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February 6, 2026

Dear Chair McLain, Vice Chairs Boshart Davis and Gamba, and members of the committee,

My name is Cassie Wilson and I'm the Legislative Manager at 1000 Friends of Oregon. Thank you for the opportunity to comment on HB 4085, which 1000 Friends cannot support this session.

First, I want to be clear that we understand the need for, and support the development of, a statewide statutory framework for the operation of autonomous vehicles (AVs) and their networks. While there is still limited data for AVs compared to human-operated passenger vehicle impacts, we are optimistic about the possibilities of autonomous vehicles for safer streets. This technology is still slowly rolling out across the United States, so it is essential for cities and counties to have local authority to regulate autonomous vehicles and their networks just like they do for other rideshare operations.

We share the concerns outlined by the City of Portland and League of Oregon Cities. Some of our questions and concerns that remain unanswered by this bill and its amendments include:

**Accessibility:** To our knowledge, the current primary AV rideshare provider is Waymo, and in a follow up from their October informational hearing they shared that none of their vehicles are wheelchair accessible. This bill allows for that to continue to be the case by allowing AV networks to refer people out to other accessible ride providers. This is deeply concerning considering the lack of existing wheelchair accessible rideshare services. Uber and Lyft provide very few wheelchair accessible vehicles, and is an issue we are seeking to address. TriMet LIFT, which also provides door-to-door service, is not open to all disabled people, only people who cannot use fixed route transit.

**Land use and climate:** Oregon's land use planning program is intentional, and local transportation system plans don't currently factor in managing AVs. What are the impacts on sprawl? How do we manage zero passenger trips, when it's already difficult to reduce single occupancy vehicle trips? How will this impact public transit ridership recovery, especially while service cuts continue to worsen? Will our main streets become congested with empty AVs waiting for riders?

**Workforce impacts:** At a time when the state is focused on job creation and income tax revenue, will the introduction of AVs reduce job opportunities?

At a time when Oregonians trust in government is so low, introducing more uncertainty into our communities without accountability and flexibility is not the appropriate step forward.

Thank you.

*Cassie Wilson*

Cassie Wilson  
Legislative Manager