

**BILL SUMMARY**  
2<sup>nd</sup> Session of the 58<sup>th</sup> Legislature

<b>Bill No.:</b>	<b>HB 3317</b>
<b>Version:</b>	<b>Committee Substitute</b>
<b>Request Number:</b>	<b>10631</b>
<b>Author:</b>	<b>Rep. Miller</b>
<b>Date:</b>	<b>3/9/2022</b>
<b>Impact:</b>	<b>Unknown; fiscal impact likely</b>

**Research Analysis**

The CS to HB 3317 authorizes a person to operate a fully autonomous vehicle on the public roads without a human driver if an automated driving system is engaged and the vehicle meets certain conditions. The vehicle must be able to achieve a minimal risk condition if a failure of the automated driving system occurs; be capable of operating in compliance with applicable traffic and motor vehicle safety laws, unless an exemption has been granted by the Department of Public Safety; bear the required manufacturer's certification label indicating the vehicle has been certified to be in compliance with applicable Federal Motor Vehicle Safety Standards. Prior to operation without a human driver, a law enforcement interaction plan must be submitted to the Department of Public Safety. The owner of a fully autonomous vehicle must show proof of insurance and the vehicle must remain on the scene of any accident in which the vehicle was involved. The bill allows an on-demand autonomous network to be permitted to operate pursuant to state laws governing the operation of transportation network companies, taxis, or any other ground transportation for hire of passengers. An autonomous vehicle must be properly titled and registered. An automated driving system must be able issue a request to intervene whenever the automated driving system is not capable of performing the entire dynamic driving task. A fully autonomous vehicle that is also a commercial motor vehicle may operate pursuant to state laws governing the operation of commercial motor vehicles. A fully autonomous vehicle that is designed to be operated exclusively by the automated driving system for all trips is not subject to motor vehicle equipment laws or regulations that relate to or support operation by a human driver seated in the vehicle or are not relevant for an automated driving system. When an automated driving system is engaged, the automated driving system is considered the driver or operator, for the purpose of assessing compliance with applicable traffic or motor vehicle laws, and the automated driving system is considered to be licensed to operate the vehicle. The measure provides definitions.

Prepared By: Brad Wolgamott

**Fiscal Analysis**

The committee substitute to the measure provides for lawful operation of fully autonomous motor vehicles in Oklahoma.

Upon review, the measure may have a fiscal impact. The provisions of the measure would require the Department of Public Safety to accept and review submitted compliance reports from owners of fully autonomous vehicles. It is unknown if these additional duties would create a need for additional budgetary resources for the Department.

Prepared By: Clayton Mayfield

### **Other Considerations**

None.

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