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**Re: House Bill 4085, Testimony in Support of Responsible Autonomous Vehicle Deployment in Oregon**

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

My name is Dr. Jennifer Camota Luebke, and I respectfully submit this testimony in support of House Bill 4085 that allows for the responsible use of autonomous vehicles in Oregon, and that advance both economic opportunity and equitable access to transportation.

Transportation is foundational to Oregon’s economy and to community well-being. When people cannot reliably get to work, medical care, education, or essential services, both families and businesses feel the impact. Autonomous vehicles (AVs), when deployed thoughtfully and with public oversight, offer Oregon a tool to strengthen mobility while supporting economic growth.

From a **community and equity perspective**, autonomous vehicles have the potential to expand access for people who are currently underserved by our transportation system, including seniors, people with disabilities, people who cannot drive, and residents of rural or transit-limited areas. AVs can reduce isolation, increase independence, and improve access to employment and healthcare, particularly when they complement public transit and paratransit rather than replace them.

At the same time, autonomous vehicles represent a **significant economic opportunity** for Oregon. Clear and balanced policies can attract investment, encourage innovation, and create new jobs in fleet operations, maintenance, safety monitoring, software support, and workforce training. For industries that rely heavily on transportation, such as logistics, healthcare, manufacturing, and service delivery. AV technology can improve reliability, efficiency, and long-term sustainability.

Safety and public trust must remain central. Strong regulatory standards, transparent data reporting, privacy protections, and coordination with local governments are essential to

ensuring that this technology serves the public interest. A predictable regulatory environment also benefits businesses by reducing uncertainty and setting clear expectations for responsible deployment.

In my travels to San Francisco, Los Angeles, and Phoenix, I have chosen to ride in an autonomous vehicle several times. I find that autonomous vehicles are very safe, clean, and reasonably priced. In areas where I am not familiar driving on the roads, I am glad to have the option of riding in an AV.

My adult son has an intellectual disability, and he is unable to drive, but he still needs to get to work every day where he works full time. He currently relies on a combination of rides from his dad and me, public transportation, and ride shares. Having an autonomous vehicle option would allow him to have access to reliable and safe transportation, which increases his independence. AVs would democratize access to safe and reliable transportation for many disabled people.

Oregon can lead by example, demonstrating that innovation and equity are not competing values. With intentional policy design, autonomous vehicles can support climate goals, strengthen our workforce, and expand access to opportunity across communities.

I urge the Legislature to support House Bill 4085 that allows autonomous vehicle technology to move forward in a way that is safe, accountable, economically beneficial, and inclusive of the diverse needs of Oregonians.

Thank you for your time and consideration.

Respectfully submitted,

Dr. Jennifer Camota Luebke