

TECHNICAL MEMORANDUM

TxDOT IAC – Technical Support to the CAV Task Force

DATE: March 1, 2024

TO: Zeke Reyna, TxDOT
Strategic Research Analyst, CAV

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FROM: Robert Brydia, Research Supervisor
Senior Research Scientist, Texas A&M Transportation Institute

RE: Licensing and Registration Subcommittee
February 26, 2024, Meeting Notes

Attendees:

Darran Anderson	Texas Department of Transportation
Rob Braziel	Texas Automobile Dealers Association
Robert Brydia	Texas A&M Transportation Institute
Blake Calvert	Texas Governor's Office
Stacey Chamberlin	Texas Senator Kelly Hancock
Andrea Chavez	Grace McEwan
Margaret Fowler	Texas A&M Transportation Institute
Lauren Freriks	Texas Department of Transportation
Brittney Gick	Texas A&M Transportation Institute
Erika Kemp	Texas Department of Transportation
Marc Klein	Beep
Sam Loesche	Waabi
Roland D. Luna, Sr.	Texas Department of Motor Vehicles
Sly Majid	Volkswagen Group of America
Brian Moore	Bot Auto

Anette Quintero	Texas Department of Motor Vehicles
Zeke Reyna	Texas Department of Transportation
Alan Rutter	Texas A&M Transportation Institute
Karen Steakley	Tesla Motors
Beverly Storey	Texas A&M Transportation Institute
Ed Seymour	Texas A&M Transportation Institute

I. Welcome and Introduction – Zeke Reyna, TxDOT

- We appreciate everyone’s time and participation for these meetings
- We have some exciting topics to discuss and are looking forward to your input and comments
- If there are particular legal or statutory things that the industry identifies as we go through these committee events over the next year, you will have to work those through your lobbyist or directly with the political leaders as all we can do is comment on anything that's brought forward for legislation.

II. Opening Comments – Subcommittee Chair, Roland Luna, Texas Department of Motor Vehicles

- Thanks to everyone for their participation and support
- Important for us to listen and learn from participating parties.
- At the TDMV, we license over 20,000 entities, whether it's a franchise dealer, a manufacturer, a distributor or an independent dealer. We also register annually about 26 million vehicles and there's more than nine million title transactions each year.
- When considering licensing and registration, it’s clear that emerging technologies are something we need to consistently engage with and learn about.

III. Priority Topics Presentation - TTI

- Should passenger AV services have Transportation Network Company (TNC) Licenses?
 - Pure TNC’s with traditional human drivers have a very clear business model and for those looking for commercial applications for the technology and understanding that ride hailing could be an application, we are kind of competing on 2 fronts:
 - Validating that the technology does what we intended
 - Insist upon a mechanism to safely and effectively move people through a ride hailing service that we may commercialize in the future
 - We have an opportunity to be incremental in developing things like special purpose vehicles that support riders with different ambulatory needs.
 - Explore the needs of AV passengers and how that might be supported by and differ from existing regulations. (TTI focus)
 - Stay interested in what is going on in other states around the nation
 - Do they have something similar to this?
 - What has, and hasn’t worked?

- Summary of activities going on
 - Are there requirements from federal agencies that are superseded by, or supported by the states?
 - American Automobile Motor Vehicle Administrators (AAMVA) – produced a white paper regarding the state of autonomous vehicles. Committees are comprised of double-digit jurisdiction.
 - Reach out to AAMVA to obtain most current version of white paper and see if they plan to rewrite their position on best practices.
 - Arizona defines on-demand autonomous vehicle network and AV companies are authorized to operate pursuant to their TNC standard.
 - We can look at other states that also have active AV TNC cooperation.
- What are the legislative requirements for Texas registration, licensing, and enforcement for commercially operating AVs by type and agency responsibility?
 - For purposes of aligning expectations, can we define what the licensing and registration landscape currently look like within the departments of state?
 - In the State of Texas, regarding the DMV:
 - For a vehicle to operate on the roadway, the vehicle has to be inspected either for safety or emissions depending on one of the 17 emissions counties.
 - At the time of registration, the inspection must be in place, the driver needs to show a valid license, proof of insurance, and pay the registration fee.
 - As it relates to commercial AVs which are mostly in testing, the DMV and DPS work jointly to register and inspect.
 - For passenger vehicles, first the vehicle needs a VIN which will be used in registration
 - For some of AV entities in testing, we have worked with them regarding permitted uses. Challenges have occurred in registration with regard to how the vehicle was constructed.
 - We are able to use our existing framework to identify a path forward for these AV testing entities.
 - As of July 1, 2025, 30-day and one-trip permits for testing are being eliminated unless other requirements are met – each situation is evaluated independently:
 - ✓ It depends on your business model
 - ✓ It depends on whether or not the vehicle has a VIN
 - ✓ It depends on the operation and purpose of the vehicle
 - Would be good to have a break-down including:
 - What requirements are for registration, licensing, and enforcement?
 - Who is responsible for what?
 - Develop understanding for those currently operating in Texas and for those interested in doing business here
 - Include first Long-Term Topic: What are the responsibilities of the regulator entities and what challenges to they face?
 - Assemble and get vetted by DMV and DPS

- Regarding titling side of things, specifically for companies with large fleets of vehicles, what is process of getting AVs titled in Texas
 - Are there things we need to consider?
 - DMV wants to be involved early in process with any entity seeking titling, registration and licensing and understanding their business operations.
 - Consider current DMV information as resource for Texas entities to gain guidance.
 - Set up meeting between DMV and TTI to gather vetted information
 - DMV divisions that can provide guidance and understanding:
 - Registration Division
 - Licensing Division
 - Motor Carrier Division

IV. Next Steps

- We will start gathering information regarding today's discussion
- If you think of anything further that you would like to add to this discussion, please feel free to reach out
- We are looking to have some published documents by this fall to share on our website for our stakeholders

V. Future Meeting Scheduling

- Our desire is to bring subcommittee together on a monthly basis to consider what else we need to address and what information do we need to gather to accomplish our goals
- We will identify and send out a set of meeting dates and know that not everyone can attend every meeting
- We anticipate having a Full Task Force meeting in mid-May and another in the Fall, possibly October to wrap up the year's tasks

VI. Adjourn