



American Association of
Motor Vehicle Administrators



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



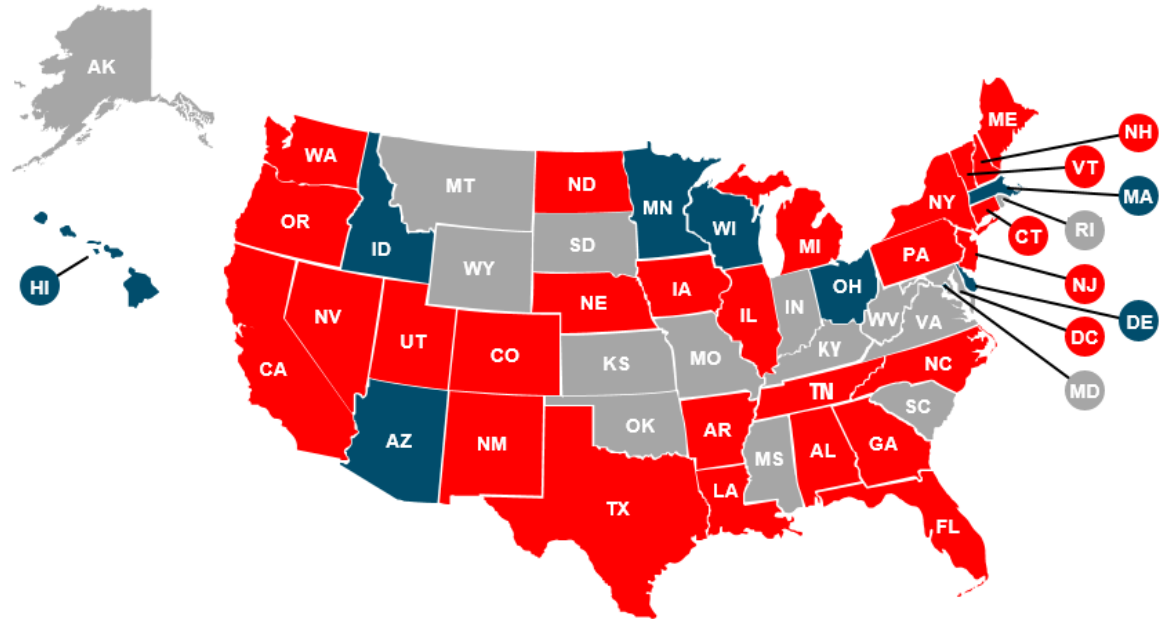
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AAMVA Autonomous Vehicles Working Group

The AAMVA AVWG
was established in
late 2014. Why??? ...

Regulatory Inconsistency

Autonomous Vehicle State Actions *August 2019*



Legend

- Adopted Legislation
- Executive Order
- None





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AAMVA Autonomous Vehicles Working Group



Sub-groups formed focusing on 3 specific areas:

Drivers: Driver Education, Testing & Licensing

Vehicles: Permits, Registration and Titling

Law Enforcement: Considerations & Challenges

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AAMVA AVWG – Law Enforcement Subgroup

Lt. Colonel Rick Arnold, Michigan State Police

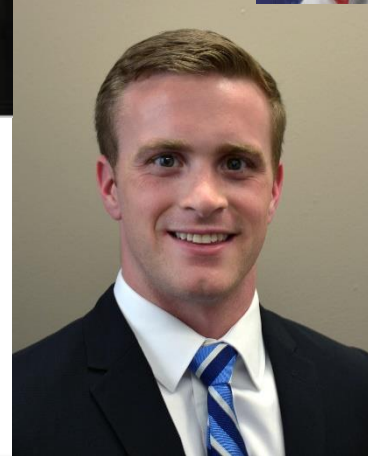
Assistant Chief Chris Childs, California Highway Patrol

Captain John Ehmsen, Colorado State Patrol

Mr. Kevin Jacobs, Florida Dept. of Highway Safety and Motor Vehicles

Staff Sergeant Terry McDonnell, New York State Police

Brian Ursino, Director of Law Enforcement, AAMVA



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AAMVA Autonomous Vehicles Working Group

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

Published in May 2018

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**

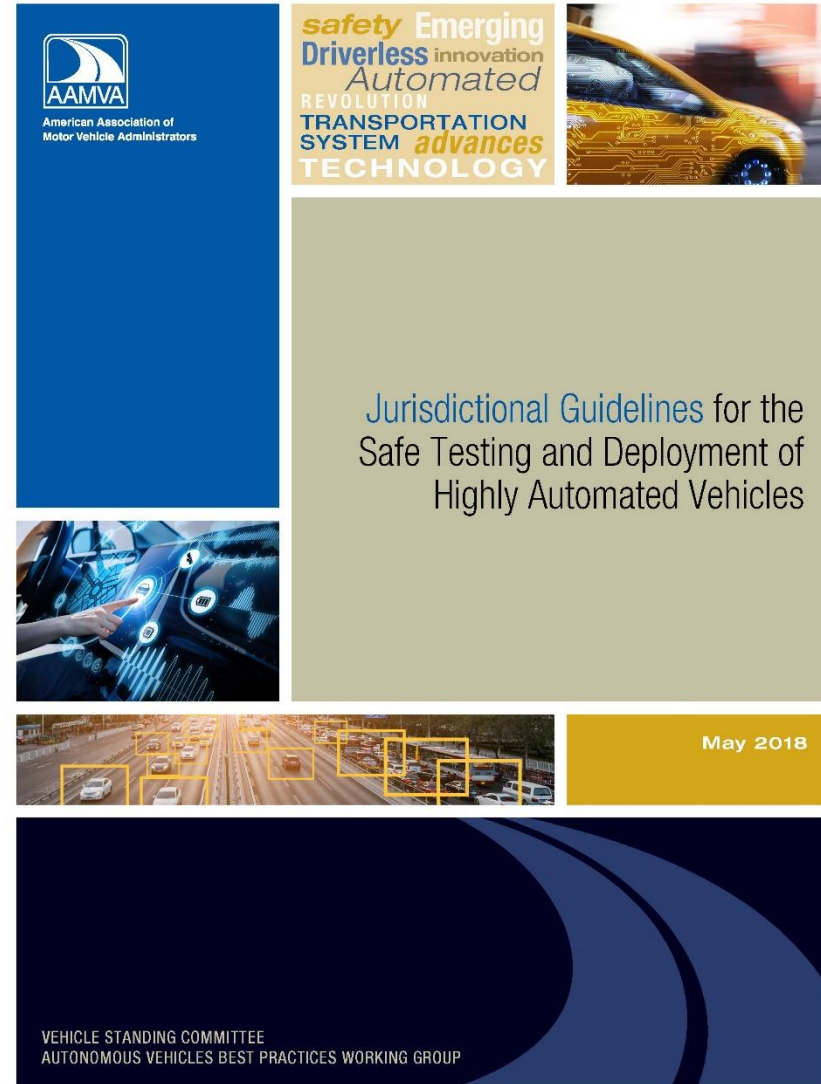




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Chapter 1 Introduction

Chapter 2 Automated Vehicles Classifications, Terms and Technologies

Chapter 3 Administrative Considerations

Chapter 4 Vehicle Credentialing Considerations

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).



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

Chapter 6. Law Enforcement Considerations

- 6.1 Crash/Incident Reporting
- 6.2 Criminal Activity
- 6.3 Distracted Driving
- 6.4 Enforcement of Permit Conditions
- 6.5 Establishing Operational Responsibility
- 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

Version 2.0 will add subsections on Law Enforcement Interaction Plans, Protocols, and Cyber Security





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

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 ...



Chapter 6 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).



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AAMVA Automated Vehicles Technical Assistance Plan

*Automated Vehicle
Technical Assistance Plan*

Autonomous Vehicles Best
Practices Working Group

Vehicle Standing
Committee

September 6, 2018

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Purpose of Technical Assistance

- 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)



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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.



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Technical Assistance

- 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.



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For More Info, Contact ...

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