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.
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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
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CONTACT INFORMATION:

Kristina Boardman
Kristina.boardman@dot.wi.gov
(608) 261-8605