CSG Policy Academy

Autonomous and Connected Vehicles

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AAMVA
1. What is the American Association of Motor Vehicle Administrators (AAMVA)?

2. What is AAMVA doing to help our members prepare for Highly Automated Vehicles?

3. What is the NHTSA Automated Vehicle Policy and the Model State Policy?
1. What is AAMVA and who are the members?
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.

Charge: **uniformity and reciprocity** among the jurisdictions.

Operates many computer systems such as NMVTIS and CDLIS.

AAMVA Board of Directors

Driver Committee
- Working Group
- Working Group

Law Enforcement Committee
- Working Group
- Working Group

Vehicle Committee
- Working Group
- Working Group

Autonomous Vehicle Working Group
3. What is AAMVA doing to help prepare members for these vehicles?
1. Autonomous Vehicle Information Sharing Group and Library

AV Information Sharing Group

- Established in December 2013.

- Group has held conference calls monthly to review state laws, studies, news articles and other relevant material.

- Started with about 20 people participating and has grown to 60 to 80 people. Representing jurisdictions, federal government and industry partners.

AV Information Library on AAMVA’s website to store information on AVs.

http://www.aamva.org/Autonomous-Vehicle-information-Library/
The AVWG The Working Group established fall 2014
• consists of 16 jurisdictional members, 2 Canadian reps, NHTSA and AAMVA staff
• NHTSA funded project for first 2 years
Three sub-groups focusing on issues impacting:
• Drivers: Licensing & Testing;
• Vehicles: Titling & Registration; and
• Law Enforcement: Concerns & Challenges
1. Provided significant input for the NHTSA Model State Policy - Published September 20, 2016

2. Concurrent with the Model State Policy development, the Working Group will complete *Guidelines for the Regulation of Highly Automated Vehicles*, a final piece of its work in support of the Model State Policy. Anticipated December 2017 or January 2018
3. What is the NHTSA Automated Vehicle Policy?
Published September 2016 and can be found at [www.transportation.gov/AV](http://www.transportation.gov/AV)

**Section 1 – Vehicle Performance Guidance for Automated Vehicles**
(outlines best practices for safe pre-deployment development and testing prior to commercial sale; sets USDOT expectations of industry).

The Guidance includes a **15-Point Safety Assessment** to set clear expectations for manufacturers developing and deploying automated vehicle technologies.
Section 2 – Model State Policy
Recognizes states’ sovereignty while encouraging a consistent national framework rather than a patchwork of inconsistent laws. References partnership with AAMVA.

✓ Federal Responsibilities
✓ State Responsibilities
✓ The Model State Policy
Federal responsibilities include:

- Setting safety standards for new motor vehicles and motor vehicle equipment; Enforcing compliance with the safety standards;
- Investigating and managing the recall and remedy of non-compliances and safety-related motor vehicle defects on a nationwide basis;
- Communicating with and educating the public about motor vehicle safety issues; and
- When necessary, issuing guidance to achieve national safety goals.
State responsibilities include:

- Licensing (human) drivers and registering motor vehicles in their jurisdictions;
- Enacting and enforcing traffic laws and regulations;
- Conducting safety inspections, when States choose to do so; and
- Regulating motor vehicle insurance and liability.
Model framework - covers 10 areas:

1. Administrative structure and processes that States can set up to administer requirements regarding the use of public roads for HAV testing and deployment in their States;

2. Application by manufacturers or other entities to test HAVs on public roads;

3. Jurisdictional permission to test;

4. Testing by the manufacturer or other entities;
Model framework areas covered (continued)

5. Drivers of deployed vehicles;

6. Registration and titling of deployed vehicles;

7. Law enforcement considerations; and

8. Liability and insurance

9. NHTSA’s Enforcement Authority

10. Next Steps – more input; additional updates
Section 3 – NHTSA’s Current Regulatory Tools (being expanded to include streamlined review and exemption request processes).

Section 4 – New Tools and Authorities (Identifies potential new tools, authorities and regulatory structure to enable safe and expeditious deployment of new technologies).
Federal Automated Vehicles Policy

NHTSA’s Next Steps:

- Public Comment
- Public Workshop
- Stakeholder Engagement
- Living Document

- Updated as needed
Panel Discussion:

Areas of Jurisdiction for States
Deeper dive into the Model State Policy
1. Administration
2. Testing
3. Title and Registration
4. Driver Licensing
• For states that wish to regulate procedures and conditions for testing, deployment and operation of HAVs.

• Create sufficient consistency of laws and policies to avoid a patchwork of inconsistent laws that could impede innovation and the widespread distribution of safety enhancing automated vehicles technologies.
1. Administration

• Identify a lead agency responsible (DMV, DOT State Police, etc.)

• Create a Highly Automated Vehicle Committee that includes representatives:

  ➢ State agencies DMV, DOT, State Police, Highway Safety Office, OIT, Insurance regulation, toll and transit authorities and the agency representing the aging and disabled.

  ➢ Governor's office, Legislators, and local government agencies
Committee should consult as appropriate with:

- Industry
- Research Institutes
- Groups representing pedestrians, bicyclists, consumers
- and other interested parties
Support the safe testing, deployment and operation of Highly Automated Vehicles

- Understand the HAV technology
- Understand impact on highway safety, highway safety programs, infrastructure, enforcement, traffic laws, economic development and the general public
- Develop a state strategy for addressing manufacture’s testing on public roadways
- Review current state statutes; draft proposed legislation
- Provide a forum for communication, guidance and resources related to the evolution of HAVs
- Monitor federal activities; comment on federal polices and reports
Lead agency - develop an internal process for addressing testing by manufacturers or other entities.

Create an application to test that:

- Identifies the testing entity
- Identifies each vehicle that will be used
- Identifies driver/operators and their driver’s license information
- Includes a safety plan and a testing plan
- Surety bond or proof of self insurance for no less than 5 million dollars.
- Summary of training the drivers/operators have received
Lead Agency:

- Review application and consults with the state law enforcement agency
- Communicate with State HAV committee
- When satisfied, issue letter of authorization to test and vehicle specific permits; may chose to add certain restrictions or limitations;
- May want the ability to suspend for just cause
- May want to require periodic renewal
- Test vehicles should be properly registered and titled
Manufacturer responsibility for:

- Complying with federal, state and local laws
- Ensuring the test vehicle is operated solely by licensed operators that have had a background check, and have been designated on the application and properly trained
- Report crashes in accordance with state law
Deployment refers to the use of HAV by members of the public who are not employees or agents of research, manufactures or other entities.

Several issues related to driver licensing and vehicle registration and titling will need to be addressed in the future.
Registration and title record and database should indicate that it is a highly automated vehicle.

- Law Enforcement may need to know when stopping a vehicle.

- Consumers should know what technology is on a used vehicle and when it was added; may have been after manufacture.

- New federal labeling may be needed.
New Drivers - Driver education, training and testing

• Experienced Drivers – how and when will they learn to use the new technology and understand its limitations. Buying or renting a HAV.

• At what point and for what vehicles will a license no longer be required?

• Need to consider the roles of driver vs operator vs occupant

• Rules of the Road/Traffic laws will need to be amended
NCHRP 20-102(07) Implications of Automation for Motor Vehicle Codes:

**OBJECTIVE:** to provide state departments of transportation (DOTs) and motor vehicle departments with guidance and resources to assist with the legal changes that will be needed from the roll out of connected and automated vehicles.

A project to watch, more information will be available in the future. Anticipate report to be available in summer 2018.
Conclusion

There is much to learn.

- Careful consideration must be given to support the technology yet maintain (and hopefully) improve safe transportation.

- Many laws, policies and procedures will need to be reconsidered, amended and implemented over time.

- There is a great collaborative effort among state officials and the entities that support them.
More AAMVA Collaboration

National Highway Traffic Safety Administration

Uniform Law Commission
Questions?

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