

**HB 4063 B STAFF MEASURE SUMMARY**

**Carrier:** Sen. Monroe

**Joint Committee On Ways and Means**

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**Action Date:** 02/28/18

**Action:** Do pass the B-Eng bill.

**Senate Vote**

**Yeas:** 10 - DeBoer, Frederick, Girod, Hansell, Johnson, Manning Jr, Monroe, President Courtney, Steiner Hayward, Thomsen

**Exc:** 2 - Roblan, Winters

**House Vote**

**Yeas:** 11 - Gomberg, Holvey, McLane, Nathanson, Noble, Rayfield, Smith G, Smith Warner, Stark, Whisnant, Williamson

**Fiscal:** Fiscal impact issued

**Revenue:** No revenue impact

**Prepared By:** Gregory Jolivette

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**WHAT THE MEASURE DOES:**

Designates the Oregon Department of Transportation (ODOT) as the lead agency for autonomous vehicle programs and policies. Establishes a 26-member Task Force on Autonomous Vehicles, and requires the task force to develop recommendations for legislation to be submitted in a report no later than September 15, 2018. ODOT is required to provide staff support to the task force.

**ISSUES DISCUSSED:**

- Size of the Task Force
- Task Force purview
- Types of autonomous vehicles covered
- Role of Task Force related to cyber security

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

The terms "automated motor vehicle" and "autonomous motor vehicle" refer to motor vehicles that utilize sensors, computers and self-control systems to sense the surrounding road environment and other vehicles on the road and navigate with limited or no human input. There has been a rise in technology that allows vehicles to perform some driver tasks; features such as automatic transmission and cruise control have been around for decades. Today there are six levels of vehicle automation: Level 0 refers to vehicles that have no automated control systems but which can issue warnings such as proximity to a road hazard; Level 1 includes features such as adaptive cruise control, parking assist with automated steering, and lane-keeping assistance; Level 2 involves the vehicle itself executing acceleration, braking and steering, where the driver is responsible for responding if automated systems fail to respond; Level 3 allows the driver to completely turn over vehicle operation within known, limited environments, again with responsibility for taking control as needed; Level 4 involves a vehicle capable of autonomous operation in all but extenuating circumstances, such as severe weather; and Level 5 requires no human attention or intervention other than setting destination and engaging the system.