

JOINT COUNCIL OF TEAMSTERS NO. 37

Affiliated with the International Brotherhood of Teamsters

February 9, 2026, To: House Committee on Transportation

Dear Chair, McClain and members of the committee:

My name is Steve Konopa, and I am the Legislative Director statewide for the Teamsters Union. I have testified before and brought forth legislative bills such as the warehouse worker bill of a few years ago. This current bill HB 4085 makes it easy for a large corporation such as Waymo to do business in Oregon with few restrictions or regulations. The fiscal impact alone should be enough to discourage anyone from supporting it, as well as the loss of jobs it will create in an already struggling economy. The tax base will suffer unless the state legislature imposes a business tax against this type of industry to help compensate for the loss of jobs.

We believe it's also an unproven industry that is not perfected enough, with safety nets in place to ensure that the public is not harmed. Reports and documented injury and even fatalities have occurred through testing of these vehicles and as of last week a child was struck in Santa Monica California by a robotaxi. The bill allows companies and individuals freedom without restrictions or liability to own and operate these vehicles with no protection or guidelines to follow. I would encourage a no vote, as this bill is a bad idea for Oregon. It's not properly put together or thought through. It gives preferential treatment to large companies with no penalties or rules to follow. Public safety would be at risk, and it puts an enormous strain on an already weakened economy.

Please continue more dialogue and review this issue before you put into law something that hurts Oregonians. Please think of the people of Oregon and oppose HB 4085.

Thank you,

Steve Konopa,
Teamster Joint Council 37
Legislative Director



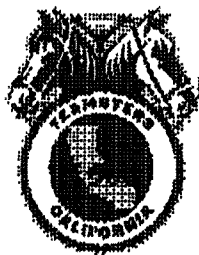
JOINT COUNCIL OF TEAMSTERS NO. 37

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Feb. 2, 2026

TEAMSTERS CALL FOR CPUC TO SUSPEND WAYMO'S OPERATING LICENSE INDEFINITELY

Demand Comes as NHTSA Investigates Robotaxi That Struck a Child

(SANTA MONICA, Calif.) - The following is a statement from Peter Finn and Victor Mineros, Co-Chairs of Teamsters California:

"The revelation that the National Highway Traffic Safety Administration (NHTSA) opened an investigation into Waymo after one of its robotaxis struck a small child should be a horrifying wake up call for California policymakers who have repeatedly ignored the growing list of red flags concerning robotaxis.

"This incident is emblematic of the broader goal Big Tech companies have to replace skilled human labor with AI. They want to force millions of people into destitution by destroying their livelihoods, seize money that belongs to workers, and force our communities to reckon with the fallout of automation's shortcomings. Robotaxis threaten workers' jobs and are now terrorizing our kids.

"Waymo vehicles have continued to illegally ignore school bus stop signs despite a company-wide software recall and another, separate NHTSA investigation. Parents, teachers, school workers, and community members have been demanding that these vehicles be kept away from school zones. Waymo and its parent company, Google, choose to ignore those warnings.

"In the interest of protecting our communities and working-class prosperity, the Teamsters are calling on the California Public Utilities Commission (CPUC) to indefinitely suspend Waymo's license to operate in the state. Being a parent is hard enough — nobody should have to worry about a driverless car putting their child in danger. The CPUC must do its job and intervene now, because the next incident could be much worse."

Teamsters California is the united voice of 250,000 workers across dozens of industries who power the state's economy and communities every single day. For more information, go to teamstersca.org.

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NEWS FROM

Teamsters Joint Council 3

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For Immediate Release
April 29, 2025

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TEAMSTERS CALL ON COLORADO STATE SENATORS TO PASS HB 25-1122

Bipartisan Legislation Critical to Protecting Good Jobs, Safe Streets

(DENVER) – Following its passage out of the Colorado State Senate Transportation & Energy Committee, Teamsters are calling on all lawmakers in the upper chamber to support HB 25-1122, legislation that would require the presence of a trained and licensed human safety operator in any autonomous vehicle (AV) operated for commercial use.

"This legislation has the support of workers, elected officials, and the general public because it's a commonsense guardrail that everyone can get behind," said Spencer Hogue, President of Teamsters Joint Council 3. "Colorado state senators can increase highway safety and protect middle class prosperity by voting in favor of this bill."

The bill recently passed the Colorado House of Representatives in a bipartisan vote, with more than 80 percent of lawmakers supporting it. The Teamsters are advocating for similar legislation in California, Delaware, Nevada, Oregon, and Texas.

"We refuse to stand idly by while Silicon Valley threatens the livelihoods of union members throughout Colorado," said Dean Modecker, Secretary-Treasurer of Teamsters Local 455. "If lawmakers want our support when they're up for re-election, they need to stand with the Teamsters on this bill."

"With the things I've seen in over two decades of driving for a living — both in residential and commercial areas — there's nothing that makes me think automation is a good or safe road to go down," said Chris Sanchez, a member of Local 455 who testified before the Transportation & Energy Committee. "Automated vehicles don't operate with concern or compassion for other human beings. Teamsters do."

Teamsters Joint Council 3 is America's premier labor union for the Rocky Mountain region. For more information, go to teamstersjc3.com

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TEAMSTER *News*

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

For Immediate Release
April 8, 2025

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TEAMSTERS CALL ON NEVADA LAWMAKERS TO REQUIRE HUMAN OPERATORS IN DRIVERLESS TRUCKS

SB 395 Would Protect Middle-Class Nevadans from Job Elimination, Unsafe Roads

(CARSON CITY, Nev.) – Teamsters testified at the Nevada state capitol to demand lawmakers in the upper chamber's Growth and Infrastructure Committee vote for Senate Bill 395 (SB 395). The bill, introduced by State Sen. James Ohrenschall (D – Las Vegas), would require a trained human safety operator behind the wheel of commercial vehicles weighing over 26,000 pounds.

"For Big Tech companies to think they can come into any state and replace the jobs of hardworking union members with this dangerous and inferior technology is an insult to professional drivers everywhere," said Peter Finn, President of Teamsters Joint Council 7. "SB 395 is critical to protecting the middle class. That is why we are demanding that Nevada lawmakers vote in favor of this legislation."

"Whenever AV regulations are introduced, the arguments that we hear from Big Tech are the same," said Tommy Blitsch, Secretary-Treasurer of Teamsters Local 631 in Las Vegas. "The people pushing for this technology falsely claim their vehicles are safe and will improve our quality of life. Nothing could be further from the truth. In every city where there is widespread deployment of driverless vehicles, we have seen exactly what we all thought would happen — gridlock, stalled vehicles, and accidents."

Polling shows Americans are increasingly distrustful of AV technology, with robotaxi accidents and recalls happening across the country over the last year.

"This technology is dangerous, and it puts the life of every professional driver we represent at risk," said Chris Griswold, President of Teamsters Joint Council 42. "The Teamsters fully support SB 395 and call on all of Nevada's leaders to pass this bill into law."

The Teamsters have played a pivotal role in fighting in state houses across the country for autonomous vehicle regulation that protects workers. Beyond Nevada, the union is currently fighting for enhanced AV regulation in California, Delaware, and Texas.

Teamsters Joint Councils 7 and 42 represent over 30,000 hardworking men and women throughout Nevada. For more information, go to teamstersjc7.org or teamstersjc42.com.

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NEWS FROM

Teamsters Local 25

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For Immediate Release
July 25, 2025

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BOSTON TEAMSTERS TO WAYMO: HIT THE BRAKES

Union, Coalition Calls for AV Accountability at City Hall

(BOSTON) – Teamsters were joined by a union coalition and elected officials in Government Center yesterday to demand regulation for Waymo and other Autonomous Vehicle (AV) companies before they are allowed to operate in the city.

Both at a hearing and a rally outside of City Hall, the coalition called for the passage of an ordinance — sponsored by Boston City Councilors Henry Santana and Erin Murphy — to study the impact AVs will have on the economy, traffic, and public safety. The ordinance would also create an advisory board composed of trade unionists and other stakeholders to assess those findings, which would guide any future rules for AV operators in the city.

"The Big Tech companies putting driverless cars and trucks on our road like to describe themselves as people who are building some sort of utopia, but nothing could be further from the truth," said Tom Mari, President of Teamsters Local 25. "Waymo is steamrolling into cities throughout our country without concern for workers or residents. They're doing this because they want to make trillions of dollars by eliminating jobs."

Waymo is currently mapping Boston streets and pushing a bill in the Massachusetts State House that would allow it to expand into the Commonwealth. The efforts come despite the fact that Waymo is being federally investigated, has issued multiple safety recalls, and has been involved in hundreds of accidents throughout the country.

"This isn't just about my job, it's about public safety for everyone," said Arthur Guffing, a Local 25 member and paratransit driver for the East Boston Neighborhood Health Center. "Boston streets are narrow, dense, and crowded. We regularly get 20 inches of snow in the winter. You need good instincts and common sense to drive around here, and that can't be programmed."

A recording of the city council hearing is available here.

Teamsters Local 25 represents more than 13,000 members and their families in greater Boston and southern New England. For more information, visit teamsterslocal25.com.

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NEWS FROM **Teamsters Joint Council 7**

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For Immediate Release
Dec. 13, 2024

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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.

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NEWS FROM

Teamsters Joint Council 7

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Phone: (415) 467-7768

For Immediate Release
Feb 28, 2024

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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.

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TEAMSTER *News*

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

For Immediate Release
Nov. 16, 2023

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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."

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TEAMSTER *News*

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For Media Planning
Feb. 22, 2024

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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.

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TEAMSTER *News*

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For Immediate Release
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TEAMSTERS-ENDORSED AUTONOMOUS VEHICLE SAFETY BILLS PASS TRANSPORTATION COMMITTEE

Expansion Comes Amid Nationwide Recall After Driverless Collision, Performance Concerns

(SACRAMENTO, Calif.) – Yesterday, the California Senate Transportation Committee overwhelmingly passed two Teamsters-backed bills, Assembly Bill 2286 (AB 2286) and Assembly Bill 3061 (AB 3061), that would regulate autonomous vehicles (AVs) throughout the state. AB 2286 and AB 3061 are both part of the CARS legislative package on autonomous vehicles that the Teamsters are advocating for to protect good union jobs and public safety.

"Keeping roads safe and protecting our livelihoods are issues that everyone can get behind," said Peter Finn, Teamsters Western Region International Vice President and President of Teamsters Joint Council 7. "It's time to start passing these commonsense AV regulations instead of letting Big Tech call the shots."

AB 2286 (formerly Assembly Bill 316) was introduced by Assembly Majority Leader Cecilia Aguiar-Curry. It requires a trained human operator behind the wheel of self-driving trucks weighing more than 10,000 pounds, which will preserve hundreds of thousands of good-paying trucking jobs and keep California roads safe. AB 3061, introduced by Assemblymember Matt Haney (D-17), requires AV companies to publicly report any vehicle collisions, traffic violations, disengagements, assaults, or harassment involving their vehicles to the California Department of Motor Vehicles (DMV). The bill is critical to ensuring public transparency and accountability, especially since the California DMV has not tracked at-fault data for collisions involving AVs for several years.

Support for the CARS legislative package on AVs has grown amid ongoing scrutiny and technological failures. Earlier this month, Waymo recalled nearly 700 driverless cars after one of its vehicles hit a telephone pole, and the National Highway Traffic Safety Administration (NHTSA) opened an investigation into Alphabet's Waymo and Amazon's Zoox following a series of safety incidents in May. Cruise was under investigation earlier this year after a deadly pedestrian crash in October. Meanwhile, local community members, including school crossing guards, continue to sound the alarm on AV safety concerns.

-MORE-

Page 2/2 – Teamsters-Endorsed Autonomous Vehicle Safety Bills Pass Transportation Committee

"The ongoing federal investigations into the largest autonomous vehicle companies are another proof point that autonomous vehicles are disasters waiting to happen," said Chris Griswold, Teamsters International Vice President At-Large and President of Teamsters Joint Council 42. "It's past time for California communities to get an opportunity to hold these companies accountable. The Teamsters will continue to fight for our members and put good union jobs and safety first."

Currently in California, the California Public Utilities Commission (CPUC) and the DMV have near total control of AV regulation but have failed to take proper action to prioritize safety and jobs amid the statewide AVs rollout. Even after a new study showed that more than 91 percent of U.S. drivers expressed fear or uncertainty with AVs, the CPUC and DMV both approved the expansion of robotaxis throughout the state.

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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.

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.



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

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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



Feedback



2024



- [Zoox December 18, 2024 \(PDF\)](#)
- [Waymo December 16, 2024 \(PDF\)](#)
- [Waymo December 14, 2024 \(PDF\)](#)
- [Pony.ai December 12, 2024 \(PDF\)](#)
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- [Waymo December 2, 2024 \(2\) \(PDF\)](#)
- [Waymo December 2, 2024 \(1\) \(PDF\)](#)
- [Waymo November 30, 2024 \(PDF\)](#)
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2023**2022****2021****2020****2019**

2023



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2018



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- Zoox August 11, 2018
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2017

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2016

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- Google April 28, 2016
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2015

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- Google May 30, 2015
- Google April 27, 2015
- Google April 7, 2015
- Google February 26, 2015

2014

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Oregon
Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

DATE: April 21, 2025
TO: Joint Committee on Transportation
FROM: Carla Phelps, Administrator, Commerce and Compliance Division, Oregon
Department of Transportation
SUBJECT: HB 2671 – Highly Autonomous Vehicles Testing Program

INTRODUCTION

The Oregon Department of Transportation (ODOT)'s mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive. The department administers programs and services related to Oregon's system of highways, roads, bridges and railways, public transportation services, transportation safety, driver and vehicle licensing, and motor carrier regulation. These duties include creating and overseeing opportunities for the introduction and expansion of highly automated vehicle (HAV) usage in Oregon, currently done through a voluntary testing program.

House Bill 2671 allows the testing of HAVs on Oregon highways by creating new provisions for the Oregon Vehicle Code and amending existing statutes. The bill outlines specifics for a new HAV testing program, including statutory definitions, permit, vehicle and driver requirements, manufacturer reporting requirements, liability, penalties and ODOT's obligations, with an operative date of January 1, 2027. This new HAV testing program would replace the existing voluntary testing program.

DISCUSSION

Oregon has long been interested in the impact that autonomous vehicles may have on several topics. The Task Force on Autonomous Vehicles was formed following passage of HB 4063 in 2018. The Task Force issued reports in 2018 and 2019. The 2018 report included recommendations related to (1) licensing and registration; (2) law enforcement and crash reporting; (3) cybersecurity; and (4) insurance and liability. The 2019 report included recommendations on six topics, which included: (1) vehicle code amendments and public safety; (2) cybersecurity, privacy and data; (3) road and infrastructure design; (4) land use; (5) public transit; and (6) workforce changes. Following the issuance of the Task Force's reports, ODOT developed a voluntary testing program. The testing requirements provided in House Bill 2671 largely reflect the licensing and permit recommendations from the Task Force's 2018 report.

ODOT's Office of Innovative Funding works with companies interested in bringing autonomous vehicles to Oregon. The office has a voluntary testing notification form, which is used to facilitate the

exchange of information between autonomous vehicle manufacturers and ODOT. This voluntary notification process allows ODOT to alert Oregon State Patrol of testing activity and provide safety information to interested companies on work zones and lane closures on proposed test routes and dates. It also allows ODOT to notify potentially impacted regions throughout the state about testing.

The current testing framework could be modified to accommodate the requirements of House Bill 2671. The existing review process relies on manual efforts to monitor for, review, and forward relevant information from voluntary submissions. Implementation of House Bill 2671 will require a more robust process that automates and integrates elements of the application requirements. Additional changes needed would include collecting the permit fees, providing for a more rigorous review of the applications, and providing for a contested case hearing if ODOT denies, suspends, refuses to renew, or revokes a testing permit.

House Bill 2671 allows for the testing of vehicles with a gross vehicle weight rating (GVWR) over 10,001 pounds. Commercial vehicles with a GVWR of more than 10,001 pounds are subject to all applicable federal and state regulations and would need to comply with commercial registration requirements, size and weight regulations, variance permit requirements, applicable state and federal taxes (including Oregon's Weight-Mile Tax Program), and Federal Motor Carrier Safety Regulations. ODOT's Commerce and Compliance Division programs could accommodate HAVs, and in coordination with OIF, adopt the necessary amendments to Oregon Administrative Rule to implement the testing program envisioned in this bill. The necessary rule changes and systems programming could be completed by the bill's operative date of January 1, 2027.

CONCLUSION

ODOT has been anticipating the introduction of HAVs and is committed to coordinating and collaborating with the HAV industry as vehicle technology continues to develop. The department currently oversees a voluntary testing program for autonomous vehicles. House Bill 2671 would establish a mandatory testing program for these vehicles, and ODOT programs are prepared to incorporate the changes necessary to implement this bill if passed.