

**State of Maine**  
**Commission on Autonomous Vehicles**  
**Meeting Minutes**

August 1, 2018  
MaineDOT HQ – Augusta

**Members**

*Present:* Parker O'Brien, Kara Aguilar, Herb Thomson, Lt. Bruce Scott, Patty Morneault, Bruce Van Note, Greg Jordan, Tom Lynch, Garry Hinkley, Frank Niles, Jonathan Rubin, Brian Parke, Briana Littlefield, Sarah Mount, Mark Lutte, Cathie Curtis

**Introductions**

**Minutes**

There were no changes to minutes from July 11, 2018 meeting of the Working Group on Highly Automated Vehicles.

**Administrative Matters**

- The committee will move forward as Maine's new ***Commission on Autonomous Vehicles***
- Bylaws drafted and discussed during meetings of the Working Group were voted on, and approved.
- Herb enumerated the membership of the Commission to date, and recapped how voting alternates would be designated. Some members will have standing alternates. Terms for state agency members will be at the pleasure of the chief executive of the appointing agency. Terms for other members will be staggered so as to avoid multiple vacancies at one time.

**Presentation**

- Cathie Curtis gave a short presentation on a recent (May 2018) publication of the American Association of Motor Vehicle Administrators (AAMVA), "Jurisdictional Guidelines for the Safe Testing and Deployment of Highly Automated Vehicles".
- Cathie will provide electronic copies of the guidelines, and it is available online.
- Short video reviewing guidelines
- Chapter 3: Most states have already established an HAV group.
- Chapter 4 covers testing of HAVs and permitting. This chapter includes recommendations not to require a 'testing license plate', and to require minimum liability insurance.
- Chapter 5 covers driver licensing. Thorough training needs to occur so that operators fully understand their vehicles' capabilities.
- Ch 6 – Law Enforcement. Jurisdictions should use 5<sup>th</sup> edition of MMUCC. Registered owner should be held responsible for safety of the vehicle (i.e., if it runs a red light)
- AAMVA is also making recommendations to manufacturers regarding vehicle design
- The Canadian equivalent of AAMVA has modified many of the AAMVA recommendations, but they are quite similar.

**Questions about the Guidance**

- Are there recommendations regarding points on a driver's record for technical failures? Not currently.
- Has thought been given to law enforcement officers being held harmless if they need to disable the vehicle? Not yet, but Cathie will take that thought back to her working group for discussion.

- Are there recommendations regarding background checks? Yes.
- How will an AV be identified? AAMVA recommends adding coding to the VIN (NHTSA), as well as some sort of visible label.

Continue Discussion: Application Process to Authorize Pilot Projects

*Survey Results, Review, Recommendations*

1. Should we have an application process?

Yes. Some states don't, but consensus is that we should.

2. Do we want to solicit pilot projects?

Not right now. Our group doesn't think this is necessarily the approach to be taking. Minnesota had paid a company to test whether and how AVs would work in the snow.

3. Do we want to set any limitations on projects (number, duration, etc.)?

"Maine may limit the number of applications" – use "may" so we can limit the number in the future. Currently, we don't want to set any limits on how many projects we will accept.

4. Who issues a permit?

Based on the statute, the Commissioner of Transportation. MaineDOT has the capabilities and is willing to create a system to track/process permits.

Other states: Some motor vehicle offices that issue permits fall under the state DOT, and others are by the DOT directly.

The Commission will make a recommendation to approve/deny to the Secretary of State, Commissioner of Public Safety, and Commissioner of Transportation, who would make final call for approval, then MaineDOT would issue the permit.

5. How do we establish that a tester has sufficient liability insurance?

Some states are using their current law, others are using \$5 million. In Maine, our minimum is \$100,000 (private/personal) so we would want to require a higher coverage.

Other issues: Does "autonomous vehicles" need to be added to Maine statute? Who should hold the certificate of insurance? Would we want Maine to hold it to ensure there is no lapse in coverage? Do we need somebody to take a closer look at the standard of liability? Will we allow self-insurance?

\$5 million appears to be a good starting place (can be modified at a later time). We may consider a scaled approach.

If a pilot is centered in a jurisdiction, make sure the municipality is included in the conversation.

**The rest of the questions were tabled until the next meeting.**

Updates Around the Table

- Larger room next time, open to the public, and advertised. Comment from general public will be added to the agenda.
- MTA "Portland Area Mainline: white paper addressed impact of CAVs and highway capacity – in the short term, may cause more congestion. This report was distributed to the Commission previously.
- Uber has suspended work in autonomous heavy trucks in favor of passenger vehicles.
- Northern New England Vehicle Adoption Survey result report distributed.

Potential Agenda Items for Next Meeting (September 5<sup>th</sup>)

City of Portland/AECOM or

Maine Long-Range Transportation Plan and CAVs

Adjourn