TECHNICAL MEMORANDUM

TxDOT IAC – Technical Support to the CAV Task Force

DATE: July 14, 2021

TO: Zeke Reyna, TxDOT
                    Strategic Research Analyst, CAV

COPY TO: TTI_Reports@tti.tamu.edu
                    Tim Hein, Research Development Office, TTI
                    Ed Seymour, Executive Associate Agency Director, TTI
                    Robert Brydia, Senior Research Scientist, TTI

FROM: Beverly Kuhn Research Supervisor
                    Senior Research Engineer Texas A&M Transportation Institute

RE: Licensing and Registration
                    June 16, 2021, Meeting Notes

Attendees:

Alison Pascale	Audi / Volkswagen
Beverly West	Texas Department of Transportation
Brian Moen	City of Frisco
Ed Seymour	Texas A&M Transportation Institute
Darren Anderson	Texas Department of Transportation
Jordan (Alex) Payson	City of Austin
Monika Darwish	Embark
Robert Brydia	Texas A&M Transportation Institute
Sam Dreiman	ARGO AI
Shelly Mellott - Chair	Texas Department of Motor Vehicles
Sly Majid	ARGO AI
Terry Martinez	Texas Department of Transportation
Zeke Renya	Texas Department of Transportation

I.   Opening Comments/Roll Call – Zeke Reyna, TxDOT
- Welcome to next round of meetings and looking at topics for this upcoming year and possibility to expand on ideas from last year
- Roll call of members and attendees
- Introduced meeting facilitators

II.   Chair Welcoming Statement – Shelly Mellott, Texas Department of Motor Vehicles
- Shelly welcomed and thanked everyone for attending
- Grateful for opportunities developed from first round of white papers.

III.   Review of Meeting Structure – Robert Brydia
- Review of Mural Board
  - Basic overview of how meeting structured on Mural and how members of the subcommittee can interact with it.

IV.   2021 Subcommittee Opening Facilitated Discussion – Robert Brydia
- Opportunities Identified from 2020 Meetings *(comments noted)*
  - AV developers and Texas Department of Public Safety (TxDPS) could collaboratively discuss compliance with state motor vehicle equipment standards and current AV configurations, particularly for Personal Delivery Devices (PDD) and zero-occupant vehicles. TxDPS can determine how much regulatory flexibility it has to accommodate these unique AV designs.
    - *HB 3026. Scope broadened for no driver present. Still on Gov desk*
    - *PDDs and other vehicles. Regularly engage DPS and others for new challenges and considerations for next session*
    - *Some thoughts related to most companies are comfortable dealing at the Federal level for regulations as opposed to a state level. Bill may state that TX may allow for components to be removed.*
    - *What is a driverless deployment and how does it look and how would it operate?*
  - AV developers and manufacturers, Texas Division of Motor Vehicles (TxDMV), and the Texas Automobile Dealers Association could discuss how current dealer licensing/sales laws and registration rules affect the range of commercial relationships between Original Equipment Manufacturers (OEM) and AV developers.
    - *No bills made it through related to licensing and sales considerations. Are there ones that were of concern to this group to keep on the radar.*
  - If some AV developers are considering alternatives that include AV operation entirely by remote operators (rather than by onboard software that controls vehicle driving tasks), the AV industry may want to interact with applicable state agencies to determine how the current regulatory structure addresses such operations.
    - *Tele-operations (L4) may be run very differently by each company. Are we at a point to have a discussion with DPS?*

   ➤ *May need to be individual with companies to avoid disclosure of company specific information and deployment status*
   ➤ *PDD and lasts-mile issue as well as long-haul.*
- <u>P</u>otential Topics for 2021 *(comments noted)*
    - **Topic 1**: House Bill 3026: Modifying inspections for vehicles that don't have a driver - may not need steering wheel, side mirrors, rearview mirrors, etc.
        - *If the opportunity exists for a human driver to take over, then the driver must be licensed under current regulations.*
        - *Any issues related to ADAS is covered by Federal regulations*
    - **Topic 2**: Driver's licensing side of AV/CV.
        - Do you need to be licensed?
        - Do you need to be commercially licensed if it's a commercial vehicle?
        - AMVA (American Association of Motor Vehicle Administrators) working on best practices for AV's
            - ➤ *Do we cross federal standards here?*
            - ➤ *Bests practices. May be a comparison site*
            - ➤ *Developers may not want all these ideas adapted.*
            - ➤ *How would requiring licenses impact the disabled or those who cannot obtain one?*
    - **Topic 3**: Should there be some form of requirement for basic training when vehicles are bought? State mandated education / training? Endorsement to licensing? Age limits?
        - *Fleets vs. individual ownership?*
        - *Share with education committee?*
        - *For L4 are you really a passenger? Are endorsements needed? What about L3 and personal ownership?*
        - *Concern from L4 developers that public perception of ADAS vs. AVs is skewing towards consumers thinking existing solutions are higher Level than they are.*
        - *Would future driving licensing requirements in the future include ADAS?*
        - *How do we make sure driver licensing tests keep up with the technology?*
        - *Public information campaign? Partner with NHTSA? PAVE?*
    - **Topic 4**: Consistency of operation across AV platforms. Renter vs Owner?
    - **Topic 5**: What's the basic level of information you need to get in the car and drive it safely?
        - *What could/should a dealer provide? At what point does this education become necessary?*
            - ➤ *NHTSA. My car does what?*
    - Other Potential Topics
        - ***Topic 6***: *How do we handle PDDs? Deployment, checkpoints, registration, insurance, etc.?*
        - *Manufacturers direct titling*
        - *Actual driver's licensing part of the equation - Commercial and non-commercial*

- ▪ *PDD - Should they be required to register to make sure the equipment meets SB 969 and that they have the proper insurance? Right now if they partner with cities, we know to tray and look for these things but we aren't the one who approve.*

V.   Voting – Robert Brydia
- Each person gets two votes regarding interest from committee on these topics
- Next meeting, we will consider the activities on the topics of interest
- This vote does not exclude the Opportunities which we will continue to pursue, nor the idea that this excludes other pressing topics that are suggested.
- Voting Outcome:
  - 9 votes for Topic 3
  - 3 votes for Topic 5
  - 2 votes for Topic 6 (PDD's)
  - 1 vote for Topic 1

VI.   Next Steps – Zeke Reyna / Shelly Mellott
- Meet once per month
- Next meeting these topics will be broken down into more detail
- Thanks to everyone for participating

VII.   Closing Remarks – Shelly Mellott
- Look forward to making progress with next meetings.