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Heartland ITS Pulse

Countdown to the Annual Meeting...

2018 ITS Heartland Conference Update



Early Registration Deadline is **March 29th for attendee registration! Save \$50 if registered by the deadline.**

We look forward to seeing all our members at the ITS Heartland Annual Meeting. Take advantage of the member discount when registering for the conference.

[Register HERE!](#)

Vendor Booths are Almost Full!

Don't miss out on the premiere ITS Conference in the Heartland. There are only a handful of booths left. Be sure to get registered and become a vendor and/or sponsor of this great event soon!

[Sponsor/Vendor Registration is available HERE!](#)

Schedule-At-A-Glance

The 2018 Annual Meeting is packed full of fantastic speakers and presentation topics. Featured speakers include Shailen Bhatt (CEO of ITS America), Kyle Schneweis (Nebraska DOT Director).

Join your colleagues for a pre-conference [TSMO Program Planning Workshop](#) facilitated by the UDSOT.

UPCOMING EVENTS

4/23/18: ITS Heartland - Regional Operations Forum Training Session - [TSMO Program Planning](#). 1:00 - 5:00 pm - Lincoln, NE

4/23/18-4/25/18: [ITS Heartland Annual Meeting](#) (Lincoln, NE)

6/4/18-6/7/18: [ITS America Annual Meeting](#) (Detroit, Michigan)

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2018 Student Competition

Each year, ITS Heartland sponsors a Student Poster Session Competition. Students present their research on Tuesday, April 24th at the Annual Meeting. Prizes will be awarded to the top 3 student projects. Students are required to submit abstracts of their projects in advance of the Annual Meeting.

[For more information and application details, click here.](#)

Deadline: April 6, 2018

ITS America Call for Papers/Sessions

The Intelligent Transportation Society of America (ITS America) is now accepting papers and abstracts for its 27th annual



meeting, taking place June 4-7, 2018 in Detroit, Michigan. The theme for 2018 is "Transportation 2.0" - papers and abstracts should be related to one of the following topics:

- Connectivity, Autonomy, and the Future of Transportation
- Cybersecurity and Privacy Opportunities and Challenges
- Electrification and Infrastructure
- Regulatory and Financial Challenges Related to Deployment of ITS
- The Impacts & Opportunities of Big Data
- Transportation Systems Operation

Consider submitting a paper and representing the ITS Heartland chapter! More information can be found [HERE](#).

Uber's Accident: Wake-up Call or Stop Sign?

One of Uber's autonomous test vehicles struck and killed a pedestrian in Tempe, AZ on March 18, 2018. Tempe police noted that "the vehicle involved was in autonomous mode at the time of the collision, with a vehicle operator behind the wheel." In response to the accident, Uber has halted all testing of autonomous vehicles across North America.



Missy Cummings, a robotics expert at Duke University who has been critical of the swift rollout of driverless technology across the country, said the computer-vision systems for self-driving cars are 'deeply flawed' and can be 'incredibly brittle,' particularly in unfamiliar circumstances. Companies have not been required by

the federal government to prove that their robotic driving systems are safe. 'We're not holding them to any standards right now,' Cummings said, arguing that the National Highway Traffic Safety Administration should provide real supervision.

Senator Edward J. Markey (D-MA), a member of the Senate Commerce, Science and Transportation Committee stated, "If these technologies are to reap their purported safety, efficiency, and environmental benefits, we must have robust safety, cybersecurity, and privacy rules in place before these vehicles are traveling our roadways to prevent such tragedies from occurring. I'm committed to work with my Senate Colleagues on developing a comprehensive autonomous vehicle legislative package that ensures these important protections are included."

"There should be a national moratorium on all robot car testing on public roads until the complete details of this tragedy are made public and are analyzed by outside experts so we understand what went so terribly wrong," said John M. Simpson, Consumer Watchdog's Privacy and Technology Project Director. "Arizona has been the wild west of robot car testing with virtually no regulations in place. That's why Uber and Waymo test there. When there's no sheriff in town, people get killed."

"Uber simply cannot be trusted to use public roads as private laboratories without meaningful safety standards and regulations," Simpson added.

Will this incident be the catalyst for increased regulation and a slow in the growth of autonomous technologies or will it further push the need for active testing to move the technology forward? Only time will tell.

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