

Position: SUPPORT WITH AMENDMENTS

Date: February 5, 2026

Chair McLain, Vice-Chairs Boshart Davis and Gamba, and Members of the Committee:

My name is Xavier Brown, and I submit this testimony in support of HB 4085 **with amendments**.

I support the goal of HB 4085: establishing a clear statewide framework for autonomous vehicles, including for-hire driverless operations. I believe automated driving systems have the potential to be **better drivers than humans** in many contexts as they improve at maintaining attention, consistently following rules, and reducing outcomes associated with distracted or impaired driving. Autonomous vehicles may also provide valuable mobility support for **people with disabilities** and improve **access to health care in rural areas** by expanding reliable transportation options where human-driver availability can be limited.

At the same time, Oregon should not deploy autonomous fleets in a way that **stomps out human drivers** or destabilizes livelihoods for Oregonians who rely on driving work to support themselves and their families.

Finally, while statewide standards are important, I believe **local governments should retain meaningful authority to regulate** the operation of autonomous vehicles and on-demand autonomous vehicle networks in their jurisdictions. Cities and counties are closest to street-level realities (curb access, work zones, special events, school zones, Vision Zero safety programs, and local congestion management). HB 4085 should not broadly preempt local tools; instead, it should allow reasonable local regulation that is consistent with statewide baseline standards.

Because HB 4085 centralizes authority at the state level, the bill should include enforceable statewide consumer protections and public-benefit requirements, while also preserving local authority. I respectfully request amendments in four areas:

- **Preserve local regulatory authority.** Amend the bill to allow local governments to regulate autonomous vehicle and network operations within their jurisdictions, provided local rules are reasonable and do not conflict with baseline statewide standards.
- **Affordability / price protections (no “robotaxi premium”).** A driverless ride should not exceed the cost of a comparable human-driven ride in the same market, time window, and trip characteristics, except within a narrow, defined margin set by ODOT rule. In plain terms: removing the cost of a human driver should not lead to higher prices for the public.
- **Auditable pricing transparency (equations, inputs, decision rules).** Current “fare method” language should be strengthened to require operators to submit to ODOT the **full pricing specification used in Oregon**, including the actual fare equation(s), variables and inputs, data sources used to compute price, dynamic pricing logic, and how fees are applied (e.g., waiting, detours, tolls, airport fees). Require re-filing when pricing logic materially changes. Require ODOT review for compliance and require disclosures of conflicts of interest and potential bias impacts (for example, systematically higher pricing for certain neighborhoods, time windows, or event corridors).
- **Taxpayer-funded public-road data obligation: compel sensor data submission to ODOT.** Autonomous vehicle companies operate on public roads that are built, maintained, and

policed using taxpayer dollars. If operators collect operational and sensor data (camera, lidar, radar, IR, etc.) while using those public roads to train, process, or improve their systems, they should be **compelled to provide ODOT with relevant sensor and operational data** under clear rules. HB 4085 should require a baseline data reporting and submission regime to ODOT to support public accountability and Oregon infrastructure improvement, including safety evaluation, near-miss analysis, hazardous corridor identification, work-zone safety, signage and roadway design effectiveness, accessibility impacts, and congestion/curb management. This should be implemented with strong safeguards: de-identification, anti-reidentification terms, secure access/clean-room options when needed, and clear limits on personally identifying information.

As an additional public benefit, the bill should allow Oregon public universities to request access to approved datasets through an ODOT-administered research program under privacy and security controls.

Workforce considerations. Autonomous fleets may reduce demand for human driving labor over time. Oregon should encourage innovation while supporting transition pathways—including phased deployment, workforce partnerships, and the growth of job-adjacent roles (fleet support, maintenance, safety operations)—so workers are not abruptly displaced.

HB 4085 is foundational. I support moving Oregon toward a uniform statewide AV framework, but I urge you to pair statewide authorization with statewide accountability and local flexibility: **preserve local regulatory authority**, ensure **affordability**, require **auditable pricing transparency**, and establish a **taxpayer-funded public-road data obligation** that compels relevant sensor and operational data submission to ODOT for the public good.

Respectfully submitted,
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