

HB 4085 -2 STAFF MEASURE SUMMARY

House Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 2/9

WHAT THE MEASURE DOES:

Overview

House Bill 4085 allows the use of a self-driving vehicle without a license or permit, and the use of a self-driving vehicle for move people or property for hire. It comes before local laws and rules.

Detailed

Allows a person to operate an autonomous vehicle (AV) with the automated driving system engaged without a grant of driving privileges under certain conditions, provided the system is capable of achieving a minimal risk condition or can issue a request to intervene. Stipulates the need for conformity with state vehicle laws and federal safety standards. Authorizes Oregon Department of Transportation to grant an AV operating exclusively under a self-driving system and without an onboard driver an exemption to any state equipment requirement. Outlines responsibilities for AV operator involved in collision that results in damages to property. Exempts AV operators from other certain driver duties. Prescribes financial responsibility requirements for AV operators. Authorizes persons to operate AVs to transport persons or property for hire once certain conditions are met and specifies that such authorization does not expire unless explicitly suspended or revoked. Exempts AVs and on-demand AV networks from provisions related to motor carriers. Preempts local government regulations, taxes, and fees on on-demand AV networks.

FISCAL:

REVENUE:

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-2 Replaces original measure.

BACKGROUND:

The term "autonomous vehicle" and "autonomous motor vehicle" refer to motor vehicles that utilize sensors, computers, and self-control systems to perceive the surrounding road environment and other vehicles on the road in order to navigate with limited or no human input. There has been a significant rise in technology that allows vehicles to perform some driver tasks; while some early examples include automatic transmission and cruise control, modern technology operation totally independent from human intervention.

Today there are six levels of vehicle automation: Level 0 refers to vehicles that have no automated control systems but which can issue warnings such as proximity to a road hazard; Level 1 includes features such as adaptive cruise control, parking assist with automated steering, and lane assistance; Level 2 involves the vehicle itself executing acceleration, braking, and steering, where the driver is responsible for responding if automated systems fail to respond; Level 3 allows the driver to completely turn over vehicle operating within known, limited

environments, again with responsibility of the driver taking control as needed; Level 4 involves a vehicle capable of autonomous operation in all but extenuating circumstances such as severe weather; and Level 5 requires no human attention or intervention other than setting the destination and engaging the system.

Since Oregon designated the Oregon Department of Transportation (ODOT) as lead agency for autonomous vehicles with passage of HB 4063 in 2018, several states have begun allowing limited use of totally autonomous vehicles on their roads. Companies such as Waymo operate fully autonomous vehicles in certain portions of Arizona, California, Texas, Georgia, Florida, and the District of Columbia.