



Maryland Automated and Connected Vehicles Working Group

May 1, 2018

Cathie Curtis, Director, Vehicle Programs
AAMVA



American Association of
Motor Vehicle Administrators

AAMVA Mission and Vision

OUR MISSION

serve North American
motor vehicle & law enforcement agencies
to accomplish their missions

OUR VISION

safe drivers
safe vehicles
secure identities
saving lives!

- Founded in 1933, the American Association of Motor Vehicle Administrators (AAMVA) represents to Motor Vehicle Administrators of all 69 states, provinces and territories of the U.S. and Canada
- Support uniformity and reciprocity among jurisdictions



Autonomous Vehicles are a high priority for AAMVA. Established an Autonomous Vehicle Working Group in 2014.

Guiding Principles:

- Facilitating a consistent and balanced oversight approach by motor vehicle administrators to avoid inconsistent regulatory practices
- Supporting the research and development of technology which has the potential to improve traffic safety while providing mobility options for underserved populations
- Supporting the safe testing and deployment of HAVs
- Confirming the roles and responsibilities of jurisdictions and the federal government

AAMVA's Autonomous Vehicle Working Group

1. Provided significant input for the NHTSA *Automated Vehicles Policy*; Section 2 -Model State Policy - Published September 20, 2016

That input was carried forward in the NHTSA publication 2017
"A Vision for Safety 2.0"



2. Concurrent with the Model State Policy development, the Working Group completed a *Guidelines for the Regulation of Highly Automated Vehicles*, a final piece of its work. It is consistent with the work the group did with NHTSA in 2016- 2017. Anticipate publishing this report in **May 2018**.



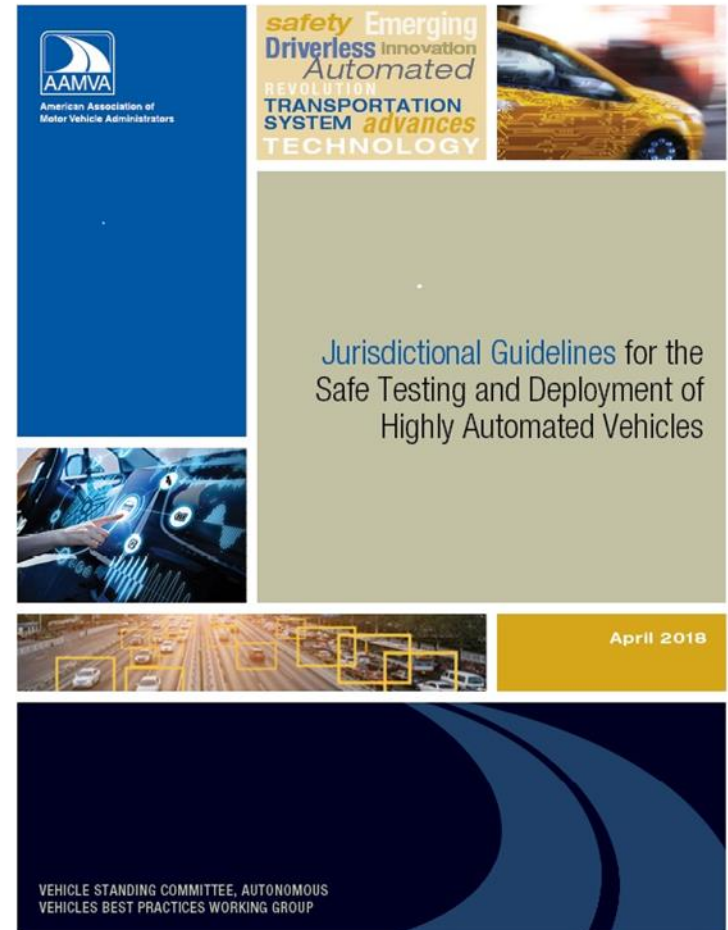
American Association of
Motor Vehicle Administrators

Autonomous Vehicles Working Group

Report: “Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles”

Purpose:

Provides voluntary recommended guidelines regarding motor vehicle administration and law enforcement for the safe testing and deployment of HAVs.





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Chapter 3 Administrative Considerations

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Appendix A Summary of recommendations to Jurisdictions

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Chapters 3 – 6 Guidelines Format

A comprehensive explanation of each topic addressed under Administration, Vehicle, Driver and Law Enforcement sections which includes:

- ✓ A discussion on the background of the issues
- ✓ Guideline for testing and/or deployed vehicles
- ✓ Benefits of implementing the guideline
- ✓ Challenges that jurisdictions may face

Chapter 3

Administrative Considerations

3.1 Administration - Recommendations for Jurisdictions

3.1.1 Identify a lead agency to manage the HAV committee and its work.



3.1.2 Establish an HAV committee.

3.1.3 The HAV committee should develop strategies for addressing testing and deployment.

3.1.4 Examine laws and regulations to address unnecessary barriers to safe testing, deployment and operation of HAVs.



3.1.5 Jurisdictions which regulate the testing of HAVs are encouraged to take necessary steps to establish statutory authority



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Chapter 4

Vehicle Credentialing Considerations

Provide Recommendations in each of these areas:

4.1 Application for Permit to test HAVs

4.2 Vehicle Registration

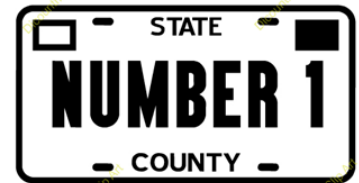
4.3 Title and Branding New and Aftermarket HAVs

4.4 License Plates

4.5 Manufacturer Certificates of Origin

4.6 Financial Responsibility

4.7 Federal Motor Vehicle Safety Standards



Chapter 5

Driver Licensing Considerations

Provide Recommendations in each of these areas:

5.1 Driver and Passenger Roles Defined

5.2 Driver License Requirements for Testing by Manufacturers and Other Entities

5.3 Driver Training for Consumers for Deployed Vehicles

5.4 HAV Driver Training for Motor Vehicle Agency Examiners, Driver Education Programs and Private Instructors

5.5 Driver License Skills Testing with Automated Vehicle Technologies

5.6 Endorsements and Restrictions for Deployed Vehicles



Chapter 6

Law Enforcement Considerations

Provide Recommendations in each of these areas:

6.1 Crash/Incident Reporting

6.2 Criminal Activity

6.3 Distracted Driving

6.4 Enforcement of Permit Conditions

6.5 Establishing Operational Responsibility and Law Enforcement Implications

6.6 First Responder Safety

6.7 Law Enforcement/First Responder Training

6.8 Vehicle Response to Emergency Vehicles, Manual Traffic Controls and Atypical Road Conditions

6.9 System Misuse and Abuse

6.10 Vehicle Identification

6.11 Adherence to Traffic Laws





Chapter 7 Next Steps

Over the next few years the Working Group members will:

- Attend conferences, seminars and other forums focused on the technology as well as public policy to advance and share their expertise.
- Provide technical assistance to jurisdictions; currently developing a technical assistance plan.
- Provide support to updating driver licensing testing standards and training for driver license examiners.
- Work closely with industry and research stakeholders, state and federal government officials and national associations supporting transportation agencies.

Out of Scope

Some of these topics will be discussed in future versions of this report.

Commercial motor vehicles, as defined by the Federal Motor Carrier Safety Regulations (FMCSRs) (390.5)	Cybersecurity
Training for MVA staff	Enabling infrastructure
Jurisdictional safety inspection programs and criteria	Economic considerations
Data privacy and security, including personal identifiable information (PII)	Environmental impacts

Conclusion

- A successful path to the safe testing and deployment of HAVs must include appropriate government oversight in coordination with strong stakeholder engagement.
- To keep this report relevant and to provide the best possible guidance to the AAMVA community, the AV WG is expected to update this report periodically.



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Thank you for your time.

Contact Information:

Cathie Curtis, Director of Vehicle Programs
ccurtis@aamva.org

207-395-4100