AAMVA’s Autonomous Vehicles Working Group
The working group charter is to:

- Work with the AAMVA jurisdictions, law enforcement, federal agencies and other stakeholders to gather, organize and share information with the AAMVA community related to the development, design, testing, use and regulation of autonomous vehicles and other emerging vehicle technology.

- Based on the group’s research, guidelines to assist member jurisdictions in regulating autonomous vehicles will be developed

The group is funded by NHTSA through 2016.
Expected outcomes:

• Jurisdictions expand their knowledge of autonomous vehicles and related technology.
• Develop recommendations to NHTSA, jurisdictions and other stakeholders that focus on the safe testing and operation of the vehicles by the fall 2016.
The Working Group consists of:

- 16 jurisdictional members; including representatives with vehicles, driver license, law enforcement, information technology and legal expertise
- 2 Canadian jurisdictional representatives funded by CCMTA
- 3 NHTSA representatives
- 4 AAMVA staff
- Stakeholders such as automotive industry, insurance industry, and academia as advisors
Accomplishments:

• Held three face-to-face meetings so far, final meeting to be held in September 2016.

• Divided into 3 subgroups; driver, vehicle and law enforcement.

• Each subgroup identified policy issues in their area and is developing guidelines to address each of the policy areas within two realms – manufacturer testing of AV’s and Public use of AV’s. Some of, but not all, the policy issues we research are as follows:
  • Registration, titling, monitoring systems, controlled environment testing, operator vs. driver, licensing and certification, crash/incident reporting, penalties and enforcement, training, etc…
• During the first meeting we heard many presentations from experts in many areas.
• Held second meeting in September in California. Met with VW/Audi Group and Google.
• Held the third meeting in San Antonio, Texas. Worked on more fully developing the guidelines and developed a summary of the guidelines.
Guidelines will include recommendations for:

• Developing administrative processes for managing the testing of the vehicles on public roads, and recommendations regarding the deployment of AV’s to the public.

• Testing the vehicles in a consistent manner through the US (and Canada.)

• Recommendations to NHTSA to ensure consistency at a national level.
The group anticipates that guidelines will be available in 2016.

As the technology is evolving quickly, the group will also suggest ways to keep the guidelines updated on a periodic basis.
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