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TECHNICAL MEMORANDUM

TxDOT IAC – Technical Support to the CAV Task Force

DATE: December 7, 2022

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 Subcommittee
                        November 3, 2022, Meeting Notes

Attendees:

Alison Pascale	Audi
Allan Rutter	Texas A&M Transportation Institute
Beverly Kuhn	Texas A&M Transportation Institute
Beverly West	Texas Department of Transportation
Blake Calvert	Office of the Texas Governor
Brian Moen	City of Frisco
Brittney Gick	Texas A&M Transportation Institute
Ed Seymour	Texas A&M Transportation Institute
Justin Lange	
Lauren Freiks	Texas Department of Transportation
Robert Brydia	Texas A&M Transportation Institute
Servando Esparza	Tech Net
Shelly Mellott - Chair	TxDMV

| Tammy Meehan Russell | Plum Catalyst LLC |
| Zeke Renya | Texas Department of Transportation |

I. Opening Comments – Zeke Reyna, TxDOT
- Welcome and roll call of attendance

II. Chair Welcoming Statement – Shelly Mellott, Texas Department of Motor Vehicles
- Good morning! Welcome everyone, glad you're here
- Hoping to finish up this White Paper soon and move onto something else.

III. Mural Board Discussion – TTI Team
- Introduction
- Background
  - Reflect shift in OEMs and regulatory level about march towards SAW automated levels but at the practical levels it's still ADAS
  - May need to define ADS and ADAS
  - Discuss different levels of autonomous and differentiate where ADAS lies.
  - Is there some history that can be brought into the early sections? What led to these developments?
- Public Confusion about Terminology
  - Can add a bit more background on the origins of the confusion
  - Could have the table of ADS levels 1 through 5 here.
  - Table 1 is the ADAS; give examples of use cases
  - Consider reviewing tables on ADAS and ADS. Maybe combine into one.
  - For foreseeable future, personal ownership is not
  - For ADS might need to explain some of the use case. fleet rides, deliveries, freight
- Stakeholder Interviews
  - Add in a little more about what this means for the future. These might be appropriately labeled as case studies
- Interviews
  - Did we talk to other states? Any concerns that they may have?
  - Probably want to remove participant names
  - Stakeholders
    - Texas Automobile Dealers Association
      - Concern from groups on what the roll-out actually means and how they'll service
      - Focusing on wanting training opportunities
    - Automotive Service Association of Texas (ASA-Texas)
    - Texas Trucking Association
    - Audi & Partners for Automated Vehicle Education (PAVE)
    - Wejo
    - Kodiak Robotics
    - May Mobility
    - City of Arlington, Texas

- Cities may have the best opportunities for doing this type of outreach
- Minor detail. The Nissan Vehicle was an NV200. Text says Envy200
- Public perception improved as a result of this project (via surveys)
- May need to bring out some more information on the acceptance (numbers)
  - Texas Department of Licensing and Regulation
  - American Automobile Association (AAA)
- Current Perspectives and Understanding
  - May look at moving this to earlier in the paper to help with flow--before interviews.
- Automated Vehicle Technology & Human Behavior
- Public Knowledge and Perceptions of Automated Vehicle Technology
- Key Takeaways
  - Drivers need to understand the need for expertise in collision repair beyond their prior experiences with traditional repairs
  - Collaboration should go beyond the dealers
  - Hyperlink and draw reference to existing document on terminology as a point of reference for those looking for that information
  - Training needs to be up to date, adequate, informative, and can be presented in different modes of presentation for different learning types.
  - How can CAVTF help to bring training efforts for service and collision technicians to ensure transfer of knowledge
  - May be an opportunity to expand from "standard" child seat checks to ADAS vehicle technologies and learning experiences
  - After-market collision repair (entire ecosystem) needs to be integrated into education
- Conclusion
  - Look at chatroom comment
  - Cross-reference data subcommittee into the bullet regarding data
  - TxDOT will now have a checkbox on crash reporting form to indicate whether the vehicle is an AV and related information

IV. Next Steps – Zeke Reyna
- If everyone would take some time to review the White Paper and send any further questions, comments, and/or recommendations to TxDOT or the TTI team
- As we move forward in development of a Final Draft, we will send it out to follow our voting process prior to assembling the Annual Report

V. Closing Remarks – Zeke Reyna and Shelly Mellott
- Thanks to everyone for their time and participation