

Submitter:

Max Clark

On Behalf Of:

Committee:

House Committee On Transportation

Measure, Appointment or Topic:

HB4085

the bill introduced said nothing about regulation except to prohibit it.

there would be ZERO REGULATIONS on autonomous vehicles in the entire state of Oregon.

ONLY if the AV "is not in safe operational condition" AND "substantial risk of death or has caused death, serious permanent disfigurement or protracted loss or impairment of the function of any bodily member or organ" can be cause for the AV to have its authorization suspended or revoked.

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: Allows the use of a self-driving vehicle without a license or permit. Allows the use of a self-driving vehicle to transport persons or property for hire. Preempts local laws and rules. (Flesch Readability Score: 62.6).

Allows a person to operate an autonomous vehicle with the automated driving system engaged without a grant of driving privileges if certain conditions are met.

Requires an automated driving system to be able to achieve a minimal risk condition or issue a request to intervene. Requires an autonomous vehicle to operate in compliance with state vehicle laws and comply with federal safety standards.

Provides for exemptions. Allows the Department of Transportation to grant an autonomous vehicle that operates exclusively by an automated driving system and without an onboard driver an exemption to any state equipment requirement.

Requires a person operating an autonomous vehicle that is involved in a collision that results in damages to property to perform certain duties.

Exempts a person operating an autonomous vehicle from other certain duties of a driver. Prescribes financial responsibility requirements for a person operating an autonomous vehicle.

Authorizes a person to operate an autonomous vehicle for the purpose of transporting persons or property for hire if the person provides certain information to the department and provides a first responder interaction plan. Prescribes that authorization does not expire unless suspended or revoked.

Exempts autonomous vehicles and on-demand autonomous vehicle networks from provisions related to motor carriers.

Prohibits local governments from regulating, imposing a tax or fee on or requiring a license or permit for on-demand autonomous vehicle networks.

Prohibits local governments from prohibiting or regulating the operation of autonomous vehicles or on-demand autonomous vehicle networks.

The summary alone is a non-starter.

The bill itself gives ODOT authority over operation of autonomous vehicles. NO THANKS, ODOT is not capable of doing this, especially in Region 1

The bill itself says NOTHING about regulation except to prohibit it, ODOT authorization to operators does not expire unless suspended or revoked by section 12

Section 12:

The Department of Transportation shall follow the procedures under this section if the department determines that:

(a) An autonomous vehicle operating with authorization granted under section 10 of this 2026 Act is not in safe operational condition; and

(b) Operation of the autonomous vehicle on the public highways of this state endangers the public by creating a substantial risk of death or has caused death, serious permanent disfigurement or protracted loss or impairment of the function of any bodily member or organ.

PLEASE PROVIDE THE LANGUAGE ON HOW MUNICIPAL ORGANIZATIONS can regulate, tax, license and obtain fees from AV.

Please consider making this bill for all cities except Portland.

These vehicles should also pay fees to enter Portland and leave Portland.

no AV ride should originate in Portland.