

## HB 4063 A STAFF MEASURE SUMMARY

### House Committee On Transportation Policy

---

**Action Date:** 02/14/18

**Action:** Do pass with amendments and be referred to Ways and Means. (Printed A-Eng.)

**Vote:** 8-0-1-0

**Yeas:** 8 - Bonham, Evans, McLain, Meek, Noble, Salinas, Vial, Wilson

**Exc:** 1 - Witt

**Fiscal:** Fiscal impact issued

**Revenue:** No revenue impact

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

---

#### WHAT THE MEASURE DOES:

Creates the Task Force on Autonomous Vehicles, consisting of 26 members and supported by the Oregon Department of Transportation. Directs Task Force to submit report to Legislative Assembly on findings, including recommendations for legislation, by September 15, 2018 and September 15, 2019. Sunsets Task Force on January 2, 2021. Declares emergency, effective on passage.

#### ISSUES DISCUSSED:

- Role of Department of Transportation in addressing issues related to autonomous vehicles
- Impact of autonomous vehicles, ride-sharing, and transportation network companies
- Benefits of a task force with broad participation
- Cybersecurity risks of autonomous vehicles
- State regulation versus federal regulation

#### EFFECT OF AMENDMENT:

Replaces the original measure.

#### BACKGROUND:

The terms "automated motor vehicle" and "autonomous motor vehicle" refer to motor vehicles that utilize sensors, computers and self-control systems to sense the surrounding road environment and other vehicles on the road in order to navigate with limited or no human input. There has been a rise in technology that allows vehicles to perform some driver tasks; features such as automatic transmission and cruise control have been in use for decades.

Today there are six levels of vehicle automation: Level 0 refers to vehicles that have no automated control systems but which can issue warnings such as proximity to a road hazard; Level 1 includes features such as adaptive cruise control, parking assist with automated steering, and lane assistance; Level 2 involves the vehicle itself executing acceleration, braking, and steering, where the driver is responsible for responding if automated systems fail to respond; Level 3 allows the driver to completely turn over vehicle operation within known, limited environments, again with responsibility for taking control as needed; Level 4 involves a vehicle capable of autonomous operation in all but extenuating circumstances, such as severe weather; and Level 5 requires no human attention or intervention other than setting destination and engaging the system.

A number of vehicle manufacturers are developing and testing automated motor vehicles, and several jurisdictions allow for their operation on public roads. In addition, ride share companies such as Uber and Lyft are in the process of developing fleets of self-driving, autonomous vehicles that would be available for use by ride share customers.