

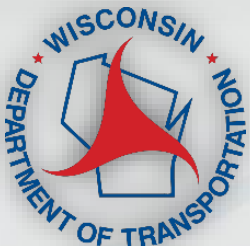
Recommended Guidelines for Testing and Licensure

Kristina Boardman

Wisconsin DMV Administrator

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Highly Automated Vehicles

DMV Impacts

- Administrative Considerations
- Vehicle Credentialing
- Driver Licensing
- Coordinative Role with other States

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Cooperative Guidelines/Best Practices

- U.S. DOT recognizes the role of states in developing procedures and conditions for operation of automated vehicles on public roadways
- NHTSA and AAMVA have a collaborative relationship on Model State Policies.
- AAMVA Autonomous Vehicles Best Practices Working Group published guidelines in May 2018

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Administrative Considerations

- Establish an ongoing HAV committee, managed by a lead agency
- Examine laws and regulations to address unnecessary barriers to safe testing, deployment and operation of HAVs
- Develop strategies for addressing testing and deployment
- Establish statutory authority and use NHTSA's guidance to frame the regulations
- Create a forum for ongoing information sharing in Wisconsin

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Guidelines for Testing Vehicles

- Require manufacturers/other entities to apply for and be issued vehicle specific permits prior to testing
- Ensure the permit provides essential information for the state, but does not create unnecessary barriers
- Require test permit for vehicle registration (new and renewal)
- Require test registration permits be carried in the vehicle while on public roadways.
- Permit information should be available electronically to law enforcement

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Vehicle Credentialing

- Establish a field on the registration credential/record indicating HAV capacity (Level 3, 4 or 5)
- Include HAV title brand with the vehicle record, and report to NMVTIS for reference to other jurisdictions
- Brands should be required for manufacturer or after-market HAV functionality
- Special plates for HAVs not recommended – record/title branding only
- Require FMVSS/CMVSS compliance or exemption

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Driver Licensing Considerations

TRAINING

- Require Test Drivers to receive training and instruction related to, but not limited to, the capabilities and limitations of the vehicle.
- Training documentation should be maintained by state.
- When testing without human driver, require a Test Driver to be capable of assuming control of vehicle operation

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Driver Licensing Considerations

TRAINING

- Promote driver training for consumers of deployed vehicles – encourage manufacturers/dealers to offer minimum requirements beyond the owner's manual
- Provide training to DMV Examiners on vehicle technologies – including HAV functionality
- Establish Driver Education standards for HAVs

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Driver Licensing Considerations

TESTING

- **Safety Critical** Technologies (warning and assist systems)
- **Convenience** Technologies (park assist, auto cruise control)

- Driver skills testing should allow safety critical technology – but not convenience technology. Applicant should be required to demonstrate the ability to park, rather than rely on technology.

Highly Automated Vehicles Driver Licensing Considerations

ENDORSEMENTS and RESTRICTIONS

- At this point in time, driver license endorsements or restrictions should NOT be established
- Don't restrict license to vehicle tested in – but ensure licensed driver is prepared and capable of taking full control of all tasks
- Don't impose new operation requirements on Level 4 and 5 vehicles (license holders, sobriety, clean driver history, etc.)

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Coordinative Role with Other States

- Recommendations discussed are voluntary
- DMV records are shared across jurisdiction lines to make titling and licensing decisions on a daily basis. Adopting a consistent approach will help in making these decisions.
- DMV systems can be a records clearinghouse for state HAV operations, and can assist in upholding the standards that the state chooses to adopt

Recommended Guidelines for Testing and Licensure

CONTACT INFORMATION:

Kristina Boardman

Kristina.boardman@dot.wi.gov

(608) 261-8605

