JOINT COUNCIL OF TEAMSTERS NO. 37

Affiliated with the International Brotherhood of Teamsters

April 9, 2025
To: Joint Committee on Transportation
Attention: Co-Chair's Senator Gorsek and Representative McLain
Re: House Bill 2671

Dear Chair's, Gorsek, McLain and Committee Members,
This letter is to encourage your support for House Bill 2671.

My name is Steve Konopa, and I am the principal officer of Teamsters Local Union No. 305 in Northeast Portland. I am also the statewide Legislative Director for the Teamsters Joint Council 37. I have been a life-long advocate for working people in Oregon, specifically union members that work under a collective-bargaining agreement. The Teamsters represent thousands of truck drivers that this bill pertains to.

House Bill 2671 was initiated by our International Teamster office in Washington, DC. This legislation (in some form) has been introduced in other states such as Washington and California, which passed both their House and Senate, but didn't quite make it into law. Thirty-four (34) states currently have some form of laws governing the use of Autonomous Vehicle's (AV's).

The goal here in Oregon, for us Teamsters, is simple. Protect good paying jobs that contribute to the tax base for all Oregonians and to make it safe to travel the highways in Oregon. We are not here to stop modernization and advancement of technology. On the contrary, we embrace it if it's safe, efficient and can add to the economic well-being of this great state. But perfection of this technology has a long way to go.

In the packet I provided you with lists how dangerous A/V's can be under certain circumstances. There have been fatalities tied to the testing of these vehicles. Which poses the question, "Are we moving too fast with this technology, at the expense of safe roads"? Perhaps, however with that said this bill we are supporting is only trying to ensure safeguards to protect people, until the day comes when operators of the vehicle are no longer required or even feasible.

Mark Davison - President
1872 N.E. 162nd Avenue, Portland, Oregon 97230
Phone 503-251-2337 Fax 503-251-2303

Our House Bill 2671 focuses on vehicles of over 10,001 pounds. The A/V's would still have an operator in the co-pilot seat to take over in a moment's notice in the event of an emergency.

- The trucking industry in Oregon represents about 80% of all the communities in Oregon.
- There are over 105,170 truck drivers in Oregon with 22,690 being the tractor/trailer vehicle that this bill would address.
- These haulers pay living wages and contribute to the tax base in our state.
- Truck drivers pay income taxes that support all public services, healthcare premiums that support the healthcare industry, retirement benefits, Medicare and Medicaid taxes and it all contributes to the overall economic base.
- How will our state backfill the revenues lost from these vital services in our state by losing more and more employees to AV's and all other jobs lost to automation?

Please consider supporting House Bill 2671. We are not trying to hinder or dictate any company's ability to operate their business. We only ask that companies be held accountable and responsible for the safety and well-being of the workers that make them profitable, and the public that use the highways. The state cannot afford to lose too quickly, tax dollars for the future, and public safety has to be the main concern and not corporate dollars, because if it isn't than, many families' livelihoods will erode, and hazardous conditions on the interstate could happen, when we could have prevented it.

Thank you for your time and consideration of this important matter before you.

Sincerely,

Steve Konopa
Legislative Director
Teamsters Joint Council 37

If you have any specific questions, please do not hesitate to call me at 503-251-2305 or email steve.konopa@jcteamsters37.com

Help (https://www.oregonlegislature.gov/OLIS_help/Pages/Measures.aspx#Overview) | Staff Login (/liz/2025R1/Account/Login)

2025 Regular Session

HB 2671
(/liz/2025R1/Downloads/MeasureDocument/HB2671)

e-Subscribe
(https://public.govdelivery.com/accounts/ORLEG/subscriber/ne
topic_id=ORLEG_2025R1_HB2671) | RSS
(http://feeds.oregonlegislature.gov/rss/2025R1/Measures/HB2

Overview

At the request of:

Chief Sponsors:	Representative Ruiz, (https://www.oregonlegislature.gov/ruiz) Senator Campos (https://www.oregonlegislature.gov/campos)
Regular Sponsors:	Representative Bowman, (https://www.oregonlegislature.gov/bowman) Gamba, (https://www.oregonlegislature.gov/gamba) Nguyen D, (https://www.oregonlegislature.gov/nguyend) N (https://www.oregonlegislature.gov/nosse) Senator Gorsek, (https://www.oregonlegislature.gov/gorsel (Presession filed.)
Bill Title:	Relating to highly automated vehicles; prescribing an effective date.
Catchline/Summary:	Permits the testing of highly automated vehicles on highways of this state under certain circumstance
Chapter Number:	
Fiscal Impact:	May Have Fiscal Impact, But No Statement Yet Issued
Revenue Impact:	May Have Revenue Impact, But No Statement Yet Issued
Measure Analysis:	Staff Measure Summary / Impact Statements (/liz/2025R1/Measures/Analysis/HB2671)
Current Location:	In House Committee
Current Committee:	Joint Committee On Transportation (/liz/2025R1/Committees/JCT/Overview)
Current Subcommittee:	
Subsequent Referral(s):	Joint Committee On Ways and Means (/liz/2025R1/Committees/JWM/Overview)
Potential Conflicts of Interest/Vote Explanations:	Potential Conflicts of Interest/Vote Explanation Documents (https://www.oregonlegislature.gov/pcive/Forms/Display.aspx?View={F16B1F7B-33C4-4EA7-AA10-9D3022EE155C}&FilterField1=Session&FilterValue1=2025R1&FilterField2=Measure&FilterValue2=H

Measure History

Scheduled Events

Oregon State Legislature
Building Hours: Monday - Friday, 8:00am - 5:00pm
1-800-332-2313 | 900 Court St. NE, Salem Oregon 97301

Dexter A. Johnson
LEGISLATIVE COUNSEL

900 COURT ST NE S101
SALEM, OREGON 97301-4065
(503) 986-1243
FAX: (503) 373-1043
www.oregonlegislature.gov/lc

Open Government Impact Statement

83rd Oregon Legislative Assembly
2025 Regular Session

Measure: HB 2671

Only impacts on Original or Engrossed Versions are Considered Official

Prepared by: Dexter A. Johnson
Date: 1/17/2025

SUMMARY

Digest: The Act permits the testing of automated vehicles on highways of this state. Directs ODOT to adopt rules to carry out the Act. (Flesch Readability Score: 66.4).

Permits the testing of highly automated vehicles on highways of this state under certain circumstances. Prescribes the testing permit application requirements. Directs automated vehicle manufacturers to obtain additional umbrella liability insurance policies prior to testing. Directs the Department of Transportation to adopt rules for the testing of highly automated vehicles on the highways of this state. Permits the department to grant automated vehicle manufacturers that are testing highly automated vehicles exemptions to state equipment requirements. Imposes a civil penalty for testing a highly automated vehicle without a testing permit. Requires automated vehicle manufacturers to provide to the department reports on collisions and necessary disengagements that involve highly automated vehicles.

Creates the offense of testing a highly automated vehicle without a testing permit or sticker. Punishes by a maximum fine of $500.

Defines "testing operator" to include both an onboard operator and a remote operator of a highly automated vehicle. Requires a testing operator to monitor the operation of a test vehicle at all times and to be prepared to take control of the test vehicle if necessary. Identifies the testing operator as the operator or driver of a highly automated vehicle for purposes of certain provisions.

Exempts persons testing highly automated vehicles without an onboard operator on highways of this state from certain provisions of the Oregon Vehicle Code if the manufacturer has a valid testing permit.

Directs the department to submit a report on the performance of highly automated vehicle technologies to the interim committees of the Legislative Assembly related to transportation not later than November 15, 2032.

Takes effect on the 91st day following adjournment sine die.

NOTICE OF NO OPEN GOVERNMENT IMPACT

House Bill 2671

Sponsored by Representative RUIZ, Senator CAMPOS; Representatives BOWMAN, NGUYEN D, NOSSE, Senator GORSEK (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced. The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act permits the testing of automated vehicles on highways of this state. Directs ODOT to adopt rules to carry out the Act. (Flesch Readability Score: 66.4).

Permits the testing of highly automated vehicles on highways of this state under certain circumstances. Prescribes the testing permit application requirements. Directs automated vehicle manufacturers to obtain additional umbrella liability insurance policies prior to testing. Directs the Department of Transportation to adopt rules for the testing of highly automated vehicles on the highways of this state. Permits the department to grant automated vehicle manufacturers that are testing highly automated vehicles exemptions to state equipment requirements. Imposes a civil penalty for testing a highly automated vehicle without a testing permit. Requires automated vehicle manufacturers to provide to the department reports on collisions and necessary disengagements that involve highly automated vehicles.

Creates the offense of testing a highly automated vehicle without a testing permit or sticker. Punishes by a maximum fine of $500.

Defines "testing operator" to include both an onboard operator and a remote operator of a highly automated vehicle. Requires a testing operator to monitor the operation of a test vehicle at all times and to be prepared to take control of the test vehicle if necessary. Identifies the testing operator as the operator or driver of a highly automated vehicle for purposes of certain provisions.

Exempts persons testing highly automated vehicles without an onboard operator on highways of this state from certain provisions of the Oregon Vehicle Code if the manufacturer has a valid testing permit.

Directs the department to submit a report on the performance of highly automated vehicle technologies to the interim committees of the Legislative Assembly related to transportation not later than November 15, 2032.

Takes effect on the 91st day following adjournment sine die.

A BILL FOR AN ACT

Relating to highly automated vehicles; creating new provisions; amending ORS 192.355, 366.505, 801.026, 805.200, 806.080, 807.020 and 811.507; and prescribing an effective date.

Be It Enacted by the People of the State of Oregon:

TESTING PERMIT

SECTION 1. Sections 2 to 13 of this 2025 Act are added to and made a part of the Oregon Vehicle Code.

SECTION 2. Definitions. As used in sections 2 to 13 of this 2025 Act:

(1) "Automated driving system" means the hardware and software installed on a motor vehicle that are collectively capable of performing the dynamic driving task on a sustained basis for at least part of the motor vehicle's trip.

(2) "Automated mode" means the status of a highly automated vehicle when it is operating with the automated driving system engaged.

(3) "Automated vehicle manufacturer" means any person that builds highly automated vehicles or installs automated driving systems in motor vehicles that were not originally

NOTE: Matter in boldfaced type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in boldfaced type.

built as highly automated vehicles.

(4) "Conventional mode" means the status of a highly automated vehicle when it is under the active physical control of a natural person operating the motor vehicle with the automated driving system disengaged.

(5)(a) "Dynamic driving task" means the real-time operational and tactical functions required to operate a motor vehicle on a public highway or on premises open to the public.

(b) "Dynamic driving task" includes but is not limited to monitoring the driving environment and executing appropriate responses to objects and events.

(c) "Dynamic driving task" does not include trip planning, including decisions regarding whether, when and where to go or the route to take.

(6) "Highly automated vehicle" means a motor vehicle equipped with an automated driving system.

(7) "Minimal risk condition" means a condition to which an onboard operator, a remote operator or an automated driving system may bring a highly automated vehicle to reduce the risk of a collision when a given trip cannot or should not be completed.

(8)(a) "Onboard operator" means a natural person who is seated in a highly automated vehicle and is able to assume control of and operate the highly automated vehicle.

(b) "Onboard operator" includes a remote operator who is seated in the highly automated vehicle.

(9) "Operational design domain" means the conditions for which a highly automated vehicle is specifically designed to function, including but not limited to environmental, geographic and time-of-day restrictions, and the requisite presence or absence of certain traffic or roadway characteristics.

(10) "Remote operator" means a natural person who is not seated in a position to physically engage in-vehicle braking, accelerating, steering and transmission gear selection input devices but is able to assume control of and operate the highly automated vehicle remotely.

(11) "Testing operator" means an onboard operator or a remote operator of a test vehicle, whether the vehicle is in automated mode or conventional mode.

(12) "Test vehicle" means a highly automated vehicle that is undergoing testing described in section 4 of this 2025 Act.

SECTION 3. Levels of driving automation. The Department of Transportation, by rule, taking into consideration the recommendations in the Society of Automotive Engineers' "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, Standard J3016," April 2021 Edition, shall define the driving automation levels of automated driving systems.

SECTION 4. Testing highly automated vehicles. An automated vehicle manufacturer tests a highly automated vehicle when the manufacturer's employees, contractors or designees operate a highly automated vehicle on the highways of this state for the purpose of assessing, demonstrating or validating the capabilities of the highly automated vehicle's automated driving system.

SECTION 5. Testing permit. (1) Prior to testing highly automated vehicles, as described in section 4 of this 2025 Act, an automated vehicle manufacturer shall apply to the Department of Transportation for a testing permit.

(2) An application submitted under this section may apply to the manufacturer's testing of one or more highly automated vehicles.

(3) An application submitted under this section must:

(a) Establish, at a minimum, that:

(A) Each highly automated vehicle and automated driving system meets all requirements of section 7 of this 2025 Act; and

(B) Each highly automated vehicle will be operated only in the manner prescribed by sections 2 to 13 of this 2025 Act and any rules adopted by the department under sections 2 to 13 of this 2025 Act; and

(b) Include, at a minimum, the following:

(A) Contact information of the automated vehicle manufacturer, any other testing entity, registered agents and the facility used by the automated vehicle manufacturer.

(B) Vehicle information for each highly automated vehicle, including vehicle identification number, year, make, model, license plate number, vehicle type and driving automation level as defined by the department under section 3 of this 2025 Act.

(C) A description of the operational design domain of each highly automated vehicle and the conditions under which testing will be conducted, including the geographic testing area.

(D) Testing operator information, including name, date of birth, driver license number and the name of the state that issued the license.

(E) Information regarding the automated vehicle manufacturer's testing in any other jurisdictions.

(F) Any additional information required by the department by rule.

(4) An automated vehicle manufacturer must submit each of the following with an application submitted under this section:

(a) The testing permit fee described in subsection (5) of this section.

(b) Proof of liability insurance meeting at least the minimum financial responsibility requirements under ORS chapter 806, and an additional umbrella liability insurance policy in an amount of not less than $5 million per event.

(c) The following self-certifications:

(A) That each automated driving system is engineered to perform in all real-world conditions in which the automated vehicle manufacturer intends to test the highly automated vehicles.

(B) That each highly automated vehicle complies with all applicable Federal Motor Vehicle Safety Standards for new motor vehicles and new motor vehicle equipment or, if not, that an exemption has been granted by the National Highway Traffic Safety Administration or by provision of federal law.

(C) That each highly automated vehicle is capable of complying with all state vehicle laws or, if not, that an exemption has been granted by the department.

(D) That each highly automated vehicle is capable of complying with all state rules of the road within its operational design domain.

(E) That each highly automated vehicle has a mechanism to engage and disengage the automated driving system that is easily accessible to the testing operator.

(F) That each highly automated vehicle has an indicator inside the cabin to indicate when the automated driving system is engaged.

(G) That a testing operator will be ready to assume control or have the highly automated vehicle achieve minimal risk condition at all times.

(H) That each highly automated vehicle meets all appropriate and applicable current in-

dustry standards or policies to defend against, detect and respond to cyberattacks, unauthorized intrusions or false vehicle control commands.

(I) That each testing operator meets the requirements under section 8 of this 2025 Act.

(J) That each highly automated vehicle is capable of complying with all local rules of the road within its operational design domain.

(5)(a) A testing permit fee is $3,600 and is due when an automated vehicle manufacturer submits the testing permit application and when the automated vehicle manufacturer renews the testing permit.

(b) Each testing permit application or renewal is subject to one testing permit fee, regardless of the number of highly automated vehicles disclosed in the application or renewal.

(6)(a) The department may approve an application for and issue a testing permit under this section only if the automated vehicle manufacturer has made all of the self-certifications required under subsection (4) of this section.

(b) The department, at its discretion, may require an automated vehicle manufacturer to provide nonconfidential documents and records supporting the automated vehicle manufacturer's self-certifications required under subsection (4) of this section.

(7)(a) The department may deny an application for a testing permit under this section and may suspend, revoke or refuse to renew any testing permit issued under this section upon determining that the applicant for or holder of the testing permit has done any of the following:

(A) Used fraud or deception in attempting to obtain or in securing the testing permit.

(B) Failed to maintain the amounts and types of insurance required under subsection (4) of this section.

(C) Violated any provision of sections 2 to 13 of this 2025 Act or any rules adopted by the department implementing sections 2 to 13 of this 2025 Act.

(b) The department's denial of an application for a testing permit or suspension or revocation of, or refusal to renew, a testing permit issued under this section is subject to review in the manner prescribed under ORS chapter 183 for contested cases.

(8) Prior to making any changes to a highly automated vehicle's driving automation level, adding any testing operators or altering any testing conditions, including the geographic testing area, an automated vehicle manufacturer that has submitted an application for a testing permit under this section shall provide notice of the changes to the department and to any local government, as defined in ORS 174.116, in whose jurisdiction the manufacturer will conduct testing.

(9) A testing permit issued under this section expires two years after the date of issuance.

(10) A testing permit described in this section is in addition to and not in lieu of any other registration, title or driving privileges required to operate a vehicle on the highways of this state.

SECTION 6. Rules. (1) The Department of Transportation shall adopt rules for testing highly automated vehicles under sections 2 to 13 of this 2025 Act.

(2) The rules adopted under this section must prescribe the form and requirements for applications under section 5 of this 2025 Act.

(3) The rules adopted under this section may provide for renewal, suspension, revocation or denial of testing permits issued under section 5 of this 2025 Act.

(4) The rules adopted under this section may not establish a new class of license or endorsement for testing highly automated vehicles.

SECTION 7. Test vehicle requirements. A highly automated vehicle may be tested on the highways of this state only if all of the following requirements are met:

(1) The automated vehicle manufacturer has a valid testing permit issued under section 5 of this 2025 Act.

(2) The highly automated vehicle complies with:

(a) All applicable Federal Motor Vehicle Safety Standards for new motor vehicles and new motor vehicle equipment or, if not, an exemption has been granted by the National Highway Traffic Safety Administration or by provision of federal law; and

(b) All state vehicle laws or, if not, an exemption has been granted by the Department of Transportation.

(3) The testing operator:

(a) Meets all of the requirements under section 8 of this 2025 Act;

(b) Is monitoring the operation of the highly automated vehicle at all times and, in the event of a failure of the automated driving system or other emergency, is capable of assuming immediate control of the dynamic driving tasks as an onboard operator or as a remote operator; and

(c)(A) Is seated in the driver's seat of the highly automated vehicle if the highly automated vehicle is equipped with an automated driving system that has a driving automation system that requires a natural person to be in the vehicle and prepared to respond if the vehicle requests that the person intervene; or

(B) Is seated in the driver's seat of the highly automated vehicle if the vehicle has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds.

(4) The highly automated vehicle is equipped with all of the following:

(a) A mechanism to engage the automated driving system that is easily accessible to the testing operator.

(b) Multiple different mechanisms to disengage the automated driving system that are easily assessible to the testing operator and inform the testing operator that the automated driving system is disengaged.

(c) An indicator that informs the testing operator when the automated driving system is engaged.

(d) A system to preserve and store data from a crash or similar event in a manner and for a length of time defined by the department by rule.

(e) A failure alert system that:

(A) Notifies the testing operator if a system failure is detected;

(B) Clearly indicates when the automated driving system is disengaged; and

(C) Allows the testing operator to assume immediate control of the highly automated vehicle, or to have the vehicle achieve minimal risk condition, at all times.

(f) A system to bring the highly automated vehicle to a complete stop if the testing operator does not or is unable to assume control of the vehicle.

SECTION 8. Testing operators. (1) A person may be a testing operator only if the person:

(a) Is a natural person;

(b) Is an employee, contractor or other designee of an automated vehicle manufacturer;

(c) Has passed a criminal background check; and

(d) Meets any other requirements established by the Department of Transportation by rule.

(2)(a) A person may not be a testing operator if the person has been convicted of a traffic crime or violation, or entered into a diversion program for a traffic crime or violation, within a period of time prescribed by the department by rule.

(b) The department, by rule, shall identify the traffic crimes and violations that disqualify a person from becoming a testing operator. Disqualifying traffic crimes or violations under this subsection may not include parking or pedestrian offenses or bicycling offenses, exclusive of a conviction, or entry into a diversion program, for driving under the influence of intoxicants.

(3) A testing operator must possess the proper class of license or endorsement for the type of highly automated vehicle being tested.

(4) A testing operator is subject to the provisions applicable to, and has the same rights and duties as, the operator of any other motor vehicle operating on the highways of this state except:

(a) Those provisions that by their very nature can have no application.

(b) When otherwise specifically provided under the Oregon Vehicle Code.

SECTION 9. Manufacturer reporting requirements. (1) As used in this section:

(a) "Necessary disengagement" means a deactivation of a highly automated vehicle's automated driving system while on a public way in this state due to:

(A) A need for human intervention; or

(B) The automated driving system no longer being able to perform dynamic driving tasks.

(b) "Traffic citation" does not include a citation related to parking, except for a citation for parking in a manner that obstructs public transportation.

(c) "Vehicle immobilization" means an unintended stop on a public way due to an automated driving system no longer being able to perform dynamic driving tasks.

(2)(a) An automated vehicle manufacturer shall provide to the Department of Transportation a report on any collision that:

(A) Involves a highly automated vehicle of the automated vehicle manufacturer if, at the time of collision, the highly automated vehicle was in automated mode on a public way in this state.

(B) Involves a highly automated vehicle of the automated vehicle manufacturer having a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds regardless of whether the highly automated vehicle was in automated mode or conventional mode at the time of the collision.

(b) The report required under this subsection must be provided to the department within 10 days of the collision and include:

(A) A detailed narrative of the collision;

(B) The number of people involved;

(C) A description of any death, injury or damage resulting from the collision;

(D) The road and traffic conditions at the time of the collision;

(E) Any interactions with users of the public way or obstacles present;

(F) The testing permit number for the highly automated vehicle;

(G) The vehicle identification number for the highly automated vehicle;

(H) Whether an onboard operator was present;

(I) The location of the collision;

(J) The date and time of the collision; and

(K) Any other information the automated vehicle manufacturer reported to the National Highway Traffic Safety Administration, except personal information.

(3) An automated vehicle manufacturer shall provide to the department an annual report on all necessary disengagements involving a highly automated vehicle of the automated vehicle manufacturer that occurred within the previous 12 months. The report must include for each necessary disengagement:

(a) The location where the necessary disengagement occurred;

(b) Whether an onboard operator was present;

(c) If applicable, who initiated the necessary disengagement;

(d) The weather, road and traffic conditions at the time of the necessary disengagement;

(e) A description of the facts and circumstances surrounding the necessary disengagement; and

(f) A description of what caused the necessary disengagement.

(4) An automated vehicle manufacturer shall provide to the department a quarterly report summarizing, in a tabular format, vehicle miles traveled for all highly automated vehicles of the automated vehicle manufacturer that were involved in a collision as reported under subsection (2) of this section during the previous three months. The report must include for each highly automated vehicle:

(a) The name of the automated vehicle manufacturer;

(b) The testing permit number;

(c) The vehicle identification number;

(d) The location, date and time of the collision;

(e) The total vehicle miles traveled on a public way, by county;

(f) The total vehicle miles traveled on a public way while in conventional mode;

(g) The total vehicle miles traveled on a public way while in automated mode with an onboard operator; and

(h) The total vehicle miles traveled on a public way while in automated mode without an onboard operator.

(5) An automated vehicle manufacturer shall provide to the department a quarterly report summarizing, in a tabular format, all vehicle immobilizations of a highly automated vehicle of the automated vehicle manufacturer that occurred during the previous three months. The report must include for each highly automated vehicle:

(a) The name of the automated vehicle manufacturer;

(b) The testing permit number;

(c) The vehicle identification number;

(d) The weather, road and traffic conditions at the time of the vehicle immobilization;

(e) The location, date and time of the vehicle immobilization;

(f) The duration of the vehicle immobilization;

(g) Whether the vehicle immobilization obstructed a lane for all motor vehicles, a lane for only public transportation, a bicycle lane, an intersection, railroad tracks, an emergency vehicle or an emergency scene; and

(h) A narrative description of the vehicle immobilization, including how the vehicle immobilization was resolved.

(6) An automated vehicle manufacturer shall provide to the department a quarterly report summarizing, in a tabular format, all traffic citations that were issued in this state for a highly automated vehicle of the automated vehicle manufacturer during the previous three months. The report must include for each highly automated vehicle:

(a) The name of the automated vehicle manufacturer;

(b) The testing permit number;

(c) The vehicle identification number;

(d) The state or local traffic law or regulation that was the basis of the traffic citation;

(e) The reason for the traffic citation;

(f) Any actions taken by the automated vehicle manufacturer to contest or resolve the citation;

(g) Whether an onboard operator was present at the time of the traffic citation; and

(h) Whether the highly automated vehicle was in automated mode or conventional mode at the time of the violation.

(7) A report provided to the department under this section must be written in plain language and with sufficient detail that a person without expertise in the highly automated vehicle industry can understand the report.

(8) The department shall:

(a) Maintain all reports provided to the department under this section;

(b) Within 90 days of receiving a report under this section, make publicly available on the department's website the report in a machine-readable format; and

(c) Redact, or require an automated vehicle manufacturer to redact, any information in a report under this section that is:

(A) Personal information, as defined in ORS 802.175; or

(B) A trade secret.

(9) The department may establish and assess fees to cover the costs incurred by the department in carrying out the provisions of this section.

SECTION 10. Liability of manufacturer. If an automated driving system is installed in a motor vehicle by a person other than the person that originally manufactured the motor vehicle, the person that originally manufactured the motor vehicle is not liable to any person for injury, death or damage resulting from the failure of the automated driving system.

SECTION 11. Penalties. (1) If an automated vehicle manufacturer tests a highly automated vehicle without obtaining a testing permit under section 5 of this 2025 Act, the Department of Transportation may assess a civil penalty up to $100,000 per offense.

(2) A civil penalty imposed under subsection (1) of this section may be remitted or reduced upon such terms and conditions as the department considers proper and consistent with the public health and safety.

SECTION 12. Testing a highly automated vehicle without a testing permit or sticker. (1) A person commits the offense of testing a highly automated vehicle without a testing permit or sticker if the person tests a highly automated vehicle as described in section 4 of this 2025 Act without a testing permit issued under section 5 of this 2025 Act or, if applicable, a testing permit sticker prescribed by the Department of Transportation under ORS 805.200.

(2) The offense described in this section, testing a highly automated vehicle without a testing permit or sticker, is a Class C traffic violation.

SECTION 13. Exemption to state equipment requirements. The Department of Trans-

portation may grant an automated vehicle manufacturer that is or will be testing a highly automated vehicle, as described in section 4 of this 2025 Act, an exemption to any state equipment requirements under ORS chapter 815 or 816.

SECTION 14. Driver and passenger of a highly automated vehicle. (1) As used in this section, "dynamic driving task," "highly automated vehicle" and "testing operator" have the meanings given those terms in section 2 of this 2025 Act.

(2) For the purposes of the laws of this state and any administrative rule adopted pursuant to the laws, unless the context or a specifically applicable definition requires otherwise, while a highly automated vehicle is being tested as described in section 4 of this 2025 Act:

(a) The testing operator is the driver or operator of the highly automated vehicle; and

(b) Any natural person, other than the testing operator, who is an occupant in the highly automated vehicle but who has no role in the dynamic driving task or other operation of the vehicle is a passenger.

SECTION 15. ORS 805.200 is amended to read:

805.200. (1) The Department of Transportation by rule:

(a) Shall design plates, stickers, plate and sticker combinations or other devices or indicia that distinguish government-owned vehicles registered under the provisions of ORS 805.040 from other vehicles.

(b) May design plates, stickers, plate and sticker combinations or other devices or indicia for distinguishing vehicles registered under specific provisions of the Oregon Vehicle Code other than ORS 805.040, 805.105 or 805.205. Plates designed under this paragraph shall comply with the requirements of ORS 803.535. The fees for plates or indicia described in this paragraph are provided under ORS 805.250.

(c) Shall prescribe the requirements for highly automated vehicle testing permit stickers that distinguish passenger vehicles, as defined by the department by rule, that are test vehicles, as defined in section 2 of this 2025 Act, from other passenger vehicles.

(2) Unless otherwise provided by statute or by rule of the department, indicia of registration that distinguish one kind of registration from another may not be transferred unless the new owner of the vehicle qualifies for that specific kind of registration.

(3) The department may adopt rules concerning the disposition of plates, stickers, devices or other indicia of registration upon transfer of ownership of the vehicle or when the owner or the vehicle is no longer eligible for the particular indicia. The department may cancel or revoke registration for failure to comply with rules adopted under this section.

FINANCIAL RESPONSIBILITY

SECTION 16. ORS 806.080 is amended to read:

806.080. (1) A motor vehicle liability insurance policy used to comply with financial responsibility requirements under ORS 806.060 must meet all of the following requirements:

(a) It must be a policy or part of a policy designating, by explicit description or by appropriate reference, all motor vehicles for which coverage is provided by the policy.

(b) It must insure the named insured and all other persons insured under the terms of the policy against loss from the liabilities imposed by law for damages arising out of the ownership, operation, use or maintenance of those motor vehicles by persons insured under the policy. The policy must

include in its coverage all persons who, with the consent of the named insured, use the motor vehicles insured under the policy, except for any person specifically excluded from coverage under ORS 742.450.

(c) It must provide the minimum limits of coverage required under ORS 806.070.

(2) If the motor vehicle liability insurance policy provides insurance for a highly automated vehicle, as defined in section 2 of this 2025 Act, the policy must expressly provide coverage for the testing of a highly automated vehicle under sections 2 to 13 of this 2025 Act and under any rules adopted by the Department of Transportation implementing the provisions of sections 2 to 13 of this 2025 Act.

[(2)] **(3)** The requirements for the insurance may be fulfilled by the policies of one or more insurance carriers which policies together meet such requirements.

DRIVING PRIVILEGES, DUTIES AND RULES OF THE ROAD

SECTION 17. ORS 801.026 is amended to read:

801.026. (1) Persons, motor vehicles and equipment employed or used by a public or telecommunications utility, electric cooperative or by the United States, this state or any political subdivision of this state are exempt from the provisions of the vehicle code specified in subsection (3) of this section while on a highway and working or being used to service, construct, maintain or repair the facilities of a utility.

(2) Persons, motor vehicles and equipment employed or being used in the construction or reconstruction of a street or highway are exempt from the provisions of the vehicle code specified in subsection (3) of this section if:

(a) They are within the immediate construction project as described in the governmental agency contract, if there is a contract; and

(b) The work is being done in an area that is signed in accordance with the manual adopted under ORS 810.200.

(3) Persons, motor vehicles and equipment described in subsections (1) and (2) of this section are exempt from provisions of the vehicle code relating to rules of the road as described in ORS chapter 811, except that this subsection does not apply to:

(a) Reckless driving, as defined in ORS 811.140.

(b) Driving while under the influence of intoxicants, as defined in ORS 813.010.

(c) Failure to perform the duties of a driver involved in a collision, as described in ORS 811.700 or 811.705.

(d) Criminal driving while suspended or revoked, as defined in ORS 811.182.

(e) Fleeing or attempting to elude a police officer, as defined in ORS 811.540.

(f) The provisions of ORS 811.145, 811.155, 811.170 and 811.175.

(4) Motor vehicles and equipment being used in the area and in the manner described in subsection (2) of this section are also exempt from the provisions of the vehicle code relating to vehicle size and weight to the extent set out in the governmental agency contract.

(5) Devices moved exclusively on stationary rail tracks are exempt from the vehicle code.

(6) Devices that are powered exclusively by human power are not subject to those provisions of the vehicle code that relate to vehicles. Notwithstanding this subsection, bicycles are generally subject to the vehicle code as provided under ORS 814.400.

(7)(a) Testing operators testing highly automated vehicles on the highways of this state,

as described in section 4 of this 2025 Act, without an onboard operator are exempt from the following provisions of the vehicle code if the automated vehicle manufacturer conducting the testing has a valid testing permit issued by the Department of Transportation under section 5 of this 2025 Act and the highly automated vehicle is operating within the geographic testing area described in the testing permit:

(A) Failure to post warnings for a disabled vehicle, as described in ORS 811.530.

(B) Failure to carry a license or to present a license, as described in ORS 807.570.

(C) Failure to perform the duties of a driver described in ORS 811.700, 811.705, 811.710 and 811.715.

(b) Notwithstanding the exceptions under paragraph (a)(C) of this subsection, a testing operator shall ensure that a highly automated vehicle remains at the scene of an accident described in ORS 811.700 or 811.710 until a police officer has arrived and has received the information required under ORS 811.700 or 811.710 or, if a police officer will not arrive at the scene of the accident, until the information required under ORS 811.700 or 811.710 is conveyed to the other driver or any other person who is entitled to receive the information as a result of the accident.

(c) As used in this subsection, "automated vehicle manufacturer," "highly automated vehicle," "onboard operator" and "testing operator" have the meanings given those terms in section 2 of this 2025 Act.

[*(7)*] **(8)** The exemptions in subsection (3) of this section do not apply to the persons and vehicles when traveling to or from the facilities or construction project.

SECTION 18. ORS 807.020, as amended by section 3, chapter 12, Oregon Laws 2024, is amended to read:

807.020. A person who is granted a driving privilege by this section may exercise the driving privilege described without violation of the requirements under ORS 807.010. A grant of driving privileges to operate a motor vehicle under this section is subject to suspension and revocation the same as other driving privileges granted under the vehicle code. This section is in addition to any exemptions from the vehicle code under ORS 801.026. The following persons are granted the described driving privileges:

(1) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person holds a current out-of-state license issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. To qualify under this subsection, the person must have the out-of-state license or driver permit in the person's possession. A person is not granted driving privileges under this subsection:

(a) If the person is under the minimum age required to be eligible for driving privileges under ORS 807.060;

(b) During a period of suspension or revocation by this state or any other jurisdiction of driving privileges or of the right to apply for a license or driver permit issued by this state or any other jurisdiction; or

(c) That exceed the driving privileges granted to the person by the out-of-state license or driver permit.

(2) A person who is a member of the Armed Forces of the United States or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle without an Oregon license or driver permit if the person is operating a motor vehicle in the

course of the person's duties in the Armed Forces or the National Oceanic and Atmospheric Administration.

(3) A person without a license or driver permit may operate a road roller or road machinery that is not required to be registered under the laws of this state.

(4) A person without a license or driver permit may temporarily operate, draw, move or propel a farm tractor or implement of husbandry.

(5) A person without a license or driver permit may operate a motor vehicle to demonstrate driving ability during the course of an examination administered under ORS 807.070 for the purpose of qualifying for a license or driver permit. This subsection only applies when an authorized examiner is in a seat beside the driver of the motor vehicle.

(6) Driving privileges for snowmobiles are exclusively as provided in ORS 821.150.

(7) Driving privileges for Class I all-terrain vehicles are exclusively as provided in ORS 821.170, unless a person is operating a Class I all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the Oregon Transportation Commission as open to all-terrain vehicles.

(8) Driving privileges for Class III all-terrain vehicles are exclusively as provided in ORS 821.172, unless a person is operating a Class III all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(9) Driving privileges for Class IV all-terrain vehicles are exclusively as provided in ORS 821.176, unless a person is operating a Class IV all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(10) A person without a license or driver permit may operate a golf cart in accordance with an ordinance adopted under ORS 810.070.

(11) The spouse of a member of the Armed Forces of the United States on active duty or the spouse of a member of the commissioned corps of the National Oceanic and Atmospheric Administration who is accompanying the member on assignment in this state may operate a motor vehicle if the spouse has a current out-of-state license or driver permit issued to the spouse by another state in the spouse's possession.

(12) A person who is a member of the Armed Forces of the United States on active duty or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle if the person has a current out-of-state license or driver permit in the person's possession that is issued to the person by the person's state of domicile or by the Armed Forces of the United States in a foreign country. Driving privileges described under this subsection that are granted by the Armed Forces apply only for a period of 45 days from the time the person returns to the United States.

(13) A person who does not hold a motorcycle endorsement may operate a motorcycle if the person is:

(a) Within an enclosed cab;

(b) Operating a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour; or

(c) Operating an autocycle.

(14) Except as provided in subsection (15) of this section, a person may operate a bicycle without any grant of driving privileges.

(15) A person may operate the following without any grant of driving privileges if the person is 16 years of age or older:

(a) A Class 1 electric assisted bicycle;

(b) A Class 2 electric assisted bicycle; or

(c) A Class 3 electric assisted bicycle.

(16) A person may operate a motor assisted scooter without a driver license or driver permit if the person is 16 years of age or older.

(17) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person is at least 15 years of age and has in the person's possession a current out-of-state equivalent of a Class C instruction driver permit issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. A person operating a motor vehicle under authority of this subsection has the same privileges and is subject to the same restrictions as a person operating under the authority of a Class C instruction driver permit issued as provided in ORS 807.280.

(18) A person may operate an electric personal assistive mobility device without any grant of driving privileges if the person is 16 years of age or older.

(19)(a) A person who has a valid testing permit issued under section 5 of this 2025 Act may test a highly automated vehicle, as described in section 4 of this 2025 Act.

(b) As used in this subsection, "highly automated vehicle" has the meaning given that term in section 2 of this 2025 Act.

SECTION 19. ORS 811.507 is amended to read:

811.507. (1) As used in this section:

(a)(A) "Driving" means operating a motor vehicle on a highway or premises open to the public, and while temporarily stationary because of traffic, a traffic control device or other momentary delays.

(B) "Driving" does not include when the motor vehicle has stopped in a location where it can safely remain stationary and:

(i) Is pulled over on the side of, or is pulled off, a roadway;

(ii) Is in a designated parking space; or

(iii) Is required to park in the roadway to conduct construction or utility maintenance work.

(b) "Hands-free accessory" means an attachment or built-in feature for or an addition to a mobile electronic device that gives a person the ability to keep both hands on the steering wheel at all times while using the device or requires only the minimal use of a finger, via a swipe or tap, to activate or deactivate a function of the device.

(c) "Livestock" has the meaning given that term in ORS 609.125.

(d)(A) "Mobile electronic device" means an electronic device that is not permanently installed in a motor vehicle.

(B) "Mobile electronic device" includes but is not limited to a device capable of text messaging, voice communication, entertainment, navigation, accessing the Internet or producing electronic mail.

(e) "Using a mobile electronic device" includes but is not limited to using a mobile electronic device for text messaging, voice communication, entertainment, navigation, accessing the Internet or producing electronic mail.

(2) A person commits the offense of driving a motor vehicle while using a mobile electronic device if the person, while driving a motor vehicle on a highway or premises open to the public:

(a) Holds a mobile electronic device in the person's hand; or

(b) Uses a mobile electronic device for any purpose.

(3) This section does not apply to a person:

(a) Who is employed as a commercial motor vehicle driver, or as a school bus driver, and is using a mobile electronic device within the scope of the person's employment if the use is permitted under regulations promulgated pursuant to 49 U.S.C. 31136;

(b) Who is employed as a driver of a vehicle having a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds and is using a mobile electronic device within the scope of the person's employment and as required under regulations promulgated pursuant to 49 U.S.C. 31137;

(c) Who is operating a two-way radio device that transmits radio communication transmitted by a station operating on an authorized frequency within the business, citizens' or family radio service bands in accordance with rules of the Federal Communications Commission while transporting forest products, or while operating a vehicle to assist in logging operations, within the scope of the person's employment;

(d) Who is using a two-way radio device while operating a school bus or school activity vehicle within the scope of the person's employment;

(e) Who is using a two-way radio device or operating a two-way radio device that transmits radio communication transmitted by a station operating on an authorized frequency within the business, citizens' or family radio service bands in accordance with rules of the Federal Communications Commission while operating a vehicle owned or contracted by a utility for the purpose of installing, repairing, maintaining, operating or upgrading utility service, including but not limited to natural gas, electricity, water or telecommunications, within the scope of the person's employment;

(f) Who is using a two-way radio device while operating a vehicle wider than the lane of travel, a vehicle transporting livestock or a vehicle requiring a slow-moving vehicle emblem under ORS 815.110, and the use of the device facilitates the safe operation of the vehicle; [*or*]

(g) Who is using a two-way radio device while operating a pilot or safety vehicle used to assist the safe movement of a vehicle described in paragraph (f) of this subsection, and the use of the device facilitates the safe movement of the vehicle described in paragraph (f) of this subsection[*.*]; **or**

(h) Who is a remote operator testing a highly automated vehicle as described in section 4 of this 2025 Act and using an electronic device to operate the highly automated vehicle. As used in this paragraph, "highly automated vehicle" and "remote operator" have the meanings given those terms in section 2 of this 2025 Act.

(4) It is an affirmative defense to a prosecution of a person under this section that the person:

(a) Used the mobile electronic device to communicate if the person was summoning or providing medical or other emergency help if no other person in the vehicle was capable of summoning help;

(b) Was 18 years of age or older and was using a hands-free accessory;

(c) Was driving an ambulance or emergency vehicle while acting within the scope of the person's employment;

(d) Was a police officer, firefighter or emergency medical services provider and was acting within the scope of the person's employment;

(e) Was 18 years of age or older, held a valid amateur radio operator license issued or any other license issued by the Federal Communications Commission and was operating an amateur radio;

(f) Was operating a two-way radio device that transmits radio communication transmitted by a station operating on an authorized frequency within the business, citizens' or family radio service bands in accordance with rules of the Federal Communications Commission to summon medical or other emergency help; or

(g) Was using a medical device.

(5) The offense described in this section, driving a motor vehicle while using a mobile electronic

device, is:

(a) Except as provided in paragraph (b) of this subsection, for a person's first conviction, a Class B traffic violation.

(b) For a person's first conviction, if commission of the offense contributes to an accident described in ORS 811.720, a Class A traffic violation.

(c) For a person's second conviction within a 10-year period following the date of the person's first conviction, a Class A traffic violation.

(d) For a person's third or subsequent conviction within a 10-year period preceding the date of the person's current conviction, a Class B misdemeanor.

(6) In addition to any other sentence that may be imposed, the court shall impose a minimum fine of $2,000 on a person convicted of a Class B misdemeanor under subsection (5)(d) of this section.

(7) For purposes of this section, sentences for two or more convictions that are imposed in the same sentencing proceeding are considered to be one sentence.

(8)(a) For a person's first conviction of driving a motor vehicle while using a mobile electronic device, the court may suspend the fine to be imposed under subsection (5)(a) of this section on the condition that the person, within 120 days of sentencing:

(A) Complete at the person's own expense a distracted driving avoidance course approved by the Department of Transportation under ORS 811.508; and

(B) Provide proof of completion to the court.

(b) The court may schedule a hearing to determine whether the person successfully completed the distracted driving avoidance course.

(c) If the person has successfully completed the requirements described in paragraph (a) of this subsection, the court shall enter a sentence of discharge. Notwithstanding ORS 153.021, a sentence of discharge imposed under this paragraph may not include a fine.

(d) If the person has not successfully completed the requirements described in paragraph (a) of this subsection, the court shall:

(A) Grant the person an extension based on good cause shown; or

(B) Impose the fine under subsection (5)(a) of this section.

(9) The department shall place signs on state highways to notify drivers that it is unlawful to drive a motor vehicle on the highways of this state while using a mobile electronic device and violators are subject to criminal penalties.

PUBLIC RECORDS

SECTION 20. ORS 192.355, as amended by section 13, chapter 87, Oregon Laws 2024, is amended to read:

192.355. The following public records are exempt from disclosure under ORS 192.311 to 192.478:

(1) Communications within a public body or between public bodies of an advisory nature to the extent that they cover other than purely factual materials and are preliminary to any final agency determination of policy or action. This exemption shall not apply unless the public body shows that in the particular instance the public interest in encouraging frank communication between officials and employees of public bodies clearly outweighs the public interest in disclosure.

(2)(a) Information of a personal nature such as but not limited to that kept in a personal, medical or similar file, if public disclosure would constitute an unreasonable invasion of privacy, unless the public interest by clear and convincing evidence requires disclosure in the particular instance.

The party seeking disclosure shall have the burden of showing that public disclosure would not constitute an unreasonable invasion of privacy.

(b) Images of a dead body, or parts of a dead body, that are part of a law enforcement agency investigation, if public disclosure would create an unreasonable invasion of privacy of the family of the deceased person, unless the public interest by clear and convincing evidence requires disclosure in the particular instance. The party seeking disclosure shall have the burden of showing that public disclosure would not constitute an unreasonable invasion of privacy.

(3) Upon compliance with ORS 192.363, public body employee or volunteer residential addresses, residential telephone numbers, personal cellular telephone numbers, personal electronic mail addresses, driver license numbers, employer-issued identification card numbers, emergency contact information, Social Security numbers, dates of birth and other telephone numbers contained in records maintained by the public body that is the employer or the recipient of volunteer services. This exemption:

(a) Does not apply to the addresses, dates of birth and telephone numbers of employees or volunteers who are elected officials, except that a judge or district attorney subject to election may seek to exempt the judge's or district attorney's address or telephone number, or both, under the terms of ORS 192.368;

(b) Does not apply to employees or volunteers to the extent that the party seeking disclosure shows by clear and convincing evidence that the public interest requires disclosure in a particular instance pursuant to ORS 192.363;

(c) Does not apply to a substitute teacher as defined in ORS 342.815 when requested by a professional education association of which the substitute teacher may be a member; and

(d) Does not relieve a public employer of any duty under ORS 243.650 to 243.809.

(4) Information submitted to a public body in confidence and not otherwise required by law to be submitted, where such information should reasonably be considered confidential, the public body has obliged itself in good faith not to disclose the information, and when the public interest would suffer by the disclosure.

(5) Information or records of the Department of Corrections, including the State Board of Parole and Post-Prison Supervision, to the extent that disclosure would interfere with the rehabilitation of a person in custody of the department or substantially prejudice or prevent the carrying out of the functions of the department, if the public interest in confidentiality clearly outweighs the public interest in disclosure.

(6) Records, reports and other information received or compiled by the Director of the Department of Consumer and Business Services in the administration of ORS chapters 723 and 725 not otherwise required by law to be made public, to the extent that the interests of lending institutions, their officers, employees and customers in preserving the confidentiality of such information outweighs the public interest in disclosure.

(7) Reports made to or filed with the court under ORS 137.077 or 137.530.

(8) Any public records or information the disclosure of which is prohibited by federal law or regulations.

(9)(a) Public records or information the disclosure of which is prohibited or restricted or otherwise made confidential or privileged under Oregon law.

(b) Subject to ORS 192.360, paragraph (a) of this subsection does not apply to factual information compiled in a public record when:

(A) The basis for the claim of exemption is ORS 40.225;

(B) The factual information is not prohibited from disclosure under any applicable state or federal law, regulation or court order and is not otherwise exempt from disclosure under ORS 192.311 to 192.478;

(C) The factual information was compiled by or at the direction of an attorney as part of an investigation on behalf of the public body in response to information of possible wrongdoing by the public body;

(D) The factual information was not compiled in preparation for litigation, arbitration or an administrative proceeding that was reasonably likely to be initiated or that has been initiated by or against the public body; and

(E) The holder of the privilege under ORS 40.225 has made or authorized a public statement characterizing or partially disclosing the factual information compiled by or at the attorney's direction.

(10) Public records or information described in this section, furnished by the public body originally compiling, preparing or receiving them to any other public officer or public body in connection with performance of the duties of the recipient, if the considerations originally giving rise to the confidential or exempt nature of the public records or information remain applicable.

(11) Records of the Energy Facility Siting Council concerning the review or approval of security programs pursuant to ORS 469.530.

(12) Employee and retiree address, telephone number and other nonfinancial membership records and employee financial records maintained by the Public Employees Retirement System pursuant to ORS chapters 238 and 238A or by another retirement system operated by a public body.

(13) Records of or submitted to the State Treasurer, the Oregon Investment Council or the agents of the treasurer or the council relating to active or proposed publicly traded investments under ORS chapter 293, including but not limited to records regarding the acquisition, exchange or liquidation of the investments. For the purposes of this subsection:

(a) The exemption does not apply to:

(A) Information in investment records solely related to the amount paid directly into an investment by, or returned from the investment directly to, the treasurer or council; or

(B) The identity of the entity to which the amount was paid directly or from which the amount was received directly.

(b) An investment in a publicly traded investment is no longer active when acquisition, exchange or liquidation of the investment has been concluded.

(14)(a) Records of or submitted to the State Treasurer, the Oregon Investment Council, the Oregon Growth Board or the agents of the treasurer, council or board relating to actual or proposed investments under ORS chapter 293 or 348 in a privately placed investment fund or a private asset including but not limited to records regarding the solicitation, acquisition, deployment, exchange or liquidation of the investments including but not limited to:

(A) Due diligence materials that are proprietary to an investment fund, to an asset ownership or to their respective investment vehicles.

(B) Financial statements of an investment fund, an asset ownership or their respective investment vehicles.

(C) Meeting materials of an investment fund, an asset ownership or their respective investment vehicles.

(D) Records containing information regarding the portfolio positions in which an investment fund, an asset ownership or their respective investment vehicles invest.

(E) Capital call and distribution notices of an investment fund, an asset ownership or their respective investment vehicles.

(F) Investment agreements and related documents.

(b) The exemption under this subsection does not apply to:

(A) The name, address and vintage year of each privately placed investment fund.

(B) The dollar amount of the commitment made to each privately placed investment fund since inception of the fund.

(C) The dollar amount of cash contributions made to each privately placed investment fund since inception of the fund.

(D) The dollar amount, on a fiscal year-end basis, of cash distributions received by the State Treasurer, the Oregon Investment Council, the Oregon Growth Board or the agents of the treasurer, council or board from each privately placed investment fund.

(E) The dollar amount, on a fiscal year-end basis, of the remaining value of assets in a privately placed investment fund attributable to an investment by the State Treasurer, the Oregon Investment Council, the Oregon Growth Board or the agents of the treasurer, council or board.

(F) The net internal rate of return of each privately placed investment fund since inception of the fund.

(G) The investment multiple of each privately placed investment fund since inception of the fund.

(H) The dollar amount of the total management fees and costs paid on an annual fiscal year-end basis to each privately placed investment fund.

(I) The dollar amount of cash profit received from each privately placed investment fund on a fiscal year-end basis.

(15) The monthly reports prepared and submitted under ORS 293.761 and 293.766 concerning the Public Employees Retirement Fund and the Industrial Accident Fund may be uniformly treated as exempt from disclosure for a period of up to 90 days after the end of the calendar quarter.

(16) Reports of unclaimed property filed by the holders of such property to the extent permitted by ORS 98.352.

(17)(a) The following records, communications and information submitted to the Oregon Business Development Commission, the Oregon Business Development Department, the State Department of Agriculture, the Oregon Growth Board, the Port of Portland or other ports as defined in ORS 777.005, or a county or city governing body and any board, department, commission, council or agency thereof, by applicants for investment funds, grants, loans, services or economic development moneys, support or assistance including, but not limited to, those described in ORS 285A.224:

(A) Personal financial statements.

(B) Financial statements of applicants.

(C) Customer lists.

(D) Information of an applicant pertaining to litigation to which the applicant is a party if the complaint has been filed, or if the complaint has not been filed, if the applicant shows that such litigation is reasonably likely to occur; this exemption does not apply to litigation which has been concluded, and nothing in this subparagraph shall limit any right or opportunity granted by discovery or deposition statutes to a party to litigation or potential litigation.

(E) Production, sales and cost data.

(F) Marketing strategy information that relates to applicant's plan to address specific markets and applicant's strategy regarding specific competitors.

(b) The following records, communications and information submitted to the State Department

of Energy by applicants for tax credits or for grants awarded under ORS 469B.256:

(A) Personal financial statements.

(B) Financial statements of applicants.

(C) Customer lists.

(D) Information of an applicant pertaining to litigation to which the applicant is a party if the complaint has been filed, or if the complaint has not been filed, if the applicant shows that such litigation is reasonably likely to occur; this exemption does not apply to litigation which has been concluded, and nothing in this subparagraph shall limit any right or opportunity granted by discovery or deposition statutes to a party to litigation or potential litigation.

(E) Production, sales and cost data.

(F) Marketing strategy information that relates to applicant's plan to address specific markets and applicant's strategy regarding specific competitors.

(18) Records, reports or returns submitted by private concerns or enterprises required by law to be submitted to or inspected by a governmental body to allow it to determine the amount of any transient lodging tax payable and the amounts of such tax payable or paid, to the extent that such information is in a form which would permit identification of the individual concern or enterprise. Nothing in this subsection shall limit the use which can be made of such information for regulatory purposes or its admissibility in any enforcement proceedings. The public body shall notify the taxpayer of the delinquency immediately by certified mail. However, in the event that the payment or delivery of transient lodging taxes otherwise due to a public body is delinquent by over 60 days, the public body shall disclose, upon the request of any person, the following information:

(a) The identity of the individual concern or enterprise that is delinquent over 60 days in the payment or delivery of the taxes.

(b) The period for which the taxes are delinquent.

(c) The actual, or estimated, amount of the delinquency.

(19) All information supplied by a person under ORS 151.485 for the purpose of requesting appointed counsel, and all information supplied to the court from whatever source for the purpose of verifying the financial eligibility of a person pursuant to ORS 151.485.

(20) Workers' compensation claim records of the Department of Consumer and Business Services, except in accordance with rules adopted by the Director of the Department of Consumer and Business Services, in any of the following circumstances:

(a) When necessary for insurers, self-insured employers and third party claim administrators to process workers' compensation claims.

(b) When necessary for the director, other governmental agencies of this state or the United States to carry out their duties, functions or powers.

(c) When the disclosure is made in such a manner that the disclosed information cannot be used to identify any worker who is the subject of a claim.

(d) When a worker or the worker's representative requests review of the worker's claim record.

(21) Sensitive business records or financial or commercial information of the Oregon Health and Science University that is not customarily provided to business competitors.

(22) Records of Oregon Health and Science University regarding candidates for the position of president of the university.

(23) The records of a library, including:

(a) Circulation records, showing use of specific library material by a named person;

(b) The name of a library patron together with the address or telephone number of the patron;

and

(c) The electronic mail address of a patron.

(24) The following records, communications and information obtained by the Housing and Community Services Department in connection with the department's monitoring or administration of financial assistance or of housing or other developments:

(a) Personal and corporate financial statements and information, including tax returns.

(b) Credit reports.

(c) Project appraisals, excluding appraisals obtained in the course of transactions involving an interest in real estate that is acquired, leased, rented, exchanged, transferred or otherwise disposed of as part of the project, but only after the transactions have closed and are concluded.

(d) Market studies and analyses.

(e) Articles of incorporation, partnership agreements and operating agreements.

(f) Commitment letters.

(g) Project pro forma statements.

(h) Project cost certifications and cost data.

(i) Audits.

(j) Project tenant correspondence.

(k) Personal information about a tenant.

(L) Housing assistance payments.

(25) Raster geographic information system (GIS) digital databases, provided by private forestland owners or their representatives, voluntarily and in confidence to the State Forestry Department, that is not otherwise required by law to be submitted.

(26) Sensitive business, commercial or financial information furnished to or developed by a public body engaged in the business of providing electricity or electricity services, if the information is directly related to a transaction described in ORS 261.348, or if the information is directly related to a bid, proposal or negotiations for the sale or purchase of electricity or electricity services, and disclosure of the information would cause a competitive disadvantage for the public body or its retail electricity customers. This subsection does not apply to cost-of-service studies used in the development or review of generally applicable rate schedules.

(27) Sensitive business, commercial or financial information furnished to or developed by the City of Klamath Falls, acting solely in connection with the ownership and operation of the Klamath Cogeneration Project, if the information is directly related to a transaction described in ORS 225.085 and disclosure of the information would cause a competitive disadvantage for the Klamath Cogeneration Project. This subsection does not apply to cost-of-service studies used in the development or review of generally applicable rate schedules.

(28) Personally identifiable information about customers of a municipal electric utility or a people's utility district or the names, dates of birth, driver license numbers, telephone numbers, electronic mail addresses or Social Security numbers of customers who receive water, sewer or storm drain services from a public body as defined in ORS 174.109. The utility or district may release personally identifiable information about a customer, and a public body providing water, sewer or storm drain services may release the name, date of birth, driver license number, telephone number, electronic mail address or Social Security number of a customer, if the customer consents in writing or electronically, if the disclosure is necessary for the utility, district or other public body to render services to the customer, if the disclosure is required pursuant to a court order or if the disclosure is otherwise required by federal or state law. The utility, district or other public body

may charge as appropriate for the costs of providing such information. The utility, district or other public body may make customer records available to third party credit agencies on a regular basis in connection with the establishment and management of customer accounts or in the event such accounts are delinquent.

(29) A record of the street and number of an employee's address submitted to a special district to obtain assistance in promoting an alternative to single occupant motor vehicle transportation.

(30) Sensitive business records, capital development plans or financial or commercial information of Oregon Corrections Enterprises that is not customarily provided to business competitors.

(31) Documents, materials or other information submitted to the Director of the Department of Consumer and Business Services in confidence by a state, federal, foreign or international regulatory or law enforcement agency or by the National Association of Insurance Commissioners, its affiliates or subsidiaries under ORS 86A.095 to 86A.198, 697.005 to 697.095, 697.602 to 697.842, 705.137, 717.200 to 717.320, 717.900 or 717.905, ORS chapter 59, 723, 725 or 726, the Bank Act or the Insurance Code when:

(a) The document, material or other information is received upon notice or with an understanding that it is confidential or privileged under the laws of the jurisdiction that is the source of the document, material or other information; and

(b) The director has obligated the Department of Consumer and Business Services not to disclose the document, material or other information.

(32) A county elections security plan developed and filed under ORS 254.074.

(33) Information about review or approval of programs relating to the security of:

(a) Generation, storage or conveyance of:

(A) Electricity;

(B) Gas in liquefied or gaseous form;

(C) Hazardous substances as defined in ORS 453.005 (7)(a), (b) and (d);

(D) Petroleum products;

(E) Sewage; or

(F) Water.

(b) Telecommunication systems, including cellular, wireless or radio systems.

(c) Data transmissions by whatever means provided.

(34) The information specified in ORS 25.020 (8) if the Chief Justice of the Supreme Court designates the information as confidential by rule under ORS 1.002.

(35)(a) Employer account records of the State Accident Insurance Fund Corporation.

(b) As used in this subsection, "employer account records" means all records maintained in any form that are specifically related to the account of any employer insured, previously insured or under consideration to be insured by the State Accident Insurance Fund Corporation and any information obtained or developed by the corporation in connection with providing, offering to provide or declining to provide insurance to a specific employer. "Employer account records" includes, but is not limited to, an employer's payroll records, premium payment history, payroll classifications, employee names and identification information, experience modification factors, loss experience and dividend payment history.

(c) The exemption provided by this subsection may not serve as the basis for opposition to the discovery documents in litigation pursuant to applicable rules of civil procedure.

(36)(a) Claimant files of the State Accident Insurance Fund Corporation.

(b) As used in this subsection, "claimant files" includes, but is not limited to, all records held

by the corporation pertaining to a person who has made a claim, as defined in ORS 656.005, and all records pertaining to such a claim.

(c) The exemption provided by this subsection may not serve as the basis for opposition to the discovery documents in litigation pursuant to applicable rules of civil procedure.

(37) Except as authorized by ORS 408.425, records that certify or verify an individual's discharge or other separation from military service.

(38) Records of or submitted to a domestic violence service or resource center that relate to the name or personal information of an individual who visits a center for service, including the date of service, the type of service received, referrals or contact information or personal information of a family member of the individual. As used in this subsection, "domestic violence service or resource center" means an entity, the primary purpose of which is to assist persons affected by domestic or sexual violence by providing referrals, resource information or other assistance specifically of benefit to domestic or sexual violence victims.

(39) Information reported to the Oregon Health Authority under ORS 431A.860, except as provided in ORS 431A.865 (3)(b), information disclosed by the authority under ORS 431A.865 and any information related to disclosures made by the authority under ORS 431A.865, including information identifying the recipient of the information.

(40)(a) Electronic mail addresses in the possession or custody of an agency or subdivision of the executive department, as defined in ORS 174.112, the legislative department, as defined in ORS 174.114, a local government or local service district, as defined in ORS 174.116, or a special government body, as defined in ORS 174.117.

(b) This subsection does not apply to electronic mail addresses assigned by a public body to public employees for use by the employees in the ordinary course of their employment.

(c) This subsection and ORS 244.040 do not prohibit the campaign office of the current officeholder or current candidates who have filed to run for that elective office from receiving upon request the electronic mail addresses used by the current officeholder's legislative office for newsletter distribution, except that a campaign office that receives electronic mail addresses under this paragraph may not make a further disclosure of those electronic mail addresses to any other person.

(41) Residential addresses, residential telephone numbers, personal cellular telephone numbers, personal electronic mail addresses, driver license numbers, emergency contact information, Social Security numbers, dates of birth and other telephone numbers of individuals currently or previously certified or licensed by the Department of Public Safety Standards and Training contained in the records maintained by the department.

(42) Personally identifiable information and contact information of veterans as defined in ORS 408.225 and of persons serving on active duty or as reserve members with the Armed Forces of the United States, National Guard or other reserve component that was obtained by the Department of Veterans' Affairs in the course of performing its duties and functions, including but not limited to names, residential and employment addresses, dates of birth, driver license numbers, telephone numbers, electronic mail addresses, Social Security numbers, marital status, dependents, the character of discharge from military service, military rating or rank, that the person is a veteran or has provided military service, information relating to an application for or receipt of federal or state benefits, information relating to the basis for receipt or denial of federal or state benefits and information relating to a home loan or grant application, including but not limited to financial information provided in connection with the application.

(43) Business, commercial, financial, operational and research data and information, including

but not limited to pricing, intellectual property and customer records, furnished to, developed by or generated in connection with the ownership and operation of an unmanned aerial system test range, if disclosure of the information would cause a competitive disadvantage to the test range or its users.

(44) Personally identifiable information about a child under the age of 16 years that is submitted to the State Fish and Wildlife Commission or an agent of the commission to obtain a license, tag or permit under the wildlife laws.

(45) Proprietary information subject to a nondisclosure agreement that is provided to the Oregon Broadband Office pursuant to ORS 285A.176.

(46) With respect to records held by the State Treasurer relating to unclaimed properties under ORS 98.302 to 98.436:

(a) All materials or communications received during an examination under ORS 98.412 (2) and (3), except to the extent that the information in the materials or communications appears within a report under ORS 98.412 (4) or 98.352 and the information is not otherwise exempt under ORS 98.352 (4).

(b) All materials or communications assembled or used by the state or its auditor during the preparation of a report under ORS 98.412 (4), including drafts, correspondence, working papers and other preparatory documents.

(c) Information obtained during an examination under ORS 98.412 (2) and (3) concerning an unclaimed property holder's potential liability in a state other than Oregon, even if that information is included in a report under ORS 98.412 (4) or 98.352.

(d) Information in or supporting claims to unclaimed property under ORS 98.392, except to the extent that the claimant consents to the information's disclosure.

(47) Any document, record or plan for protection relating to the existence, nature, location or function of cybersecurity devices, programs or systems designed to protect computer, information technology or communications systems against threat or attack, including but not limited to:

(a) Records pertaining to devices, programs or systems that depend for their effectiveness in whole or part upon a lack of public knowledge; and

(b) Contractual records or insurance records that set forth cybersecurity specifications, insurance application and coverage details.

(48) Sensitive business, commercial or financial information, that is not customarily provided to business competitors, that is furnished to or developed by the Oregon Prescription Drug Program in connection with purchasing prescription drugs or contracting for the services of a pharmacy benefit manager or pharmacy networks pursuant to ORS 414.312.

(49)(a) Personal information, as defined in ORS 802.175, of highly automated vehicle testing operators reported to the Department of Transportation as part of an application for a testing permit under section 5 of this 2025 Act.

(b) As used in this subsection, "highly automated vehicle" and "testing operator" have the meanings given those terms in section 2 of this 2025 Act.

PENALTIES

SECTION 21. Civil penalties under section 11 of this 2025 Act shall be imposed in the manner provided by ORS 183.745.

SECTION 22. Notwithstanding ORS 670.335, civil penalties recovered by the Department

of Transportation under section 11 of this 2025 Act shall be deposited in the State Highway Fund established under ORS 366.505.

SECTION 23. ORS 366.505 is amended to read:

366.505. (1) The State Highway Fund shall consist of:

(a) All moneys and revenues derived under and by virtue of the sale of bonds, the sale of which is authorized by law and the proceeds thereof to be dedicated to highway purposes.

(b) All moneys and revenues accruing from the licensing of motor vehicles, operators and chauffeurs.

(c) Moneys and revenues derived from any tax levied upon gasoline, distillate, liberty fuel or other volatile and inflammable liquid fuels, except moneys and revenues described in ORS 184.642 (2)(a) that become part of the Department of Transportation Operating Fund.

(d) Moneys and revenues derived from the road usage charges imposed under ORS 319.885.

(e) Moneys and revenues derived from the use tax imposed under ORS 320.410.

(f) Moneys and revenues derived from the civil penalties recovered by the Department of Transportation under section 11 of this 2025 Act.

[*(f)*] **(g)** Moneys and revenues derived from or made available by the federal government for road construction, maintenance or betterment purposes.

[*(g)*] **(h)** All moneys and revenues received from all other sources which by law are allocated or dedicated for highway purposes.

(2) The State Highway Fund shall be deemed and held as a trust fund, separate and distinct from the General Fund, and may be used only for the purposes authorized by law and is continually appropriated for such purposes.

(3) Moneys in the State Highway Fund may be invested as provided in ORS 293.701 to 293.857. All interest earnings on any of the funds designated in subsection (1) of this section shall be placed to the credit of the highway fund.

DEPARTMENT OF TRANSPORTATION REPORT

SECTION 24. The Department of Transportation shall submit a report in the manner provided by ORS 192.245 to the interim committees of the Legislative Assembly related to transportation no later than November 15, 2032. The report must include:

(1) A summary of the collisions, necessary disengagements and other relevant information that is reported to the department under section 9 of this 2025 Act;

(2) An evaluation by the department of the performance of highly automated vehicle technologies and the impact of the technologies on public safety and employment in the transportation sector; and

(3) Recommendations on legislation to maintain, modify or repeal sections 2 to 13 of this 2025 Act.

SECTION 25. Section 24 of this 2025 Act is repealed on January 2, 2033.

MISCELLANEOUS

SECTION 26. Applicability. Sections 2 to 13 and 14 of this 2025 Act and the amendments to ORS 192.355, 366.505, 801.026, 805.200, 806.080, 807.020 and 811.507 by sections 15 to 20 and 23 of this 2025 Act do not apply to a motor vehicle solely by reason that the motor vehicle

has systems for collision avoidance, electronic blind spot detection, automatic emergency braking, parking assist, adaptive cruise control, lane keeping assist, lane departure warning or other similar systems that enhance safety or assist drivers but that are not capable of operating the motor vehicle without the active control or monitoring of a human operator.

SECTION 27. Operative date. (1) Sections 2 to 13, 14, 21 and 22 of this 2025 Act and the amendments to ORS 192.355, 366.505, 801.026, 805.200, 806.080, 807.020 and 811.507 by sections 15 to 20 and 23 of this 2025 Act become operative on January 1, 2027.

(2) The Department of Transportation may take any action before the operative date specified in subsection (1) of this section that is necessary for the department to exercise, on and after the operative date specified in subsection (1) of this section, all of the duties, functions and powers conferred on the department by sections 2 to 13, 14, 21 and 22 of this 2025 Act and the amendments to ORS 192.355, 366.505, 801.026, 805.200, 806.080, 807.020 and 811.507 by sections 15 to 20 and 23 of this 2025 Act.

SECTION 28. Captions. The unit and section captions used in this 2025 Act are provided only for the convenience of the reader and do not become part of the statutory law of this state or express any legislative intent in the enactment of this 2025 Act.

SECTION 29. Effective date. This 2025 Act takes effect on the 91st day after the date on which the 2025 regular session of the Eighty-third Legislative Assembly adjourns sine die.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS AUTONOMOUS VEHICLE FEDERAL POLICY PRINCIPLES

For the first time in our history, the International Brotherhood of Teamsters is releasing an "Autonomous Vehicle Federal Policy Principles" framework, a guiding document for federal policymakers as they continue to address issues surrounding autonomous vehicles (AVs).

As a union that represents hundreds of thousands of workers who turn a key for a living, and the only union substantially representing commercial truck drivers, the Teamsters have a deep interest in the outcome of federal AV regulation and legislation. This includes consideration of safety and workforce impacts to our members, the millions of other Americans who operate a vehicle for their livelihoods, and the public, who are increasingly asked to share the road with AVs.

Federal laws and regulations that do not meaningfully address the operations and effects of AVs will result in catastrophic impacts on American workers and risk increasing preventable roadside fatalities. The Teamsters are committed to working with Congress and federal regulators on a path forward that prioritizes both workers and safety. On behalf of our members and the American people, we strongly urge the adoption of the proposals contained within the International Brotherhood of Teamsters' "Autonomous Vehicle Federal Policy Principles."

REGULATING THE VEHICLE

The federal government has authority over vehicle manufacturing and performance standards and must apply these authorities to AVs. Legislation should mandate:

- Federal Motor Vehicle Safety Standards (FMVSS) address the design, construction, and performance of highly-automated vehicles and automated driving systems (instead of regulating by waiver).
    - This must include object and event detection and response, how a vehicle responds when its tech fails, how a vehicle interacts with an operator, and what a vehicle does post-accident (including interaction with law enforcement).
    - New FMVSS should differentiate between types of AVs – a one size fits all approach for automated light duty passenger vehicles, transit buses, and 26,000 lb. trucks is not appropriate.
    - FMVSS for commercial motor vehicles must preserve the traditional operating equipment for a human driver.

  - A new FMVSS must standardize components of Heads-Up-Display modules.
- Standards for AV testing, and prohibitions on AVs from being sold until safety requirements are satisfied.
  - Including public disclosure of approval for testing and sale.
- Requirements for the Operational Design Domain (ODD) of an automated vehicle, prohibiting an autonomous system from operating in an ODD for which it has not been approved.
- Installation of data recorders on all autonomous vehicles that records performance information that could be made available to DOT and/or National Transportation Safety Board, with attendant protections against using data to discipline a human operator.
- Required reporting on incidents involving AVs, as per National Highway Traffic Safety Administration Standing General Order 2021-01.
  - Reporting should also include any incidents of re-engagement by the human operator, and data must also be made publicly available.
- The requirement of manufacturers to inform consumers of the capabilities and limitations of highly-automated vehicles and partially-automated vehicles, including any changes to such capabilities and limitations that may result from software updates to such vehicles, as well as clear information on when over-the-air updates occur.
- Rulemaking on cybersecurity, including protections against unlicensed/unauthorized access to wireless technology.
- New standards applicable to AVs for the vehicle inspections required by the Federal Motor Carrier Safety Administration (FMCSA), including roadside and pre-trip inspections.
- Prohibition on the procurement of transit bus models that have not been approved by DOT via the Bus Testing Program.

REGULATING THE OPERATOR

FMCSA regulates the driver of commercial vehicles, and the circumstances and safety conditions in which they operate. In this regard, Congress should require that:

- A human operator must remain in all AVs, regardless of the Society of Automotive Engineers (SAE) automation level.
- A human operator of an AV must remain subject to DOT Commercial Driver's License (CDL) requirements, hours of service limitations, and all other protections that affix to non-autonomous CDL drivers.

REGULATING OPERATIONS

The DOT and FMCSA possess numerous regulatory authorities related to both the safe operations of vehicles and the ability of carriers to receive authority to begin and continue operations. Existing regulation does not differentiate between traditional and autonomous vehicles in this regard, and must therefore be amended to provide meaningful insight into the safety of new autonomous operations, including requiring that:

- Safety and Fitness Electronic Records listings include the amount of SAE Level Four and Five vehicles in use at any particular carrier; Compliance, Safety, Accountability Safety

Ratings specifically and explicitly rate the safety performance of any AVs in a fleet.

- FMCSA have the ability to revoke operating authority for the use of AVs by any operator at its discretion due to safety issues.
- Incident data involving an AV be separately categorized within Motor Carrier Management Information System reporting.
- FMCSA's National Consumer Complaint database explicitly solicits complaints concerning AVs.
- Carriers wishing to deploy AVs report where they are in use, and in what function.
- Any application for operating authority using an AV be made available for public review.
- Fully automated driver-out operations are not permissible for the carriage of hazardous materials.

INTERACTION WITH OTHER LAWS

Congress must consider issues that may arise from the relationship between existing law and the efforts to legislate and regulate AVs.

- No federal statute or regulation shall preempt state action concerning the operation of these vehicles – federal oversight should be limited to performance of motor vehicles. State and local governments must retain their ability to regulate certain components of AV operations that exists in current law.
- Liability for accidents involving AVs should be properly assigned to liable parties – such as the vehicle manufacturer or automated system manufacturer where appropriate.

WORKFORCE IMPACTS

Congress cannot entertain any legislative package dealing with AVs that does not directly and forcefully address issues related to the workforce, and any changing operational or economic conditions that occur as the result of AV commercialization. This should include:

- Creating a wage replacement program for workers who are displaced, modeled on Trade Adjustment Assistance.
- Creating grant programs for impacted workers, including training on new technologies for individuals whose job functions may change (such as mechanics) as well as reskilling for workers who are displaced.
- Requiring any recipient of federal funding or holder of FMCSA operating authority, or recipient of federal transit funding to publicly disclose the planned use of AVs and its expected workforce impacts, and that this information must separately be delivered to any impacted collective bargaining unit.
- The conditioning of DOT grants on responsibilities to employees impacted by automation include the creation of 13(c)-like protections that preserve collective bargaining rights, where such protections do not currently exist.
- That the DOT, Dept. of Labor, and other relevant agencies study the economic impacts of vehicle automation on issues beyond driver displacement, including impacts of lost tax revenue and impacts to supply chain-connected businesses like rest stops.

The Autonomous Vehicle Public Safety Act

- The bill is based off language that has been recently introduced in Massachusetts and Pennsylvania
- Would require a human safety operator to be physically present in any commercial autonomous vehicle (AV) and properly licensed and trained for whatever class/size of vehicle they are monitoring
- Addresses both workforce and public safety concerns surrounding commercial autonomous vehicles
- The IBT has assisted locals with other issue areas as it relates to AVs

Department of Political and Legislative Action

Why is the Autonomous Vehicle Public Safety Act Needed?

- With lack of federal action on the issue, AV-industry written bills have been introduced throughout the country over the past several years
- Most bills set an overly-broad framework for AVs companies to operate
- Industry bills don't address many issues areas needed (safety, workforce, transparency, liability, preemption, phases of testing, etc.)
- AV companies have shown their technology is not ready to be on the roads next to our families without a human safety operator
- If AV companies succeed, the massive displacement of workers will hurt not only our union, but the entire country

Department of Political and Legislative Action

Autonomous Vehicle Public Safety Act Bill Text

An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicles shall not be engaged in the transport of interstate commerce or the transporting of passengers, or the transporting of goods unless a human safety operator is physically present in the autonomous vehicle such that he or she has the ability to monitor the vehicles performance and intervene if necessary, including operating or shutting off the vehicle. A human safety operator must continue to meet all federal and state qualifications for automated and non-automated vehicles.

Autonomous Vehicle Public Safety Act Fact Sheet

- The adoption of new technologies is nothing new to the Teamsters Union or anyone in the labor movement. The Teamsters began in 1903 with most members driving teams of horses.
- When society evolved to the motorized vehicle in the early 20th century, the Teamsters were there to organize workers operating this new technology.
- The Teamsters are not shying away from a discussion around new technology and will continue to be advocates to ensure that workers and public safety are top of mind for elected officials.
- Across the country, the autonomous vehicle (AV) industry is pushing for overly-broad and under-regulated legislation that allows them to operate with little to no oversight.
- The Teamsters have fought over the past several years to address safety, liability, and workforce issues as it relates to these vehicles.
- The Teamsters have pushed for increased transparency in safety/crash data, for evidence-based liability dollar amounts, a robust and public autonomous vehicle application process, phases of testing, appropriate penalties, and ideas to address workforce concerns.
- A recent Oxford University study shows that 47% of American employment is threatened by automation, and autonomous vehicles are a large part of that prediction[1].
- Autonomous vehicle companies and their technology continue to show they're not ready to share the road with our communities and families.
- In April 2022, an autonomous vehicle in San Francisco was pulled over for not having its headlights on at night. After stopping for police, the vehicle bolted through an intersection without turning its lights on, risking an accident[2].
- In June 2022, a self-driving vehicle turned left in an intersection causing a crash that injured passengers in both vehicles[3].
- American drivers should not be lab rats for big corporations, testing their technology on our streets and highways.
- One major way to address both public safety as well as workforce concerns is the requirement for a highly trained human safety operator to be present in autonomous vehicles.
- By having a human safety operator, the general public is protected in a worst-case scenario, by having a highly trained operator who is able to regain control of the vehicle, safely assess the situation, and provide aid if necessary.
- New technology has the ability to make the jobs of the future safer and more secure. However, the possibility also exists that by eliminating jobs for those who work behind the wheel for a living, families and communities will continue to suffer.
- If automated vehicles lead to massive unemployment, there is the likelihood of continued strain on public assistance, mental and physical health, higher suicide rates, and social unrest[4].

---

1 *https://www.oxfordmartin.ox.ac.uk/downloads/academic/The_Future_of_Employment.pdf*

2 *https://electrek.co/2022/04/10/gm-cruise-autonomous-taxi-pulled-over-by-police-in-san-francisco-without-humans-bolts-off-u-cruise-responds/*

3 *https://insideevs.com/news/596827/gm-cruise-self-driving-crash-injuries/*

4 *https://abcnews.go.com/Health/potential-recession-harm-mental-health-experts/story?id=85593097*

Autonomous Vehicle Public Safety Act Bill Explainer

The adoption of new and emerging technologies in the workplace is nothing new to workers or to the Teamsters. The Teamsters Union was founded in 1903 with most members driving teams of horses as opposed to being behind the wheel of a truck. As the move to motorized vehicles progressed, the Teamsters Union adapted and ensured those jobs of the future were good, middle-class occupations.

With the emergence of autonomous vehicles (AVs), workers again find themselves at a crossroads. Lawmakers have the opportunity to harness technology to ensure that the jobs of the future are safer for both workers and the public, and protect against the possibility that technology displaces millions of workers, creates unsustainable unemployment, drains tax bases, and exhausts social safety net programs.

The autonomous vehicle industry is pushing legislation in statehouses across the country that would allow them to operate autonomous vehicles with little regulation, use public roads as testing grounds, and eliminate all human operation from inside the vehicle. Teamsters have pushed back in legislatures, testifying on the threat to both public safety and the workforce.

There are multiple issue areas that need to be addressed when lawmakers consider autonomous vehicle legislation – public safety concerns, workforce issues, transparency in crash data, local government preemption, liability protections, ensuring information on AVs are publicly available (accidents, etc.), phases of testing, and appropriate penalties.

One piece of simple legislation that can help address both public safety and workforce concerns is the Autonomous Vehicle Public Safety Act. The bill would require that all vehicles using self-driving technology have a human safety operator physically present in the vehicle. This would allow the safety operator to monitor the vehicles performance and intervene if necessary.

The autonomous vehicle industry has shown time and time again that driverless technology is not ready to be forced upon unsuspecting families driving on our roads and highways. The examples are numerous:

- In June 2022, a self-driving vehicle turned left into oncoming traffic in an intersection causing a crash that injured passengers in both vehicles[1].
- In June 2022, the National Highway Traffic Safety Administration released ten months of crash data, linking AV technology to hundreds of crashes, some fatal[2].
- In April 2022, an autonomous vehicle in San Francisco was pulled over for not having its head lights on at night. After stopping for police, the vehicle bolted through an intersection without turning its lights on, risking an accident[3].

A highly trained human safety operator in the vehicle protects the public, the workforce, as well as the industry by ensuring that any technology being used is being applied appropriately. If the autonomous vehicle industry succeeds in eliminating most jobs for workers who drive a vehicle for a living, millions of Americans will be displaced, leading to massive unemployment, increased strain on public assistance, mental and physical health, higher suicide rates, and social unrest[4].

---

1 *https://insideevs.com/news/596827/gm-cruise-self-driving-crash-injuries/*

2 *https://www.nytimes.com/2022/06/15/business/self-driving-car-nhtsa-crash-data.html*

3 *https://electrek.co/2022/04/10/gm-cruise-autonomous-taxi-pulled-over-by-police-in-san-francisco-without-humans-bolts-off-u-cruise-responds/*

4 *https://abcnews.go.com/Health/potential-recession-harm-mental-health-experts/story?id=85593097*

TEAMSTER News
25 LOUISIANA AVENUE NW | WASHINGTON, DC 20001 | TEAMSTER.ORG | SEAN M. O'BRIEN, GENERAL PRESIDENT

For Media Planning
Feb. 22, 2024

Contact:
Zoe PiSierra, (603) 339-0042
zoe.pisierra@berlinrosen.com

TEAMSTERS RESPOND TO WAYMO APPLICATION SUSPENSION FOR ROBOTAXI OPERATIONS IN LA, SAN MATEO: 'WAYMO EXPANSION SHOULD NEVER HAVE BEEN ON THE TABLE'

On Heels of Software Recall, CPUC Suspends Waymo's Proposal for Expansion At Least 120 Days

(CALIFORNIA) — The Teamsters commend the decision today by the California Public Utilities Commission (CPUC) to suspend Waymo's application to expand its robotaxi operations in Los Angeles and San Mateo counties for a minimum of 120 days or at least until June 2024. The decision comes just one week after Waymo recalled its robotaxi software following two crashes involving Waymo robotaxis in Phoenix, Arizona, in December 2023, and less than one month after a Waymo robotaxi crashed into a cyclist in San Francisco, leading to an investigation by the California Department of Motor Vehicles (DMV).

"While today's decision by the CPUC marks a step in the right direction, Waymo's application to expand its robotaxi operations should never have been on the table — not when we've seen the chaos and destruction that autonomous vehicles can cause," said Chris Griswold, Teamsters International Vice President At-Large and President of Teamsters Joint Council 42. "The CPUC and DMV have failed to listen to community members who are fearful of these dangerous vehicles and proven they're not willing to take action to protect the public from dangerous AVs until after incidents occur. Autonomous vehicles are not ready for prime time, and do not belong on our streets."

Despite robotaxis running over pedestrians, blocking first responders from their jobs, reportedly coming within seconds of colliding with children, and causing traffic pile-ups, the CPUC and DMV have refused to implement significant AV safety measures.

In an effort to put regulatory control in the hands of local governments and protect public safety and good jobs, the Teamsters are advocating for the passage of Assembly Bill 2286 (AB 2286), which would require a trained human operator behind the wheel of

(MORE)

2/2—Teamsters Respond to Waymo Application Suspension for Robotaxi Operations in LA, San Mateo: 'Waymo Expansion Should Never Have Been on the Table'

self-driving trucks weighing more than 10,000 lbs, and Senate Bill 915 (SB 915), legislation that will allow California's local governments to regulate autonomous vehicles. Both bills have strong bipartisan support and are part of the CARS legislative package on autonomous vehicles.

"We can't trust companies like Waymo and Cruise to operate in the public's best interest when they're just trying to rake in profits and appease shareholders. That's why bills like AB 2286 and SB 915 that protect public safety and good jobs are so critical," said Peter Finn, Teamsters International Western Region Vice President and President of Teamsters Joint Council 7. "The Teamsters are calling on all California elected leaders to protect their constituents and pass this legislation."

Local AVs control continues to be a key issue, and that's why the County of San Mateo and the City of Oakland have both passed resolutions in support of SB 915. In addition, the City of Los Angeles has introduced a resolution of support, and the City of San Francisco plans to introduce a similar resolution next week.

Founded in 1903, the International Brotherhood of Teamsters represents 1.3 million hardworking people in the U.S., Canada, and Puerto Rico. Visit Teamster.org for more information. Follow us on Twitter @Teamsters and "like" us on Facebook at Facebook.com/teamsters.

###

TEAMSTER News
25 LOUISIANA AVENUE NW | WASHINGTON, DC 20001 | TEAMSTER.ORG | SEAN M. O'BRIEN, GENERAL PRESIDENT

For Immediate Release
Nov. 16, 2023

Contact:
Zoe PiSierra
zoe.pisierra@berlinrosen.com
Matt McQuaid, (202) 624-6877
mmcquaid@teamster.org

NY TEAMSTERS: KEEP ROBOTAXIS OFF OUR STREETS

Teamsters *Union Tells Waymo It's a No Go* on Autonomous Vehicles

(NEW YORK) – In response to news that the Google autonomous vehicle (AV) subsidiary Waymo is looking to expand its operations into New York in the near future, Teamsters throughout the state are demanding that legislators keep unsafe robotaxis off public streets.

"Teamsters are not against technology if it's done right, but driverless vehicles are a direct threat to public safety," said Thomas Gesualdi, President of Teamsters Joint Council 16. "From the near daily news of driverless vehicles interfering with first responders, to an AV running over and dragging a woman more than 20 feet, lawmakers should be discussing how to responsibly regulate these companies, not making New York roads the test grounds and our citizens guinea pigs for Big Tech."

Across the country, robotaxis have blocked traffic, interfered with emergency personnel, and injured pedestrians. Moreover, safety problems with Waymo AVs have been well documented, including one vehicle that ran over and killed a dog in San Francisco this summer. The National Highway Traffic Safety Administration reported that in 2021 Waymo had the most automated driving system crashes of any self-driving vehicle company. Safety problems haven't stopped the company from ramping up its political spending: the company recently hired a firm to lobby the Hochul administration and the City of New York, and it's spent nearly $2 million on lobbying in California.

"Workers are a key stakeholder in any discussion around artificial intelligence and need to be included in any debate on policies that impact public safety and jobs," said George Harrigan, President of Teamsters Joint Council 46. "We're pleased that the Hochul administration isn't changing regulations or taking other actions that prioritize Big Tech over her constituents — unlike some other governors — and we're encouraged that the reckless, anti-worker AV bills S1012 and A539 haven't moved in the state legislature. We urge lawmakers to stand with New York and not Silicon Valley by killing these bills and any similar legislation that doesn't include collaboration with workers."

"Technology can either contribute to assisting a productive human workforce or be a job killer for hundreds, thousands, and perhaps millions of middle-class New Yorkers," said Thomas Quackenbush, President of Teamsters Joint Council 18. "Lawmakers must consider these impacts when making big decisions on possible legislation. Waymo claims that new job opportunities could emerge for workers who might get displaced in the future. I challenge Google, or any other entity investing in AV, to produce a detailed plan on how it will preserve union jobs that could be devastated by automation, while protecting pensions, employer-funded health care, and competitive wages for workers."

Founded in 1903, the International Brotherhood of Teamsters represents 1.3 million hardworking people in the U.S., Canada, and Puerto Rico. Visit Teamster.org to learn more. Follow us on Twitter @Teamsters and "like" us on Facebook at Facebook.com/teamsters.

###

NEWS FROM
Teamsters Joint Council 7
150 Executive Park Blvd., Suite 4400
San Francisco, CA 94134
Phone: (415) 467-7768

For Immediate Release
Dec. 13, 2024

Contact:
Matt McQuaid (202) 624-6877
mmcquaid@teamster.org

TEAMSTERS DEMAND REGULATORY AGENCIES HOLD AUTONOMOUS VEHICLE COMPANIES TO ACCOUNT AS GM HALTS FUNDING FOR CRUISE

Teamsters Push for Good Jobs, Safe Streets While AVs Continue to Wreak Havoc on Public Roads

(SAN FRANCISCO) – In response to news that General Motors (GM) will halt funding for its Autonomous Vehicle (AV) subsidiary Cruise, **Peter Finn, Teamsters Western Region International Vice President and President of Teamsters Joint Council 7**, released the following statement:

"With its decision to cut funding for Cruise AV development, GM is finally acknowledging what the general public already knows: robotaxis are not safe. This has been blindingly obvious ever since Cruise robotaxis ran over pedestrians, blocked first responders from doing their jobs, nearly collided with a seven-year-old boy, and caused traffic pile-ups on multiple occasions.

"Unfortunately, autonomous vehicles developed by companies like Waymo and Zoox continue to put pedestrians in harm's way across California and in other states nationwide. These companies aren't just threatening public safety, they're threatening the livelihoods of tens of millions of Americans who turn a key for a living. The news about GM and Cruise should be a reminder to agencies like the California Public Utilities Commission, the California Department of Motor Vehicles, and the National Highway Traffic Safety Administration about the destruction these vehicles can cause. These agencies need to protect our roads and the American middle class by doing a far better job of enforcing existing AV regulations and implementing new ones wherever needed.

"The Teamsters will continue to demand real accountability from transportation regulatory agencies and the greedy tech companies that seek to control them so we can protect good jobs and keep our streets safe."

Teamsters Joint Council 7 represents 100,000 members in 18 local unions across Northern California, the Central Valley, Northern Nevada.

###

NEWS FROM
Teamsters Joint Council 7
150 Executive Park Blvd., Suite 4400
San Francisco, CA 94134
Phone: (415) 467-7768

For Immediate Release
Feb 28, 2024

Contact:
Matt McQuaid (202) 624-6877
mmcquaid@teamster.org

TEAMSTERS COMMEND OAKLAND CITY COUNCIL FOR PASSING RESOLUTION IN SUPPORT OF AV LOCAL CONTROL BILL SB 915

Elected Officials Join Forces with Teamsters Union for Good Jobs, Safe Streets

(OAKLAND, Calif.) – The Teamsters Union applauds the Oakland City Council for passing a resolution in support of Senate Bill 915 (SB 915), legislation that will allow California's local governments to regulate autonomous vehicles (AVs). SB 915 has strong bipartisan support and is part of the CARS legislative package on autonomous vehicles that the Teamsters are advocating for in Sacramento to protect good jobs and public safety. The Los Angeles County and San Mateo County Boards of Supervisors passed resolutions in favor of SB 915 earlier this month, and a resolution has also been introduced in San Francisco.

As SB 915 receives growing support from local governments, autonomous vehicles face heightened scrutiny by regulators. Yesterday, the California Public Utilities Commission (CPUC) suspended Waymo's application to expand its robotaxi operations in Los Angeles and San Mateo counties for a minimum of 120 days or at least until June 2024. The news comes just one week after Waymo announced a recall of its robotaxi software, in response to two of its robotaxis crashing into the same truck, minutes apart, in December 2023.

"The Teamsters commend the Oakland City Council for their overwhelming support for SB 915. As autonomous vehicles continue to wreak havoc on California roads, California's elected leaders across both sides of the aisle are standing up for this bill because it's past time we put safety and good jobs first," said Peter Finn, President of Teamsters Joint Council 7. "This technology is not safe, and it's time we take control away from Big Tech and put it in the hands of our local communities."

SB 915 was introduced on January 9, 2024, by State Sen. Dave Cortese (D - San Jose). Despite robotaxis running over pedestrians, blocking first responders from their jobs, reportedly coming within seconds of colliding with children, and causing traffic pile-ups, the CPUC and DMV have refused to implement significant AV safety measures.

Teamsters Joint Council 7 represents 100,000 members in 18 local unions across Northern California, the Central Valley, Northern Nevada. Joint Council 7 members work in freight, delivery, construction, dairy, beverage, food processing, rail and ports, parking, solid waste/recycling, hotels, bus driving, schools, public services, and many other industries.

###

Two AV Safety Bills in California are Critical to Protecting Good Trucking Jobs, Keeping Streets Safe

Press Contact: Matt McQuaid Phone: (202) 624.6877 Email: mmcquaid@teamster.org

(SACRAMENTO, Calif.) – Two autonomous vehicle (AV) safety bills strongly supported by the Teamsters Union were overwhelmingly passed by the California Assembly on August 29 as bipartisan legislators took a critical step to protect union trucking jobs and keep streets safe statewide.

Assembly Bill 2286 (AB 2286) and Assembly Bill 3061 (AB 3016) now go to Gov. Gavin Newsom's desk for signature. The bills, collectively known as the California Automotive Regulatory Standards (CARS) Package, would put human operators in AVs and establish better reporting and collection measures for AV roadway violations and other accidents.

"The human operator bill passed with over 90 percent support among elected officials on both sides of the aisle, just like it did last time," said Peter Finn, Teamsters Western Region International Vice President and President of Teamsters Joint Council 7 in San Francisco. "AB 3061 passed by a similar margin. The CARS Package is critical to protecting thousands of good trucking jobs that Californians rely on and to keeping our streets secure. The Teamsters applaud California elected officials on both sides of the aisle who supported this legislation and call on Gov. Newsom to immediately sign these bills into law."

With strong Teamsters support, autonomous vehicle safety legislation Assembly Bill 2286 (AB 2286) and Assembly Bill 3061 (AB 3061) overwhelmingly passed the California Assembly with concurrence, with votes of 31-3 and 30-7 respectively. The bills – collectively known as the California Automotive Regulatory Standards (CARS) Package – are critical to protecting good trucking jobs and keeping California streets safe. Both now head to Governor Newsom's desk.

AB 2286, formerly Assembly Bill 316, was first introduced by Assemblymember Cecilia Aguiar-Curry (D-4) in January 2023. The bill would require a trained human operator behind the wheel of self-driving trucks weighing more than 10,000 pounds, preserving hundreds of thousands of good-paying union jobs and keeping California roads safe. It passed by a vote of 31-3.

AB 3061, introduced by Assemblymember Matt Haney (D-17), requires AV companies in California to publicly report any vehicle collisions, traffic violations, disengagements, assaults, or harassment involving their vehicles to the Dept. of Motor Vehicles (DMV). The legislation is critical to ensuring public transparency and accountability, especially as AV companies fail to publicly report major incidents on California roads. It passed by a vote of 30-7.

« PREVIOUS (HTTPS://TEAMSTER.ORG/2024/08/AMAZON-DRIVERS-IN-ILLINOIS-ORGANIZE-WITH-THE-TEAMSTERS-DEMAND-UNION-RECOGNITION/)

"Whether we're talking about robotaxi companies like Waymo and Cruise or [illegible] businesses to prioritize safety and good jobs. AB 2286 and AB 3061 are vital to the accountability we need," said Chris Griswold, Teamsters International Vice President At-Large and President of Teamsters Joint Council 42 in Pomona. "Our elected leaders in California have once again spoken up in favor of AV regulation. It's time Gov. Newsom do the same, to put Californians before Big Tech, and to sign AB 2286 and AB 3061 into law."

NEXT (HTTPS://TEAMSTER.ORG/2024/08/UNITED-AIRLINES-TEAMSTERS-RALLY-NATIONWIDE-FOR-STRONG-NEW-CONTRACT/)

Teamsters-supported AV safety legislation continues to gain support amid a backdrop of widespread incidents, including robotaxis nearly hitting school crossing guards in San Francisco, and no significant safety measures implemented by the California Public Utilities Commission (CPUC) and the DMV. In spite of the lack of safety protocols, Waymo recently started testing driverless robotaxis on San Francisco freeways. Uber announced it will partner with Cruise next year to launch driverless transportation through its ride-hailing services.

"For the last two years, the DMV and Public Utilities Commission have allowed for the rapid expansion of driverless vehicles on our roads with little to no oversight. In turn, Californians have experienced horrific safety accidents," said Lindsay Dougherty, Teamsters Western Region International Vice President and Secretary-Treasurer of Teamsters Local 399 in Hollywood. "Gov. Newsom needs to do right by the people who are responsible for his professional success. Those people are working-class Californians who voted for him—not venture capitalists. He can finally do right by signing these bills into law."

Founded in 1903, the International Brotherhood of Teamsters represents 1.3 million hardworking people in the U.S., Canada, and Puerto Rico. Visit Teamster.org (http://www.teamster.org/) for more information. Follow us on Twitter @Teamsters and "like" us on Facebook at Facebook.com/teamsters (https://www.facebook.com/teamsters).

Every year, the American Transportation Research Institute (ATRI) develops a set of fast facts for each state. Oregon is also home to two of the worst freight bottlenecks in the country. See where the I-5 @ I-84 interchange and I-5 @ Columbia River land on ATRI's report.

View the Facts for 2024 (https://www.ortrucking.org/assets/pdf/ATRI_FastFacts_2024_OR+FINAL)

2024 Worst Freight Bottlenecks (https://truckingresearch.org/2024/02/top-100-truck-bottlenecks-2024/)

Key takeaways:

- There are 105,170 trucking industry jobs in Oregon, accounting for 1 in 16 jobs in the state.
- There are 22,690 heavy and tractor-trailer truck drivers in the state.
- The average trucking industry salary in Oregon is $55,533.
- Almost 91% of manufactured tonnage in Oregon is transported by truck – that's 122,780 tons a day!
- The trucking industry pays $720 million in federal and state roadway taxes, equaling 34% of all taxes paid by Oregon motorists despite accounting for only 14% of vehicles miles traveled.

Injuries and Fatalities From Autonomous Vehicle Accidents

The consequences of these crashes are not just numbers on a report; they represent real injuries and loss of life. Out of the 3,979 incidents, there have been **496 reported injuries and fatalities**. This includes 83 fatalities related to autonomous vehicle accidents, underscoring the fact that while the technology is advancing rapidly, it is not yet foolproof.

Severity of Injury	Number of Incidents
No Injury Reported	1,225
Minor Injury	264
Moderate	91
Fatality	83
Serious Injury	58

The Future of Autonomous Vehicles

The data on self-driving vehicle accidents provides a sobering reminder that while autonomous technology holds great promise, it also carries risks. The hope is that as technology continues to improve, the number of accidents, injuries, and fatalities will decrease. However, the current numbers show that there is still much work to be done to ensure that these vehicles can operate as safely as possible.

For now, as self-driving cars continue to share the roads with human drivers, the focus must remain on improving safety (https://safer-america.com/category/traffic-safety/) and learning from each incident to prevent future tragedies.

Menu +

TRANSPO / WAYMO / TECH

Waymo's driverless cars were involved in two crashes and 18 'minor contact events' over 1 million miles / The Alphabet-owned company pulls back the curtain on more stats from its public road testing. Of the 20 incidents, only two met the federal government's reporting criteria, and no one was injured.

By Andrew J. Hawkins, transportation editor with 10+ years of experience who covers EVs, public transportation, and aviation. His work has appeared in The New York Daily News and City & State.

Feb 28, 2023, 9:00 AM PST

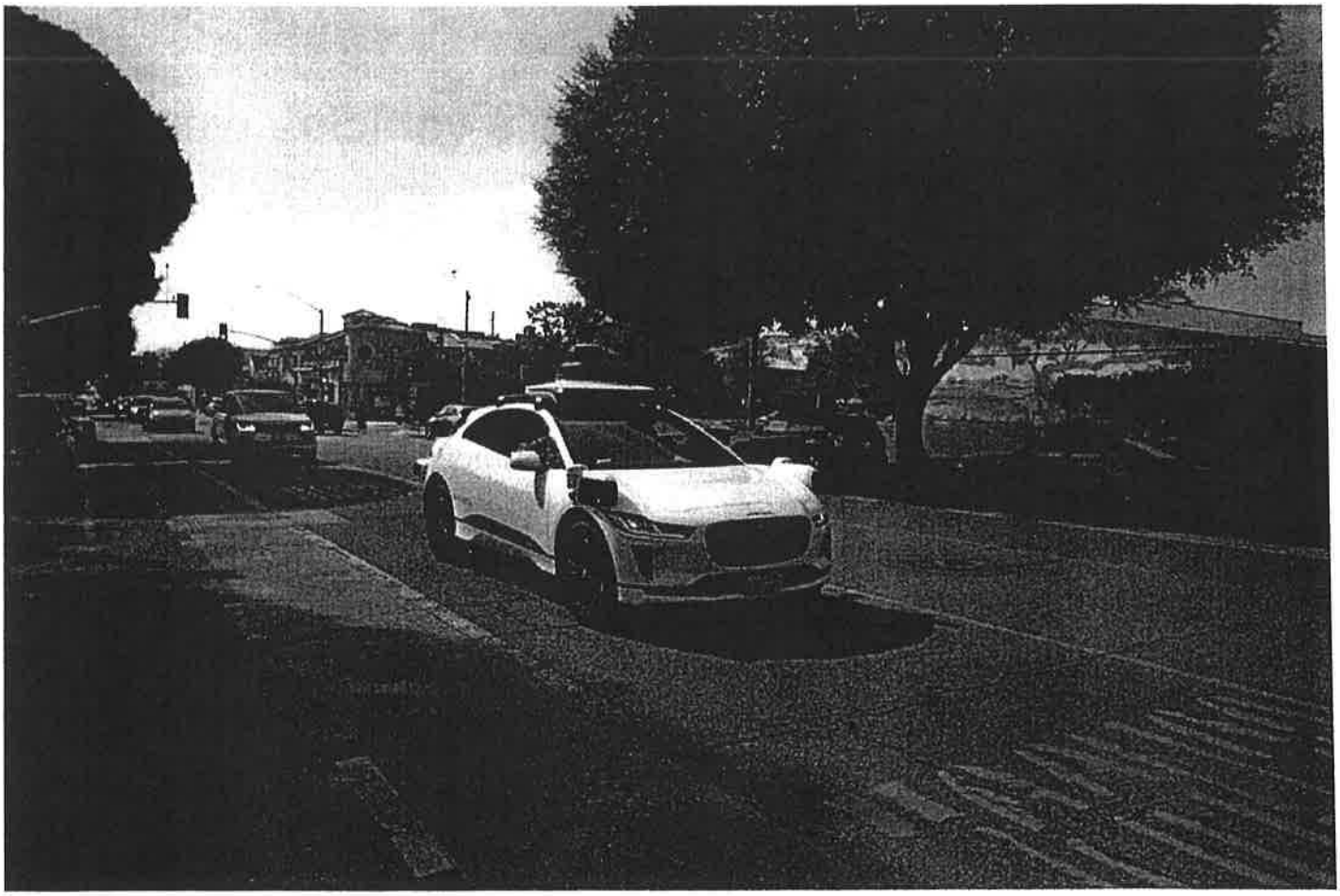


Image: Allen J. Schaben / Los Angeles Times via Getty Images

Waymo announced recently that its fully driverless vehicles in California and Arizona have traveled 1 million miles as of January 2023. To recognize this

milestone, the Alphabet-owned company pulled back the curtain on some interesting statistics, including the number of crashes and vehicle collisions that involved its robot cars.

Waymo operates a fleet of driverless cars in Phoenix, San Francisco, and the Bay Area. Some of those trips include paying customers. The company also recently started testing its driverless vehicles in Los Angeles.

Over that 1 million miles, Waymo's vehicles were involved in only two crashes that met the criteria for inclusion in the National Highway Traffic Safety Administration's database for car crashes, called the Crash Investigation Sampling System (CISS). In general, these are crashes that were reported to the police and involved at least one vehicle being towed away. Of the two crashes that met the criteria, Waymo says its vehicle was rear-ended by another vehicle whose driver was looking at their phone while approaching a red light.

Over that 1 million miles, Waymo's vehicles were involved in only two crashes

Waymo's vehicles have also been involved in 18 "minor contact events" that did not meet NHTSA's CISS criteria. These involve incidents like a car backing out of a parking spot and colliding with a stationary Waymo vehicle or a portable plastic sign stand getting blown by the wind and making contact with one of the company's driverless cars.

Waymo says 55 percent of these minor contact events involved another driver colliding with a stationary Waymo vehicle, and 10 percent occurred at night. None of the events took place at intersections, where most vehicle crashes occur, nor did any involve pedestrians, cyclists, or other vulnerable road users.

In fact, Waymo is quick to place the blame on error-prone human drivers. "Every vehicle-to-vehicle event involved one or more road rule violation and/or dangerous behaviors on the part of the human drivers in the other vehicle," the company says

in a blog post. Waymo says it is publicizing these events in the interest of "greater transparency."

None of the events took place at intersections, where most vehicle crashes occur

"Far too many people still die or are injured on our roads every year in communities across the country," Waymo's chief safety officer Mauricio Peña said in a statement. "This data suggests our fully autonomous driving system, the Waymo Driver, is reducing the likelihood of serious crashes, helping us make progress towards our mission for safer, more accessible mobility for all."

Improved safety has been one of the main predictions of the autonomous vehicle (AV) industry. With over 1 million people dying in auto crashes globally every year, AV operators are increasingly leaning on this safety case to spur regulators to pass legislation allowing more fully autonomous vehicles on the road. But while the argument seems convincing on the surface — AVs don't get drunk or distracted like humans, nor do they speed or break the law — there is scant data that proves that fully automated vehicles are safer than human drivers.

Waymo frequently discloses certain stats about its driverless vehicles in the interest of boosting its message that robot drivers are safer than humans. Previously, the company had sought to measure the safety of its AVs by simulating dozens of real-world fatal crashes that took place in Arizona over nearly a decade. The Google spinoff discovered that replacing either vehicle in a two-car collision with its robot-guided vehicles would nearly eliminate all deaths. Waymo also has submitted scientific papers for peer review and publication comparing autonomous vehicle performance to human driving.

There's no standard approach for evaluating AV safety. A recent study by Rand concluded that, in the absence of a framework, customers are most likely to trust the government — even though US regulators appear content to let the private sector dictate what's safe. In this vacuum, Waymo hopes that, by publicizing this data, policymakers, researchers, and even other companies may begin to take on the task of developing a universal framework.

More from Transpo

Jaguar's bizarre rebranding continues with the Type 00 concept electric car

GM sells stake in EV battery plant to partner LG Energy Solutions

TECHNOLOGY

Self-driving Waymo cars gather in a San Francisco neighborhood, confusing residents

Waymo, the autonomous vehicle unit of Alphabet Inc., said it has more than 700 autonomous vehicles in its fleet. The company is running a fully autonomous ride-hailing service in Arizona and testing one in California. The company said all the crashes happened at low speeds, with air bags inflating in only two of them.

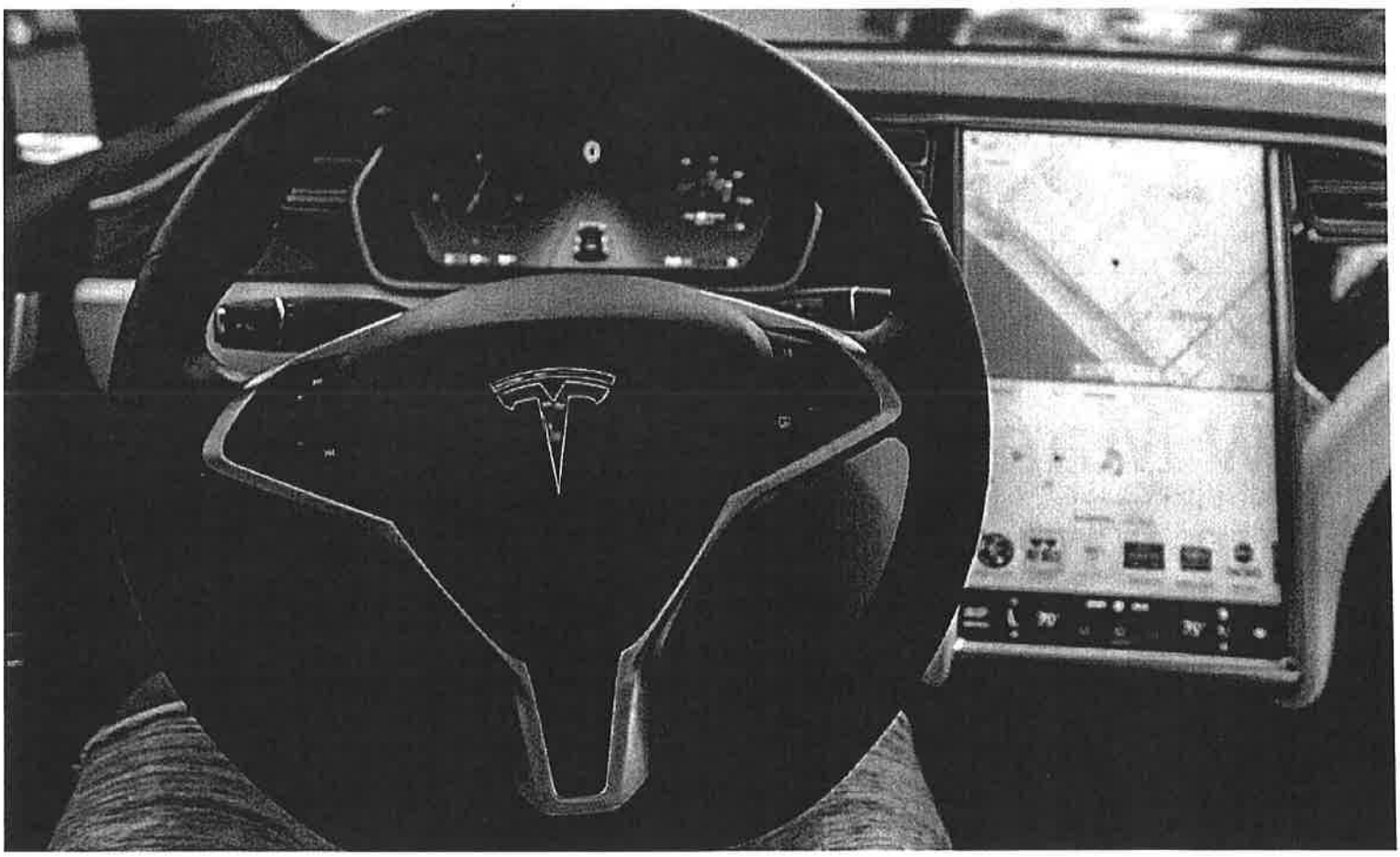
In 108 of the crashes involving fully autonomous vehicles, no injuries were reported, and there was only one serious injury. In most of the crashes, vehicles were struck from the rear.

tesla national highway traffic safety administration self-driving cars

More Stories From NPR

(http://www.reddit.com/submit?url=https%3A%2F%2Fsafer-america.com%2Fhow-many-self-driving-cars-have-crashed%2F&title=How+Many+Self-Driving+Cars+Have+Crashed%3F)

(mailto:?subject=How Many Self-Driving Cars Have Crashed?&body=https%3A%2F%2Fsafer-america.com%2Fhow-many-self-driving-cars-have-crashed%2F)



(https://safer-america.com/wp-content/uploads/2024/08/tesla.png)

The rise of self-driving cars has sparked both excitement and concern as this cutting-edge technology becomes more integrated into everyday life. While autonomous vehicles promise to revolutionize transportation by reducing human error, they also raise important questions about safety. As these vehicles become more common on our roads, it's time to examine how often they are involved in accidents and what the implications might be for the future of driving.

DATA & STATISTICS (HTTPS://SAFER-AMERICA.COM/CATEGORY/DATA-STATISTICS/)
MOTOR VEHICLE CRASHES (HTTPS://SAFER-AMERICA.COM/CATEGORY/MOTOR-VEHICLE-CRASHES/)

How Many Self-Driving Cars Have Crashed?

SHARON FELDMAN (HTTPS://SAFER-AMERICA.COM/AUTHOR/SHARON/) — AUGUST 8, 2024 (HTTPS://SAFER-AMERICA.COM/HOW-MANY-SELF-DRIVING-CARS-HAVE-CRASHED/)

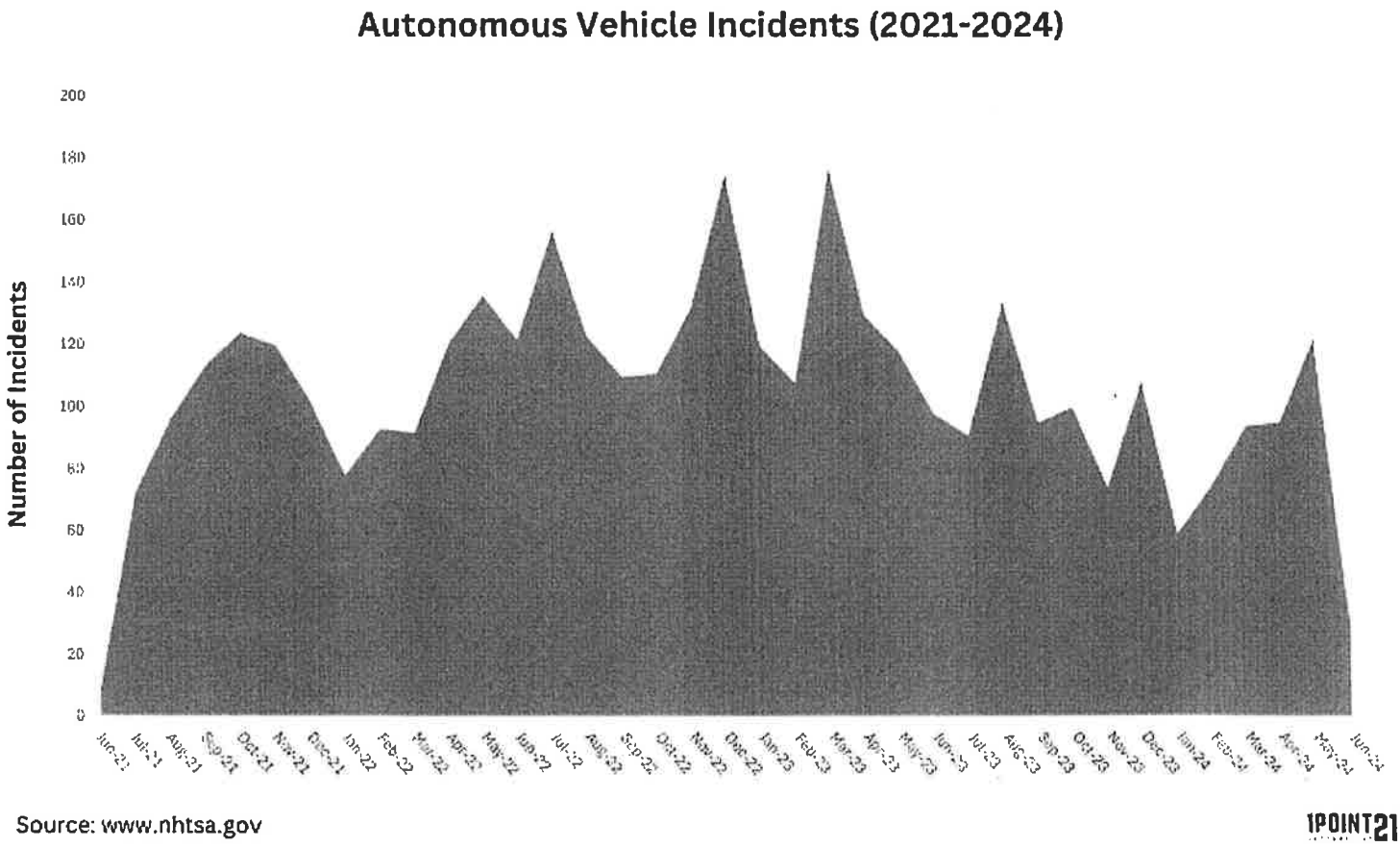
Autonomous Vehicle Accidents: The Data

To get a clearer picture of the safety record of autonomous vehicles, Craft Law Firm analyzed crash data (https://www.craftlawfirm.com/autonomous-vehicle-accidents-2019-2024-crash-data/) from the National Highway Traffic Safety Administration (NHTSA). Since 2021, the NHTSA has been gathering and updating data on incidents involving autonomous driving systems (ADS) and advanced driver-assistance systems (ADAS). Some of these reports trace incidents back to as early as August 2019. Companies operating these vehicles are mandated to report any accidents, with the most recent data available through June 17, 2024.

Self-Driving Car Crashes

There have been a total of **3,979 reported incidents** involving autonomous vehicles in the United States. This number includes minor accidents as well as more severe crashes. The data reveals that while autonomous vehicles are designed to reduce human error, they are not immune to accidents.

Below is a chart showing autonomous vehicle incidents from 2021-2024, the period during which the NHTSA has mandated crash reporting.



Which Self-Driving Car Companies Are Involved?

The majority of these incidents are tied to a few key players in the autonomous vehicle market. Tesla, Waymo, General Motors, and Cruise have reported the most accidents. These companies are at the cutting edge of self-driving technology, but they also face significant challenges as they navigate the complexities of real-world driving conditions.

These are not the only self-driving car companies on the road, however. A total of 52 companies have reported crashes.

NATIONAL

Nearly 400 car crashes in 11 months involved automated tech, companies tell regulators

JUNE 15, 2022 · 1:26 PM ET

By The Associated Press

A Tesla owner charges his vehicle in April 2021 at a charging station in Topeka, Kan.. Tesla reported 273 crashes involving partially automated driving systems, according to statistics released by U.S. safety regulators on Wednesday.

Orlin Wagner/AP

Automakers reported nearly 400 crashes of vehicles with partially automated driver-assist systems, including 273 involving Teslas, according to statistics released Wednesday by U.S. safety regulators.

The National Highway Traffic Safety Administration cautioned against using the numbers to compare automakers, saying it didn't weight them by the number of

vehicles from each manufacturer that use the systems, or how many miles those vehicles traveled.

Automakers reported crashes from July of last year through May 15 under an order from the agency, which is examining such crashes broadly for the first time.

"As we gather more data, NHTSA will be able to better identify any emerging risks or trends and learn more about how these technologies are performing in the real world," said Steven Cliff, the agency's administrator.

Tesla's crashes happened while vehicles were using Autopilot, "Full Self-Driving," Traffic Aware Cruise Control, or other driver-assist systems that have some control over speed and steering. The company has about 830,000 vehicles with the systems on the road.

TECHNOLOGY

Feds Say Self-Driving Uber SUV Did Not Recognize Jaywalking Pedestrian In Fatal Crash

The next closest of a dozen automakers that reported crashes was Honda, with 90. Honda says it has about six million vehicles on U.S. roads with such systems. Subaru was next with 10, and all other automakers reported five or fewer.

In a June 2021 order, NHTSA told more than 100 automakers and automated vehicle tech companies to report serious crashes within one day of learning about them and to disclose less-serious crashes by the 15th day of the following month. The agency is assessing how the systems perform and whether new regulations may be needed.

NHTSA also said that five people were killed in the crashes involving driver-assist systems, and six were seriously hurt.

TELEVISION

'Elon Musk's Crash Course' shows the tragic cost of his leadership

Tesla's crash number also may be high because it uses telematics to monitor its vehicles and get real-time crash reports. Other automakers don't have such capability, so their reports may come slower or crashes may not be reported at all, NHTSA said. A message was left seeking comment from Tesla.

Tesla's crashes accounted for nearly 70% of the 392 reported by the dozen automakers. Although the Austin, Texas, automaker calls its systems Autopilot and "Full Self-Driving," it says the vehicles cannot drive themselves and the drivers must be ready to intervene at all times.

Other limits to the data

Manufacturers were not required to report how many vehicles they have on the road that have the systems, nor did they have to report how far those vehicles traveled, or when the systems are in use, NHTSA said. At present, those numbers aren't quantifiable, an agency official said.

However, NHTSA may seek such information later. In the meantime, the new data has enabled it to find out about crashes much faster than before. At present, it's using the crash data to look for trends and discuss them with the companies, the agency said.

Already NHTSA has used the data to seek a recall, open investigations and provide information for existing inquiries, officials said. Also, they said it's difficult to find out how many drivers actually use the technology.

"This will help our investigators quickly identify potential defect trends that can emerge," Cliff said. "These data will also help us identify crashes that we want to investigate and provide more information about how people in other vehicles interact with the vehicles."

Honda said it has packaged the systems to sell more of them, which could influence its numbers. "The population of vehicles that theoretically could be involved in a reportable event is much greater than the population of vehicles built by automakers with a less-aggressive deployment strategy," the company said.

Also, reports to NHTSA are based on unverified customer statements about whether automated systems were running at the time of a crash. Those crashes may not qualify for reporting to NHTSA after more data is gathered, Honda said.

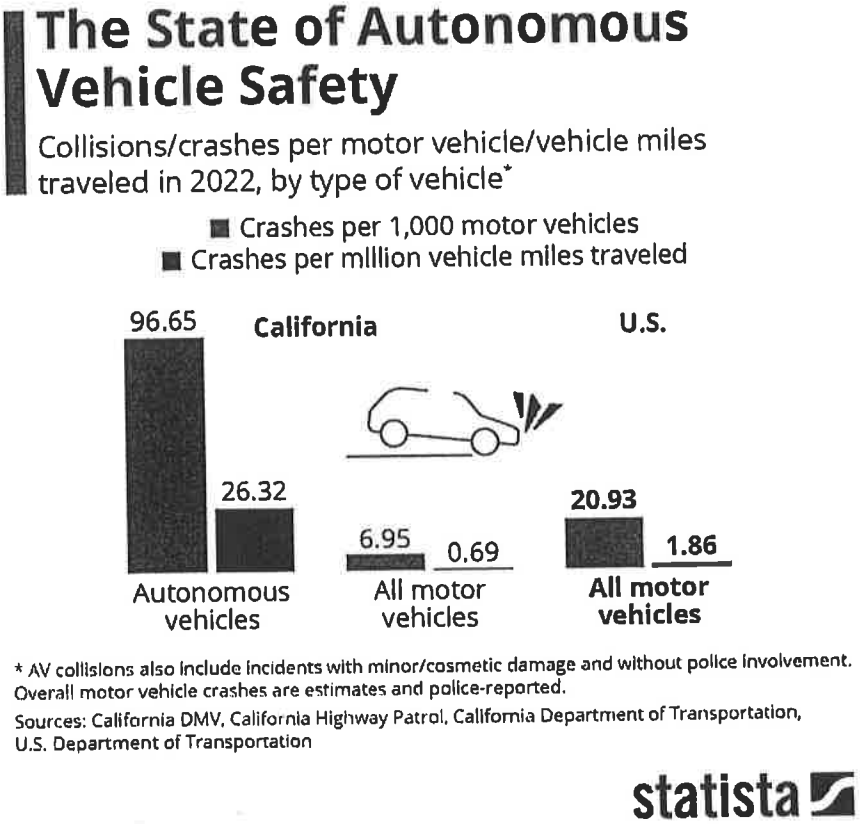
The Alliance for Automotive Innovation, which represents most automakers, said the data collected by NHTSA isn't sufficient by itself to evaluate the safety of automated vehicle systems.

Fully autonomous vehicles: 130 crashes, none serious

NHTSA's order also covered companies that are running fully autonomous vehicles, and 25 reported a total of 130 crashes. Google spinoff Waymo led with 62, followed by Transdev Alternative Services with 34 and General Motors-controlled Cruise LLC with 23.

collisions.

The overall traffic crashes on public roads aggregated by the California Highway Patrol and the National Highway Traffic Safety Administration that form the basis for the calculations for the crash rates for all motor vehicles in California and in the United States are, on the other hand, estimates and only counted when police are involved. This makes it likely that the real collision figures are considerably higher.



DESCRIPTION

This chart shows the collisions/crashes per motor vehicle/vehicle miles traveled, by type of vehicle.

Report

Download Chart

URL TO BE USED AS REFERENCE LINK:

https://www.statista.com/chart/32985/collisions-crashes-

HTML CODE TO EMBED CHART

<a href="https://www.statista.com/chart/

AUTONOMOUS DRIVING

The State of Autonomous Vehicle Safety

by Florian Zandt, Sep 6, 2024

Florian Zandt
Data Journalist
florian.zandt@statista.com

The inclusion of assisted driving, which aids the driver of a car with braking or steering in specific situations, has been the norm for newly manufactured automobiles for a while now. Fully autonomous driving, however, is still not considered ready for the mass market, even though the development and deployment of robotaxis in select cities in China and the U.S. have been advancing at a steady pace.

One major roadblock often brought up by critics is safety issues, which led to the suspension of the driverless testing permits for General Motors' AV subsidiary Cruise in San Francisco in 2023 after an accident with a pedestrian. The safety of autonomous vehicles (AVs) is also, in part, reflected in their crash/collision rate compared to regular passenger cars.

In 2022, 1,552 AVs driving 5.7 million miles were reported registered for testing in California. These AVs were involved in 150 collisions throughout the year, according to the California Department of Motor Vehicles' (DMV) Autonomous Vehicle Collision Reports, which puts AVs at a crash rate of 96.7 per 1,000 vehicles and 26.3 per million vehicle miles. Statista calculations with data from the U.S. Department of Transportation and the California Highway Patrol show that the overall rate of crashes per 1,000 vehicles in California stood at 7.0 in 2022, while the crash rate per million miles traveled came to 0.7. Looking at the same rates for all motor vehicles in the U.S., the crash rates were 20.9 and 1.9, respectively.

The high figures for AVs don't necessarily translate to reckless driving behavior by autonomous cars. Crash reports for 2022 show that most collisions are minor and are often caused by other traffic participants trying to swerve around the AV, being distracted or impatient. Ten collision reports filed in 2022 included the participation of bicyclists, pedestrians or e-scooters, while the rest involved motorcycles, trucks or cars. AV makers are also held to a higher standard when reporting

AUTONOMOUS VEHICLE COLLISION REPORTS

California Autonomous Vehicle Regulations [/portal/vehicle-industry-services/autonomous-vehicles/california-autonomous-vehicle-regulations/]

Autonomous Vehicle Definitions [/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-definitions/]

Autonomous Vehicles Tests without a Driver [/portal/vehicle-industry-services/autonomous-vehicles/testing-autonomous-vehicles-without-a-driver/]

Autonomous Vehicles Testing with a Driver [/portal/vehicle-industry-services/autonomous-vehicles/testing-autonomous-vehicles-with-a-driver/]

Autonomous Vehicle Deployment Program [/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-deployment-program/]

Autonomous Vehicle Testing Permit Holders [/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-testing-permit-holders/]

Disengagement Reports [/portal/vehicle-industry-services/autonomous-vehicles/disengagement-reports/]

Manufacturers who are testing autonomous vehicles need to report any collision that resulted in property damage, bodily injury, or death within 10 days of the incident.

As of December 27. 2024, the DMV has received 773 Autonomous Vehicle Collision Reports. Collision reports prior to January 1. 2019 have been archived by DMV and are available upon request. Please email AVarchive@dmv.ca.gov [mailto:AVarchive@dmv.ca.gov] to request a digital copy of an archived report. Requests must include the manufacturer and the date of the collision. Please do not include any sensitive personal information such as your social security number. driver license number. or financial account number on the request.

2024

2023

2022

2021

2020

2019

2018

2024

- Zoox December 18, 2024 (PDF)
- Waymo December 16, 2024 (PDF)
- Waymo December 14, 2024 (PDF)
- Pony.ai December 12, 2024 (PDF)
- Waymo December 11, 2024 (PDF)
- Zoox December 8, 2024 (PDF)
- Waymo December 2, 2024 (2) (PDF)
- Waymo December 2, 2024 (1) (PDF)
- Waymo November 30, 2024 (PDF)
- WeRide Corp November 27, 2024 (PDF)
- Waymo November 27, 2024 (PDF)
- Waymo November 26, 2024 (PDF)
- Waymo November 26, 2024 (PDF)
- Waymo November 8, 2024 (PDF)
- Waymo November 5, 2024 (PDF)
- Waymo November 4, 2024 (PDF)
- Waymo November 3, 2024 (2) (PDF)
- Waymo November 3, 2024 (1) (PDF)
- Zoox October 24, 2024 (PDF)
- Waymo October 20, 2024 (PDF)
- Waymo October 19, 2024 (PDF)
- Waymo October 16, 2024 (PDF)
- Woven by Toyota October 16, 2024 [/portal/file/woven 101624/]
- Waymo October 14, 2024 (PDF)
- Zoox October 10, 2024 (PDF)
- Zoox October 6, 2024 (PDF)
- Waymo October 3, 2024 (PDF)
- Waymo September 29, 2024 (PDF)
- Zoox September 29, 2024 (PDF)
- Waymo September 27, 2024 (PDF)
- Waymo September 26, 2024 (PDF)
- Waymo September 18, 2024 (PDF)
- Waymo September 13, 2024 (PDF)
- Waymo September 3, 2024 (PDF)

- Waymo March 30, 2024 (PDF)
- Waymo March 28, 2024 (PDF)
- Waymo March 22, 2024 (PDF)
- Waymo March 19, 2024 (PDF)
- Zoox March 18, 2024 (PDF)
- Waymo March 14, 2024 (PDF)
- Nuro March 12, 2024 (PDF)
- Waymo March 8, 2024 (PDF)
- Waymo March 3, 2024 (PDF)
- Waymo March 2, 2024 (PDF)
- Zoox February 22, 2024 (1) (PDF)
- Zoox February 22, 2024 (2) (PDF)
- Waymo February 18, 2024 (PDF)
- Apple February 15, 2024 (PDF)
- Waymo February 5, 2024 (PDF)
- Waymo January 31, 2024 (PDF)
- Nuro January 31, 2024 (PDF)
- Apple January 26, 2024 (PDF)
- WeRide January 17, 2024 (PDF)
- Zoox January 15, 2024 (PDF)
- Nuro January 12, 2024 (PDF)
- Zoox January 11, 2024 (1) (PDF)
- Zoox January 11, 2024 (2) (PDF)
- Ghost Autonomy Inc January 11, 2024 (PDF)
- Waymo January 8, 2024 (PDF)
- Zoox January 1, 2024 (A) (PDF), Zoox January 1, 2024 (B) (PDF)

2023

2022

2021

2020

2019

2023

- Mercedes Benz, November 29, 2023 (PDF)
- Nuro November 27, 2023 (PDF)
- Waymo November 22, 2023 (PDF)
- Waymo November 3, 2023 (PDF)
- Cruise October 27, 2023 (PDF)
- Waymo October 26, 2023 (PDF)
- Apple October 23, 2023 (PDF)
- Waymo October 17, 2023 (PDF)
- Apollo Autonomous Driving October 16, 2023 (PDF)
- Apple October 13, 2023 (PDF)
- Zoox October 12, 2023 (PDF)
- Cruise October 6, 2023 (PDF)
- Waymo September 30, 2023 (PDF)
- Apple September 29, 2023 (PDF)
- Cruise September 25, 2023 (PDF)
- Cruise September 27, 2023 (PDF)
- WeRide September 28, 2023 (PDF)
- Apple September 26, 2023 (PDF)
- Pony.ai September 15, 2023 (PDF)
- Waymo September 11, 2023 (PDF)
- Apollo Autonomous Driving September 6, 2023 (PDF)
- Apollo Autonomous Driving June 29, 2023 (PDF)
- Cruise September 11, 2023 (PDF)
- Zoox September 11, 2023 (PDF)
- Beep Inc August 23, 2023 (PDF)
- Waymo September 3, 2023 (PDF)
- Waymo August 24, 2023 (PDF)
- Waymo August 23, 2023 (PDF)
- Mercedes Benz August 18, 2023 (PDF)
- Waymo August 20, 2023 (PDF)
- Waymo August 19, 2023 (PDF)
- Zoox August 16, 2023 (PDF)
- Cruise August 18, 2023 (PDF)
- Cruise August 17, 2023 (PDF)

- Mercedes Benz May 30, 2023 (PDF)
- WeRide June 8, 2023 (PDF)
- Pony.ai June 5, 2023 (PDF)
- Waymo May 21, 2023 (PDF)
- Cruise May 21, 2023 (PDF)
- Cruise May 18, 2023 (PDF)
- Zoox May 20, 2023 (PDF)
- Zoox May 17, 2023 (PDF)
- Apple May 11, 2023 (PDF)
- Waymo May 7, 2023 (PDF)
- Waymo May 6, 2023 (PDF)
- Cruise May 7, 2023 (PDF)
- Cruise May 3, 2023 (PDF)
- Waymo May 3, 2023 (PDF)
- Cruise May 4, 2023 (PDF)
- Cruise May 1, 2023 (PDF)
- Waymo April 30, 2023 (PDF)
- Waymo April 28, 2023 (PDF)
- Mercedes Benz April 26, 2023 (PDF)
- WeRide Corp May 1, 2023 (PDF)
- Cruise April 21, 2023 (PDF)
- Cruise April 22, 2023 (PDF)
- Waymo April 12, 2023 (PDF)
- Zoox April 11, 2023 (2) (PDF)
- Cruise April 12, 2023 (PDF)
- Cruise April 9, 2023 (PDF)
- Zoox April 11, 2023 (1) (PDF)
- Waymo April 6, 2023 (PDF)
- Waymo April 5, 2023 (PDF)
- Waymo April 3, 2023 (PDF)
- Cruise March 22, 2023 (1) (PDF)
- Cruise March 22, 2023 (2) (PDF)
- Cruise March 22, 2023 (3) (PDF)
- Cruise March 21, 2023 (2) (PDF)
- Cruise March 23, 2023 (PDF)
- Cruise March 21, 2023 (1) (PDF)

- Cruise September 1, 2022 (PDF)
- Zoox August 30, 2022 (PDF)
- Zoox August 23, 2022 (PDF)
- Waymo August 25, 2022 (PDF)
- Cruise August 16, 2022 (PDF)
- Waymo August 16, 2022 (1) (PDF)
- Waymo August 16, 2022 (2) (PDF)
- Waymo August 14, 2022 (PDF)
- Waymo August 13, 2022 (PDF)
- Waymo August 10, 2022 (PDF)
- Woven Planet August 8, 2022 (PDF)
- Cruise August 2, 2022 (PDF)
- Waymo July 24, 2022 (PDF)
- Zoox July 22, 2022 (PDF)
- Cruise July 18, 2022 (PDF)
- Cruise July 16, 2022 (PDF)
- Cruise July 14, 2022 (PDF)
- Zoox July 8, 2022 (PDF)
- Waymo July 5, 2022 (PDF)
- Waymo July 3, 2022 (PDF)
- Waymo July 2, 2022 (1) (PDF)
- Waymo July 2, 2022 (2) (PDF)
- Waymo July 1, 2022 (PDF)
- Cruise June 29, 2022 (PDF)
- Zoox June 28, 2022 (PDF)
- Waymo June 21, 2022 (PDF)
- Apple June 14, 2022 (PDF)
- Cruise June 17, 2022 (PDF)
- Zoox June 11, 2022 (PDF)
- Zoox June 8, 2022 (PDF)
- Waymo June 5, 2022 (PDF)
- Cruise June 3, 2022 (PDF)
- Cruise June 2, 2022 (PDF)
- Waymo June 1, 2022 (PDF)
- Zoox June 1, 2022 (1) (PDF)
- Zoox June 1, 2022 (2) (PDF)

- Pony.ai March 28, 2022 (PDF)
- Cruise March 26, 2022 (PDF)
- Waymo March 26, 2022 (PDF)
- Cruise March 24, 2022 (PDF)
- Zoox March 22, 2022 (PDF)
- Cruise March 15, 2022 (PDF)
- Apple March 15, 2022 (PDF)
- Waymo March 11, 2022 (PDF)
- Waymo March 9, 2022 (PDF)
- Waymo March 7, 2022 (PDF)
- Waymo March 6, 2022 (PDF)
- Waymo February 28, 2022 (1) (PDF)
- Waymo February 28, 2022 (2) (PDF)
- Cruise February 19, 2022 (PDF)
- Waymo February 19, 2022 (PDF)
- Apple February 22, 2022 (PDF)
- Apple February 17, 2022 (PDF)
- Waymo February 14, 2022 (PDF)
- Cruise February 11, 2022 (PDF)
- Waymo February 11, 2022 (1) (PDF)
- Waymo February 11, 2022 (2) (PDF)
- Waymo February 10, 2022 (PDF)
- Waymo February 9, 2022 (1) (PDF)
- Waymo February 9, 2022 (2) (PDF)
- Waymo February 8 2022 (PDF)
- Waymo February 6, 2022 (PDF)
- Zoox February 6, 2022 (PDF)
- Zoox February 5, 2022 (PDF)
- Waymo February 4, 2022 (PDF)
- Waymo February 1, 2022 (PDF)
- Cruise January 29, 2022 (PDF)
- Waymo January 28, 2022 (1) (PDF)
- Waymo January 28, 2022 (2) (PDF)
- Cruise January 26, 2022 (PDF)
- Waymo January 22, 2022 (PDF)
- Waymo January 20, 2022 (1) (PDF)

2021

- Cruise December 26, 2021 (PDF)
- Waymo December 22, 2021 (PDF)
- Waymo December 19, 2021 (PDF)
- Cruise November 15, 2021 (PDF)
- Waymo December 11, 2021 (PDF)
- Cruise December 11, 2021 (PDF)
- Apple December 6, 2021 (PDF)
- Zoox December 8, 2021 (PDF)
- Waymo December 7, 2021 (PDF)
- Waymo December 4, 2021 (PDF)
- Waymo December 3, 2021 (PDF)
- Cruise December 1, 2021 (1) (PDF)
- Cruise December 1, 2021 (2) (PDF)
- Waymo November 30, 2021 (PDF)
- Waymo November 28, 2021 (PDF)
- Waymo November 26, 2021 (PDF)
- Waymo November 25, 2021 (PDF)
- Cruise November 21, 2021 (PDF)
- Waymo November 20, 2021 (PDF)
- Waymo November 15, 2021 (PDF)
- Cruise November 14, 2021 (PDF)
- Cruise November 13, 2021 (PDF)
- Waymo November 12, 2021 (PDF)
- Apple November 11, 2021 (PDF)
- Waymo November 6, 2021 (1) (PDF)
- Waymo November 6, 2021 (2) (PDF)
- Waymo November 4, 2021 (PDF)
- Zoox November 3, 2021 (PDF)
- WeRide Corp November 3, 2021 (PDF)
- Pony.ai October 28, 2021 (PDF)
- Waymo October 28, 2021 (PDF)
- Waymo October 27, 2021 (PDF)
- Argo AI October 19, 2021 (PDF)
- Zoox October 21, 2021 (PDF)

- Waymo October 21, 2021 (PDF)
- Waymo October 19, 2021 (PDF)
- Waymo October 18, 2021 (PDF)
- Waymo October 8, 2021 (1) [/portal/file/waymo 100821 redacted 01/]
- Waymo October 8, 2021 (2) [/portal/file/waymo 100821 redacted 02/]
- Waymo October 7, 2021 [/portal/file/waymo 10072 redacted/]
- Cruise October 2, 2021 (PDF)
- Waymo October 1, 2021 (PDF)
- Apple September 27, 2021 (PDF)
- Cruise September 25, 2021 (PDF)
- Waymo September 22, 2021 (PDF)
- Zoox September 21, 2021 (PDF)
- Waymo September 17, 2021 (1) (PDF)
- Waymo September 17, 2021 (2) (PDF)
- Waymo September 16, 2021 (PDF)
- Waymo August 13, 2021 (PDF)
- Zoox September 2, 2021 (PDF)
- Waymo September 2, 2021 (PDF)
- Waymo August 31, 2021 (1) (PDF)
- Waymo August 31, 2021 (2) (PDF)
- Cruise August 30, 2021 [/portal/file/cruise 083021/]
- Cruise August 28, 2021 [/portal/file/cruise 082821/]
- Waymo August 27, 2021 [/portal/file/waymo 082721/]
- Waymo July 9, 2021 [/portal/file/waymo 070921/]
- Waymo August 21, 2021 (PDF)
- Apple August 23, 2021 (PDF)
- Apple August 19, 2021 (PDF)
- Waymo August 14, 2021 (PDF)
- Waymo August 5, 2021 (PDF)
- Cruise August 2, 2021 (PDF)
- Waymo August 1, 2021 (PDF)
- Cruise July 26, 2021 (PDF)
- WeRide Corp July 16, 2021 (PDF)
- Cruise July 15, 2021 (PDF)
- Waymo July 14, 2021 (PDF)
- Waymo July 12, 2021 (PDF)

- Cruise July 10, 2021 (PDF)
- Zoox July 13, 2021 (PDF)
- Argo AI July 8, 2021 (PDF)
- Cruise July 1, 2021 (PDF)
- Argo AI July 1, 2021 (PDF)
- WeRide Corp June 29, 2021 (PDF)
- Waymo June 26, 2021 (PDF)
- Waymo June 25, 2021 (PDF)
- Waymo June 16, 2021 (PDF)
- Waymo June 11, 2021 (PDF)
- Waymo June 4, 2021 (PDF)
- Waymo June 3, 2021 (PDF)
- Waymo June 2, 2021 (1) (PDF)
- Waymo June 2, 2021 (2) (PDF)
- Cruise May 31, 2021 (PDF)
- Waymo May 23, 2021 (PDF)
- Cruise May 17, 2021 (PDF)
- Cruise May 11, 2021 (PDF)
- Zoox May 11, 2021 (PDF)
- Cruise April 21, 2021 (PDF)
- Waymo April 18, 2021 (PDF)
- Waymo April 17, 2021 (PDF)
- Lyft April 14, 2021 (PDF)
- Waymo April 4, 2021 (PDF)
- Waymo March 31, 2021 (PDF)
- Waymo March 30, 2021 (PDF)
- Cruise March 30, 2021 (PDF)
- Cruise March 29, 2021 (PDF)
- Cruise March 27, 2021 (PDF)
- Waymo March 24, 2021 (PDF)
- Waymo March 19, 2021 (PDF)
- Zoox March 18, 2021 (PDF)
- Cruise March 12, 2021 (PDF)
- Cruise March 9, 2021 (PDF)
- Waymo March 5, 2021 (PDF)
- Waymo February 25, 2021 (1) (PDF)

- Waymo February 25, 2021 (2) (PDF)
- Cruise February 25, 2021 (PDF)
- Waymo February 17, 2021 (PDF)
- Waymo February 16, 2021 (PDF)
- Pony.ai February 11, 2021 (PDF)
- Zoox February 11, 2021 (PDF)
- Cruise February 9, 2021 (PDF)
- Waymo January 22, 2021 (PDF)
- Cruise January 21, 2021 (PDF)
- Cruise January 13, 2021 (PDF)
- Waymo January 13, 2021 (PDF)

2020

- Waymo December 29, 2020 (PDF)
- Pony.ai December 19, 2020 (PDF)
- Waymo December 18, 2020 (PDF)
- Lyft December 2, 2020 (PDF)
- Cruise October 25, 2020 (PDF)
- Cruise October 24, 2020 (PDF)
- Cruise October 9, 2020 (PDF)
- Zoox October 6, 2020 (PDF)
- Cruise September 16, 2020 (PDF)
- Zoox September 16, 2020 (PDF)
- Waymo September 5, 2020 (PDF)
- Zoox August 20, 2020 (PDF)
- Cruise August 15, 2020 (PDF)
- Cruise August 9, 2020 (PDF)
- Cruise August 4, 2020 (PDF)
- Zoox August 6, 2020 (PDF)
- Cruise July 25, 2020 (PDF)
- Zoox July 14, 2020 (PDF)
- Waymo July 9, 2020 (PDF)
- Waymo June 15, 2020 (PDF)
- Cruise June 1, 2020 (PDF)
- Pony.ai May 30, 2020 (PDF)
- Waymo March 10, 2020 (PDF)
- Waymo February 26, 2020 (PDF)
- Zoox February 26, 2020 (1) (PDF)
- Zoox February 26, 2020 (2) (PDF)
- Zoox February 21, 2020 (PDF)
- Waymo February 14, 2020 (PDF)
- Waymo February 12, 2020 (PDF)
- Cruise February 9, 2020 (PDF)
- Cruise February 5, 2020 (PDF)
- Cruise January 31, 2020 (PDF)
- Cruise January 29, 2020 (PDF)
- Waymo January 28, 2020 (PDF)

- Cruise January 25, 2020 (PDF)
- Zoox January 21, 2020 (PDF)
- Zoox January 21, 2020 (2) (PDF)
- Aurora Innovation January 14, 2020 (PDF)
- Zoox January 14, 2020 (PDF)
- Zoox January 13, 2020 (PDF)
- Cruise January 12, 2020 (PDF)
- Zoox January 8, 2020 (PDF)
- Waymo January 7, 2020 (PDF)
- Cruise January 2, 2020 (PDF)

2019

- Cruise December 27, 2019 (PDF)
- Zoox December 20, 2019 (PDF)
- Waymo December 20, 2019 (PDF)
- Zoox December 19, 2019 (PDF)
- Cruise December 19, 2019 (PDF)
- Cruise December 13, 2019 (PDF)
- Cruise December 8, 2019 (PDF)
- Cruise November 29, 2019 (PDF)
- Cruise November 25, 2019 (PDF)
- Zoox November 22, 2019 (PDF)
- Lyft November 19, 2019 (PDF)
- Cruise November 18, 2019 (PDF)
- Cruise November 10, 2019 (PDF)
- Cruise November 9, 2019 (PDF)
- Cruise November 7, 2019 (1) (PDF)
- Cruise November 7, 2019 (2) (PDF)
- Waymo November 4, 2019 (PDF)
- Cruise October 29, 2019 (PDF)
- Cruise October 28, 2019 (PDF)
- Waymo October 28, 2019 (1) (PDF)
- Waymo October 28, 2019 (2) (PDF)
- Cruise October 27, 2019 (PDF)
- Cruise October 26, 2019 (PDF)
- Waymo October 19, 2019 (PDF)
- Waymo October 18, 2019 (PDF)
- Cruise October 17, 2019 (PDF)
- Waymo October 16, 2019 (PDF)
- Waymo October 14, 2019 (PDF)
- Zoox October 12, 2019 (PDF)
- Cruise October 12, 2019 (PDF)
- Zoox October 11, 2019 (PDF)
- Waymo October 10, 2019 (PDF)
- GM Cruise October 3, 2019 (PDF)
- GM Cruise September 27, 2019 (PDF)

- Zoox Inc June 11, 2019 (PDF)
- GM Cruise June 8, 2019 (PDF)
- Waymo May 29, 2019 (PDF)
- GM Cruise May 24, 2019 (PDF)
- Waymo May 22, 2019 (PDF)
- GM Cruise May 18, 2019 (PDF)
- Waymo May 15, 2019 (PDF)
- GM Cruise May 13, 2019 (PDF)
- GM Cruise May 8, 2019 (PDF)
- GM Cruise May 4, 2019 (1) (PDF)
- GM Cruise May 4, 2019 (2) (PDF)
- Lyft May 2, 2019 (PDF)
- GM Cruise May 2, 2019 (PDF)
- GM Cruise April 14, 2019 (1) (PDF)
- GM Cruise April 14, 2019 (2) (PDF)
- Lyft April 11, 2019 (PDF)
- GM Cruise April 10, 2019 (1) (PDF)
- GM Cruise April 10, 2019 (2) (PDF)
- GM Cruise April 3, 2019 (PDF)
- Waymo March 26, 2019 (PDF)
- GM Cruise March 24, 2019 (PDF)
- GM Cruise March 23, 2019 (PDF)
- Lyft March 12, 2019 (PDF)
- GM Cruise March 8, 2019 (PDF)
- Lyft March 6, 2019 (PDF)
- Lyft February 28, 2019 (PDF)
- GM Cruise February 27, 2019 (PDF)
- Waymo February 26, 2019 (PDF)
- GM Cruise February 14, 2019 (PDF)
- Waymo February 10, 2019 (PDF)
- Waymo February 6, 2019 (PDF)
- Waymo January 26, 2019 (PDF)
- Aurora Innovation January 10, 2019 (PDF)
- GM Cruise January 10, 2019 (PDF)
- GM Cruise January 7, 2019 (PDF)

- Apple September 19, 2019 (PDF)
- Aimotive September 16, 2019 (PDF)
- Waymo September 14, 2019 (PDF)
- GM Cruise September 9, 2019 (PDF)
- GM Cruise September 5, 2019 (PDF)
- GM Cruise August 26, 2019 (PDF)
- GM Cruise August 22, 2019 (PDF)
- Waymo August 13, 2019 (PDF)
- Waymo August 12, 2019 (PDF)
- GM Cruise August 10, 2019 (PDF)
- Waymo August 9, 2019 (1) (PDF)
- Waymo August 9, 2019 (2) (PDF)
- GM Cruise August 7, 2019 (PDF)
- GM Cruise August 4, 2019 (PDF)
- Zoox July 23, 2019 (PDF)
- GM Cruise July 21, 2019 (1) (PDF)
- GM Cruise July 21, 2019 (2) (PDF)
- GM Cruise July 20, 2019 (PDF)
- GM Cruise July 17, 2019 (PDF)
- Waymo July 16, 2019 (PDF)
- GM Cruise July 15, 2019 (PDF)
- Pony.ai July 12, 2019 (PDF)
- GM Cruise July 10, 2019 (PDF)
- Waymo July 8, 2019 (PDF)
- GM Cruise July 2, 2019 (PDF)
- GM Cruise July 1, 2019 (PDF)
- GM Cruise June 29, 2019 (PDF)
- GM Cruise June 27, 2019 (PDF)
- Pony.ai June 26, 2019 (PDF)
- GM Cruise June 26, 2019 (PDF)
- GM Cruise June 23, 2019 (PDF)
- GM Cruise June 20, 2019 (PDF)
- Zoox Inc June 19, 2019 (PDF)
- Waymo June 16, 2019 (PDF)
- GM Cruise June 13, 2019 (PDF)
- GM Cruise June 12, 2019 (PDF)

2018

- Waymo December 11, 2018
- Waymo December 3, 2018
- GM Cruise December 1, 2018
- Waymo November 29, 2018
- Waymo November 28, 2018
- GM Cruise November 24, 2018
- Zoox November 20, 2018
- Waymo November 18, 2018
- GM Cruise November 15, 2018 (1)
- GM Cruise November 15, 2018 (2)
- Waymo November 14, 2018 (1)
- Waymo November 14, 2018 (2)
- Waymo November 7, 2018
- GM Cruise November 6, 2018
- Aurora Innovation November 2, 2018
- GM Cruise October 27, 2018
- GM Cruise October 26, 2018
- Waymo October 24, 2018
- Waymo October 19, 2018
- GM Cruise October 14, 2018
- Waymo October 15, 2018
- Apple October 15, 2018
- Zoox October 12, 2018
- Waymo September 24, 2018
- Zoox September 24, 2018
- GM Cruise September 22, 2018
- Waymo September 18, 2018
- Waymo September 14, 2018
- GM Cruise September 9, 2018
- GM Cruise September 8, 2018
- Zoox September 7, 2018
- Waymo August 24, 2018
- Apple August 24, 2018
- Waymo August 20, 2018

- GM Cruise August 16, 2018
- GM Cruise August 14, 2018
- Zoox August 11, 2018
- Waymo August 10, 2018
- GM Cruise August 7, 2018
- Toyota Research Institute August 7, 2018
- Waymo LLC August 6, 2018
- GM Cruise July 31, 2018
- Waymo LLC July 26, 2018
- Waymo LLC July 23, 2018
- GM Cruise July 20, 2018
- Waymo LLC July 19, 2018
- Waymo LLC July 9, 2018
- GM Cruise July 8, 2018
- GM Cruise July 5, 2018
- GM Cruise June 29, 2018
- GM Cruise June 22, 2018
- Aurora Innovation June 20, 2018
- Waymo LLC June 13, 2018
- GM Cruise June 11, 2018
- GM Cruise June 3, 2018
- Waymo LLC May 25, 2018
- GM Cruise May 25, 2018
- GM Cruise May 23, 2018
- Jingchi Corp May 22, 2018
- GM Cruise May 22, 2018
- GM Cruise May 13, 2018
- Waymo LLC April 6, 2018
- GM Cruise March 29, 2018
- GM Cruise March 27, 2018
- GM Cruise March 24, 2018 (1)
- GM Cruise March 24, 2018 (2)
- GM Cruise March 19, 2018
- GM Cruise March 14, 2018
- GM Cruise February 20, 2018
- GM Cruise February 16, 2018

- Drive.ai, Inc. January 29, 2018
- GM Cruise January 28, 2018
- Zoox January 18, 2018
- GM Cruise January 8, 2018
- GM Cruise January 2, 2018

2017

- GM Cruise December 7, 2017
- GM Cruise November 13, 2017
- GM Cruise October 26, 2017
- GM Cruise October 20, 2017
- GM Cruise October 18, 2017
- GM Cruise October 17, 2017
- GM Cruise October 16, 2017
- GM Cruise October 12, 2017
- GM Cruise October 7, 2017
- Zoox Inc September 27, 2017
- GM Cruise September 21, 2017
- GM Cruise September 19, 2017
- GM Cruise September 18, 2017
- GM Cruise September 15, 2017
- GM Cruise September 12, 2017
- GM Cruise September 9, 2017
- Waymo August 26, 2017
- UATC LLC August 16, 2017
- GM Cruise July 6, 2017
- GM Cruise June 28, 2017
- GM Cruise June 7, 2017
- GM Cruise May 25, 2017
- UATC May 17, 2017
- UATC May 11, 2017
- Google April 19, 2017
- Google March 26, 2017
- GM Cruise March 23, 2017
- GM Cruise March 22, 2017
- GM Cruise February 16, 2017

2016

- Google December 11, 2016
- Google October 26, 2016
- Google September 23, 2016
- Google September 14, 2016
- Google September 7, 2016
- Google September 2, 2016
- Google August 16, 2016
- Google August 8, 2016
- Google July 15, 2016
- Nissan May 10, 2016
- Google May 4, 2016
- Google April 28, 2016
- Google April 7, 2016
- Google February 14, 2016
- Cruise Automation January 8, 2016

2015

- Google August 20, 2015
- Google July 1, 2015
- Google June 18, 2015
- Google June 4, 2015
- Google May 30, 2015
- Google April 27, 2015
- Google April 7, 2015
- Google February 26, 2015

2014

Need something else?