

2026 AUTONOMOUS TRUCKING CONFERENCE

June 24, 2026 | Holiday Inn | Fargo, ND

8:00 a.m. Opening Remarks • Denver Tolliver, Director, Upper Great Plains Transportation Institute

8:05 a.m. Keynote Address

- Michael Hampton, Assistant Administrator and Senior Policy Advisor
Federal Motor Carrier Safety Administration

8:35 a.m. Autonomous Trucking in Canada and the United States (Moderator: Denver Tolliver)

- Andrew Phillips, Transport Canada
- Rich Steiner, Gatik
- Katelyn Magney-Miller, Partners for Automated Vehicle Education (PAVE)

➡ **Session 1:** Autonomous trucking in Canada is moving from small-scale pilots to commercial deployment, driven largely by partnerships between retailers and autonomous freight technology firms, while Ontario's Automated Commercial Motor Vehicle Pilot Program provides a uniform regulatory foundation. There is much to be learned from AT operations in both countries. This panel will explore commonalities and differences in autonomous trucking between the U.S. and Canada and prospects for cross-border autonomous truck movements in the future.

9:45 a.m. Federal Framework and Multistate Operations (Moderator: Katelyn Magney-Miller)

- Katelyn Magney-Miller, PAVE
- Cory Johnson, Minnesota DOT
- Amanda Abruzzo, Arizona DOT
- Gary McCarthy, Aurora

➡ **Session 2:** While intrastate operations of autonomous trucks are gaining momentum in the United States, interstate operations are necessary before long-haul hub-to-hub traffic can expand beyond its current footprint. In order to achieve this outcome, regulations must be aligned across states and with the federal government to support widespread operations. In this session, state DOT officials and autonomous truck developers will discuss opportunities for coordination across states and how state regulatory approaches will be complemented by emerging federal regulations.

10:45 a.m. Break

11:00 a.m. Equipment Manufacturers' Plans for Producing New Autonomous Trucks

- Richard Bishop, Bishop Consulting

➡ **Session 3:** Most AT companies are working with and/or have long-term partnership agreements with original equipment manufacturers. In the near future, fully autonomous trucks will be available for purchase from OEMs, potentially leading to widespread commercial adoption. This session of the conference will focus on: (1) prospects for increased supplies of ATs in the future resulting from collaborations between OEMs and autonomous truck developers, and (2) the integration of autonomous trucks into product lines and fleet inventories.

11:45 a.m. Lunch (provided)

12:45 p.m. Inspection and Safety Enforcement (Moderator: Brenda Lantz)

- John Sova, Commercial Vehicle Safety Alliance
- Richard Russell, Torc Robotics

➡ **Session 4:** Enhanced safety inspections for autonomous trucks ensure that these driverless vehicles meet regulatory requirements, maintain safe operations, and are integrated safely into the existing freight network. In this session, a panel of safety experts will describe developments in safety enforcement and enhanced inspections in the United States and Canada and potential protocols for cross-border movements.

1:30 p.m. Middle/Last Mile Operations

- Rich Steiner, Gatik

➡ **Session 5:** Middle-mile autonomous trucking (which typically involves hub-to-hub, warehouse-to-store, or distribution center-to-distribution center routes) has become the most commercially mature segment of the autonomous freight industry in the United States. Several companies are now operating driverless trucks at scale, especially in states with favorable regulatory environments. In this session, Rich Steiner of Gatik (the leader in middle-mile logistics) will discuss developments and opportunities for growth in this sector of the industry.

2:00 p.m. Platooning

- Maynard Factor, Kratos Defense
- Eric Belford, Montana DOT

➡ **Session 6:** Platooning in highly-automated mode is being increasingly utilized in agricultural and natural resources industries. For example, leader follower platoons are being demonstrated in the Ohio/Indiana I-70 Corridor and in movements of agricultural goods in the Northern Plains and forestry products in Canada, some of which are occurring under challenging conditions (e.g., steep grades, low GPS connectivity, dust, and harsh weather). This session will look at current platooning operations in North America, advances in platooning technology, the potential for new platooning operations, and impediments to widespread deployment.

2:45 p.m. Break

3:00 p.m. Growth in Level 4 Autonomous Trucking (Moderator: Denver Tolliver)

- Richard Bishop, Bishop Consulting
- Gary McCarthy, Aurora
- Richard Russell, Torc Robotics

➡ **Session 7:** In this closing session of the conference, autonomous truck companies and industry analysts will discuss visions for business growth and new deployment opportunities, as well as remaining challenges and obstacles to growth.

4:15 p.m. Q & A

2026 Autonomous Trucking Conference
June 23-24, 2026

PRESENTER BIOS



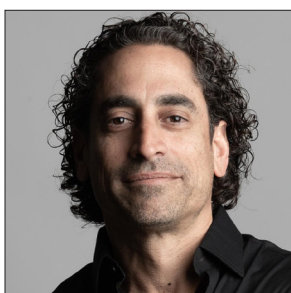
Amanda Abruzzo serves as the senior operations administrator for the Arizona Department of Transportation Motor Vehicle Division, where she manages regulatory and vehicle processing teams and leads Arizona's Connected and Automated Vehicle program. A specialist in autonomous vehicle oversight, she represents Arizona on several key committees, including the AAMVA Automated Vehicle Subcommittee and AASHTO's State CAV Community of Practice. Amanda brings more than a decade of executive leadership experience across public and private sectors. She holds a master's degree in forensic psychology from Argosy University and a bachelor's degree in justice studies from Arizona State University.



Eric Belford of the Montana Department of Transportation had a 29-year career in law enforcement, including 22 years in commercial motor vehicle enforcement. He retired as the Motor Carrier Services Enforcement major in 2018. Eric became the Commercial Vehicle Operations bureau chief at the Montana Department of Transportation in 2018 and continued in this position until October 2024, when he was promoted to administrator for the Motor Carrier Services Division. He is the current chair for the International Registration Plans Board of Directors and is past president of the National Conference of State Transportation Specialists. Eric also spent nine years on the International Fuel Tax Agreement Law Enforcement Committee and served as the committee chair.



Richard Bishop, principal, Next Generation Mobility LLC, has over 30 years of experience in the domain of intelligent, connected, and automated vehicles and how these interact with our transportation system and society, including automated cars, trucks, and robotaxis. He provides strategic consulting to automotive manufacturers, suppliers, and tech firms, as well as advising federal and state government agencies in the U.S. and abroad. He led Team Lux in the DARPA Urban Challenge and since then has "surfing the wave" of AV development, working with a wide array of automated driving system developers. Richard has published extensively on Forbes.com as well as self-publishing on Substack. Prior to establishing Bishop Consulting in 1997, Richard was program manager for Vehicle-Highway Automation at the USDOT Federal Highway Administration.



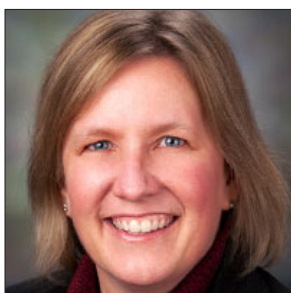
Maynard Factor is vice president of business development for Kratos Defense. He leads global sales, marketing, and new business development, while also guiding long-term strategic planning, product development, and internal R&D initiatives. With deep expertise in driverless vehicles, ground robotics, and unmanned systems, Maynard has played a key role in advancing Kratos' autonomous vehicle efforts across military and commercial markets. He holds a B.S. in electrical engineering from the University of Florida and an MBA from the University of West Florida.



Michael Hampton serves as assistant administrator and senior policy advisor for the Federal Motor Carrier Safety Administration at the U.S. Department of Transportation (USDOT). Appointed to this role in February 2025, he advises on all policy and safety related matters. Michael previously served as special assistant at the National Transportation Safety Board (NTSB) where he was the principal advisor to a board member for all policy, communications, and operational decisions. Prior to his work at the NTSB, he held policy positions in the U.S. Senate and risk advisory roles in the private sector. Michael earned a J.D. from the University of Kansas School of Law and a B.S. in finance from Kansas State University.



Cory Johnson has been the statewide Intelligent Transportation Systems (ITS) program engineer for the Minnesota Department of Transportation Office of Connected and Autonomous Vehicles (CAV-X) since February 2010. He manages the engineering group that develops, tests, and deploys new and innovative CAV and ITS systems across Minnesota. He is responsible for delivering both demonstration and full-scale operational projects that use all types of technologies to improve the transportation system user experience. In his 30 years at MnDOT, Cory has held several positions, including state research director, where he managed all aspects of MnDOT's research and implementation program as supported by MnDOT, county, and city leadership. Prior to that, he held engineering positions in Metro Water Resources, Metro Maintenance, and MnDOT's first traffic management center. Cory is a licensed MN professional engineer who received his bachelor of civil engineering degree with distinction from the University of Minnesota.



Brenda Lantz is the associate director of North Dakota State University's Upper Great Plains Transportation Institute as well as program director for the Commercial Vehicle Safety Center at UGPTI. She holds a master's degree in statistics from NDSU, and a Ph.D. in business administration, supply chain and information systems, from the Pennsylvania State University. Her research centers on improving commercial vehicle safety through data-driven analysis, technology evaluation, and policy-relevant research. She has led and contributed to numerous projects, addressing topics such as driver behavior and risk factors, roadside inspection and enforcement systems, commercial driver licensing compliance, truck parking shortages, drivers with disabilities, and the safe deployment of emerging technologies including autonomous trucking. Her work involves large-scale data analysis, survey research, system design and evaluation, and close collaboration with federal, state, tribal, academic, and industry partners. Across her career, Brenda's research has emphasized using data and analysis to create and share practical results, systems and tools, and best practices that improve safety outcomes nationwide.



Katelyn Magney-Miller is the communications director for Partners for Automated Vehicle Education (PAVE), a coalition of industry, nonprofit, and academic institutions working to educate the public about automated vehicles. In her role, Katelyn leads the development of communications, media strategies, and events for PAVE's public education and outreach programs. She also serves on the board of directors and manages marketing for Women in Automotive Technology, a diverse group of female subject matter experts who are passionate about driving advances in the automotive and new mobility industries.



Gary L. McCarthy serves as the head of First Responder Policy at Aurora, a company dedicated to the development of next-generation self-driving vehicles through powerful, independent, and robust technology. Gary brings over 25 years of experience in law enforcement to his current role, having transitioned into the autonomous vehicle field in 2020 and joining Aurora in 2021. Gary was employed by the State of Arizona, starting his service in 1994 as a police officer and subsequent promotion to assistant chief before retiring in 2020. A significant portion of his professional career was dedicated to traffic safety, encompassing the investigation of serious and fatal collisions and instructing the DRE/HGN Impaired Driving programs. Gary is also an alumnus of the Northwestern School of Police Staff and Command.



Andrew Phillips has worked in federal public service since 2007, serving in various policy functions with the Privy Council Office, Health Canada, and Transport Canada. In his current role, Andrew helps oversee Transport Canada's regulatory frameworks for imported and newly manufactured vehicles, as well as federally regulated motor carrier operations in Canada. Since 2017, Andrew has managed Transport Canada's Connected and Automated Vehicle Safety Programs team. This group is responsible for the development of guidelines and other policy tools to support the safe testing and deployment of connected and automated vehicles in Canada, working in close collaboration with a variety of domestic and international counterparts. Andrew holds a master of arts degree in political science from Simon Fraser University and a bachelor of arts degree in political science from the University of Alberta.



Alex Rudin is the group lead for autonomy policy and strategy at MITRE, where he focuses on autonomy assurance, test and evaluation, and deployment, particularly in the on-road automated driving domain. He has extensive experience deploying autonomous vehicle services from his prior work as a field engineer at May Mobility. Alex currently serves as the vice chair of the Verification and Validation Task Force under SAE's On-Road Automated Driving Committee.



Richard Russell is senior manager of first responder policy with Torc Robotics. He is a member of the Autonomous Vehicle Industry Association's Law Enforcement and First Responder Engagement Council and is a North American Transportation Management Institute certified director of safety. Richard is a Virginia State Police veteran with extensive experience as a certified roadside inspector, holding seven USDOT certifications, including transuranic/nuclear waste inspections, and conducting thousands of inspections. He contributed to the development of the Enhanced Inspection Criteria for Autonomous Vehicles in collaboration with CVSA and industry partners, and was among the inaugural class certified by CVSA, continuing to work in this field. Richard is an active participant in 20 national and state committees, study groups, and task forces (ATA, TMC, CVSA), as well as various state trucking associations; he serves as chair of the American Trucking Associations (Technology Maintenance Council) S.18's "Technician and Maintenance Shop Requirements for Automated Vehicles." He earned a bachelor's degree in criminal justice from Liberty University.



John Sova retired from the North Dakota Highway Patrol in 2023 after 21 years of law enforcement service. He served in the Motor Carrier Operations division for 16 years and as Motor Carrier Safety Assistance Program coordinator for five years. During that time John served as the Commercial Vehicle Safety Alliance Vehicle (CVSA) committee chair, CVSA Automated Driving System Workgroup vice-chair, and CVSA Level VIII Electronic Inspection ad hoc chair. John is now a roadside inspection specialist with CVSA and is the staff liaison for the Enforcement and Industry Modernization committee.



Rich Steiner is a public policy professional with 15 years' experience in the private and public sectors, focusing on advanced technologies. At Gatik, the market leader in automating regional logistics networks, Rich leads the company's legislative and regulatory affairs portfolios. Prior to Gatik, Rich spent many years in senior management with the Government of Ontario; before that he led technical consultations on behalf of energy-from-waste technology companies in the UK. Rich holds a master's degree in public policy from King's College, London.



Denver Tolliver is director of the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University as well as director of the Center for Transformative Infrastructure Preservation and Sustainability (CTIPS)—a multi-university consortium that serves as the university transportation center in federal Region 8. He has been with UGPTI since 1984, serving as associate director for nine years before being named director in 2012. During his more than 40-year career in transportation research, Denver has been awarded more than \$20 million in grant funding and has authored and co-authored more than 150 transportation research papers, including reports for federal and state agencies such as the Research and Innovative Technology Administration of the U.S. Department of Transportation, Federal Highway Administration, Federal Railroad Administration, the U.S. Army Corps of Engineers, the U.S. Department of Agriculture, the Idaho Transportation Department, the Nebraska Department of Roads, the North Dakota Department of Transportation, the Virginia Department of Transportation, and the Washington State Department of Transportation.