

## HB 2671 STAFF MEASURE SUMMARY

### Joint Committee On Transportation

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**Prepared By:** Patrick Brennan, LPRO Analyst

**Sub-Referral To:** Joint Committee On Ways and Means

**Meeting Dates:** 4/21

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#### WHAT THE MEASURE DOES:

Permits testing of automated vehicles on highways in Oregon.

#### Detailed Summary

The measure permits the testing of highly automated vehicles on highways in this state under certain circumstances. Outlines permit application requirements. Requires specified umbrella insurance coverage for testing. Directs the Department of Transportation to adopt rules governing testing. Allows Department to grant certain exemptions for testing entities. Imposes civil penalty for testing without permit. Requires testing entities to report data on collisions and necessary disengagements. Creates an offense of testing a highly automated vehicle without a testing permit or sticker, punishable by maximum fine of \$500. Directs Department to submit report on highly automated vehicle technologies to interim transportation committees by November 15, 2032. Takes effect on 91st day following adjournment sine die.

#### FISCAL:

#### REVENUE:

#### ISSUES DISCUSSED:

#### EFFECT OF AMENDMENT:

No amendment.

#### BACKGROUND:

Motor vehicles that are capable of some level of self-operation are generally referred to as autonomous vehicles. They utilize varying levels of technology that automates certain vehicle operation or control functions, in combination with onboard remote-sensing technology such as radar, GPS, cameras, and lidar, to monitor and create a 3-D map of their environment. This can be in combination with communications connections with other vehicles or surrounding infrastructure, which is usually referred to as a "connected vehicle."

There exist six levels of autonomous vehicles:

- Stage 0: no automation, fully operated by driver, though the vehicle may have some forms of notification systems such as blind spot or lane departure warnings;
- Stage 1: full driver command with assistance from a single automated feature such as adaptive cruise control, automated braking, or lane centering;
- Stage 2: same as stage one except the vehicle features two such systems;
- Stage 3: vehicle capable of operating autonomously under certain conditions, but a human driver must actively monitor conditions and take control when alerted;
- Stage 4: vehicle is fully capable of self-operation within certain specified boundaries and does not require human driver assistance; in some cases, such vehicles do not even feature human control devices like steering wheels or pedals; often utilized in local driverless areas known as "geofenced boundaries";
- Stage 5: Fully self-driving and capable of operating with out boundaries or conditions.

The term "highly automated vehicle" refers to vehicles within Stages 4 and 5.

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*This summary has not been adopted or officially endorsed by action of the committee.*