Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles

Autonomous Vehicle Considerations for Law Enforcement

Automated Vehicles & State Law Enforcement
September 10, 2019

Brian Ursino, AAMVA, Director of Law Enforcement
The AAMVA AVWG was established in late 2014. Why???

Regulatory Inconsistency
Sub-groups formed focusing on 3 specific areas:

**Drivers:** Driver Education, Testing & Licensing

**Vehicles:** Permits, Registration and Titling

**Law Enforcement:** Considerations & Challenges
Lt. Colonel Rick Arnold, Michigan State Police
Assistant Chief Chris Childs, California Highway Patrol
Captain John Ehmsen, Colorado State Patrol
Mr. Kevin Jacobs, Florida Dept. of Highway Safety and Motor Vehicles
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AAMVA Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles

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To assist motor vehicle and law enforcement agencies seeking to address testing or deployment of highly automated vehicles in their jurisdiction.

Version 2.0 under development – Publishing Target: March 2020
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Chapter 5 Driver Licensing Considerations  
**Chapter 6 Law Enforcement Considerations**  
Chapter 7 Next Steps

There are a total of **88 recommendations**. Some are directed at the jurisdictions (65), and others at Manufacturers and Other Entities (23).
Chapter 6. Law Enforcement Considerations

6.1 Crash/Incident Reporting
6.2 Criminal Activity
6.3 Distracted Driving
6.4 Enforcement of Permit Conditions
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Version 2.0 will add subsections on Law Enforcement Interaction Plans, Protocols, and Cyber Security
Of the document’s 88 recommendations, 34 reside in

Chapter 6 – Law Enforcement Considerations
16 jurisdiction recommendations and
18 MOE recommendations

We only have time to review a few of these 34 recommendations ...
6.1.2 U.S. jurisdictions should adopt the MMUCC 5th Edition (August 2017) recommendation as soon as practicable.

MOE 6 Manufacturers should design HAVs to record vehicle behavior sensor data and the driver/vehicle interface. Law enforcement should be provided with access to this information as well as a minimum of 30-seconds of pre-crash and post-crash data for completing a proper investigation.

MOE 13 Manufacturers or other entities should design HAVs with a means of identifying when a vehicle is in automated mode to facilitate effective enforcement of distracted driving laws (i.e., so an officer knows if using a hand-held device is legal at the time of observation).
Automated Vehicle
Technical Assistance Plan

Autonomous Vehicles Best Practices Working Group

Vehicle Standing Committee

September 6, 2018
• Administered by **AAMVA** – Funded by **NHTSA**

• Offers support to jurisdictions as they advance their understanding of and develop strategies to address HAV testing and deployment

• At NO COST to jurisdiction (Thanks NHTSA!)

• Educational based (not an evaluation of a jurisdiction’s efforts)
Technical Assistance

Basic assistance could include:
✓ Presentation to an Agency or State Working Group
✓ Definition of commonly used HAV terms & SAE International’s AV taxonomy
✓ Overview of the AAMVA Guidelines

More Advanced assistance could include:
✓ Experts reviewing a jurisdiction’s current HAV laws, rules and regulations
✓ If requested by the jurisdiction, outline a plan to help key agencies progress towards implementing the AAMVA Guidelines

Basic or Advanced Technical Assistance can be provided on-site, or off-site via conference calls, web meetings, etc.
• Interested jurisdictions submit a Technical Assistance Application to AAMVA.

• AAMVA staff and/or working group member(s) will be matched with the request and will provide the requested assistance.

• After the assistance is provided, a report detailing the assistance will be completed.

• The report will be provided to AAMVA, NHTSA and the jurisdiction.
For More Info, Contact ...

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