Gunnar Rhone, P.E., Shane Rice, Larry Shifflet</p>

Agenda:	Action items:
<p>1. Welcome, Roll Call, and Introductions Previous meeting minutes and updates since last meeting were discussed. Prior minutes are located on our website.</p> <ul style="list-style-type: none"> a. Secretary Carroll (MC), chair of the Committee, kicked-off with welcoming the Committee to the meeting and provided a brief overview of the agenda. b. Derrick Herrmann (DH) completed roll call c. DH provided updates on items from last meeting: <ul style="list-style-type: none"> a. Shared ADS Demo grant final report after last meeting b. Shared info on the CAV Business Plan d. DH shared that the 2026 HAVAC meetings will again be scheduled in advance 	<ul style="list-style-type: none"> ➤ Next year's meetings to be scheduled in advance again.
<p>2. State/National Updates DH provided State updates:</p> <ul style="list-style-type: none"> a. Have been authorizing certifications for PDDs <ul style="list-style-type: none"> a. 5 have been authorized b. 3 have been approved since last meeting <ul style="list-style-type: none"> i. Rivr - Pittsburgh ii. Avride - Philadelphia iii. Denso - Pittsburgh b. Have provided authorization to Waymo in Philadelphia <ul style="list-style-type: none"> a. Doing mapping and testing c. Have updated PennDOT's CAV website <ul style="list-style-type: none"> a. More organized resources for certificate holders b. More projects and initiatives c. Will add the CAV Business Plan d. CAV Business plan <ul style="list-style-type: none"> a. Lays out how PennDOT will spend money and effort over the next couple years related to AVs 	<ul style="list-style-type: none"> ➤ DH to send out CAV Business Plan



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<ul style="list-style-type: none"> b. Highlighted the implementation timeline c. Will share out after the meeting and update the website d. Pointed the day one initiative of AV infrastructure readiness <ul style="list-style-type: none"> i. Have started this initiative in the new fiscal year ii. Will help us make decisions with design manuals and maintenance policies e. Will be a living document that gets updated every other year e. Kevin Tobias (KT) discussed the ATMA <ul style="list-style-type: none"> a. Looking at receiving ATMA next Spring b. ATMA Pooled Fund Study looking at other uses for the ATMA. c. Liz Fishback (LF) asked who would be deploying? <ul style="list-style-type: none"> i. DH: PennDOT maintenance crews d. LF asked if it needs certification for Act 130? <ul style="list-style-type: none"> i. DH: No, the ATMA would be authorized by the department as a highly automated work zone vehicle under § 8531 e. KT shared other automated maintenance technologies the department is considering 	
<p>3. Annual Report DH provided information on the 2025 HAVAC Annual Report:</p> <ul style="list-style-type: none"> a. Will be the second annual report b. Annual report was sent out to the group for feedback, at about 75% draft stage c. Mostly looking for help in the 5 categories towards the end (sections 5 through 9) <ul style="list-style-type: none"> a. Particularly the "industry impact in 2025" section b. PennDOT has some things brainstormed in the section that industry can add on to d. Want to get it posted by first week of January. <ul style="list-style-type: none"> a. Having feedback by mid-December would be ideal so the report can be finalized for the beginning of January 	<ul style="list-style-type: none"> ➤ All members to review Annual Report and provide comments by mid-December at the latest
<p>4. Open Discussion</p> <ul style="list-style-type: none"> a. MC - Began open discussion <ul style="list-style-type: none"> a. LF started a discussion around hazardous materials (HazMat) from the last meeting <ul style="list-style-type: none"> a. Originally proposed HazMat language in 2024 b. Met with PSP, legislative partners, PennDOT, etc. c. Recirculated new language for hazardous materials d. New language summary: <ul style="list-style-type: none"> i. Keep driver present, not driverless ii. Will only carry table 2 not table 1 materials from the CFR iii. Will have the appropriate CDL with HazMat endorsement e. Questions from PennDOT: 	<ul style="list-style-type: none"> ➤ DH to follow up with Stack AV after internal HazMat discussions ➤ DH will send out the restricted HazMat routes



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<ul style="list-style-type: none"> i. How do the limited quantity exceptions work? <ul style="list-style-type: none"> 1. Major Robert Krol (RK) mentioned that they previously used the term "other regulated material" <ul style="list-style-type: none"> a. They have removed ORMDs and transitioned to more limited quantities for shipping b. Moving to more internationally recognized ORMD 2. RK: Can be packaged in small amounts <ul style="list-style-type: none"> a. For example, hairspray would fall under table 2, but since it's in metal cans and separately packaged can be carried under limited quantity exception b. Once it's packaged in a consumer package and packaged properly and the papers are filled out right, then it doesn't need to be placarded. Could carry a whole truck load of hairspray or BIC lighters and will not need a placard c. Large vats of the same material would need a placard (bulk packaging) f. LF further clarified that the desire is to plug into the existing logistics system and carry mixed loads so as to not limit commercial success <ul style="list-style-type: none"> i. Need to pick up a load the way it's currently loaded without having restrictions ii. Partner has 10-20% HazMat trucks on their lot g. RK mentioned that PSP is comfortable with the proposed language, but would like added language that there would be a human at the controls h. Gunnar Rhone asked about disengaging the ADS just for carrying HazMat. LF: Stack wants to have the ADS engaged while the HazMat is on so the runs aren't a waste of testing time i. LF mentioned that all existing restrictions for HazMat would be obeyed j. Kelly Yemen offered some thoughts for consideration about driver reaction time during automated driving and shared a related study: https://www.sciencedirect.com/science/article/abs/pii/S0022437517301433 k. DH: PennDOT will discuss further internally and follow-up with Stack 	
<p>5. Review of Action Items</p>	<ul style="list-style-type: none"> ➤ Feedback on draft annual report ➤ Distribution of CAV Business Plan ➤ Follow up with HazMat ➤ Preplanning of next year's meetings.
<p>6. Closing Remarks</p>	<ul style="list-style-type: none"> ➤
<p>7. Adjournment With no further action MC adjourned the meeting at 2:05 pm.</p>	<ul style="list-style-type: none"> ➤