Considerations for Licensing and Registration

Goals and Values

- Ensure safe testing and deployment of HAVs in Oregon
- Transparency in data sharing for testing and deployment
- Consistency between jurisdiction processes and requirements for testing and deployment (state/local/national)
- Establish an appropriate level of government oversight with flexibility to adapt quickly when needed
- Existing and proven processes used for vehicle identification wherever feasible
- Make sure that, to the extent possible, vehicle and driver policy re: HAVs apply to all classes of vehicles
- Ensure OEMs adhere to generally accepted minimum safety standards in testing and deployment
- Place an emphasis on driver/user training
- Efficient use of transportation system with "user pays" principle
- Clarify between "planning" data and safety/law enforcement data
- Public right to travel behavior data from commercial use of the public right-of-way
- Seek opportunities to coordinate/collaborate with West Coast corridor states & provinces

Topics

Compliance with State Vehicle and Traffic Laws

- Safety requirements: “Certification that vehicle can comply with all state vehicle and traffic laws within its operational design domain”
  - Changes or alternatives to this recommendation?

Link to Remote Operator

- Additional safety requirements for testing without a human backup driver: “Link to remote operator who can assume control of the vehicle or have the vehicle achieve minimal risk condition”
  - Changes or alternatives to this recommendation?
User Definitions

- “AV legislation should direct ODOT to adopt definitions for automated vehicles and users that reflect the different roles and responsibilities of vehicle systems and human occupants at different levels of automation. The definitions from the SAE J3016 standard are currently the accepted industry and government standard for vehicles.”
  - Proposed edit: “The definitions from the SAE J3016 standard are currently the accepted industry and government standard for vehicles, but approaches vary for definitions of drivers/operators.”
  - Proposed statement of principle: “The definitions for automated vehicle users should clarify when the human is solely a passenger and when the human has responsibility for all or part of the driving task. Additionally, the user definitions should acknowledge that in a single trip, the human could be a passenger for one portion and have driving responsibilities for another portion.”
  - Changes or alternatives to this recommendation?

Post-Testing Reporting Requirements

- Subcommittee discussed but has not yet reached consensus on reporting requirements post-testing
  - Additional discussion of post-testing reporting requirements