



February 9, 2026

House Committee on Transportation  
900 Court Street NE  
Salem, OR 97301

**RE: HB 4085 – LOC concerns and amendment requests**

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

The League of Oregon Cities (LOC) is thankful for the opportunity to provide testimony and share our concerns related to HB 4085.

LOC represents all 241 incorporated cities in Oregon. Our member cities are responsible for managing public safety in their communities, supporting a thriving local economy, and the maintenance of over 11,560 miles of roads. HB 4085 impacts any city's ability to appropriately manage these elements by preempting local control of local matters. **LOC is opposed to HB 4085 but remains a partner in crafting a future for autonomous vehicles (AVs) in Oregon.**

AVs offer an exciting innovation to Oregon's shared transportation system. However, as new technologies advance on city streets first, local governments need tools to respond and adapt in real time. LOC is supportive of creating a statewide floor for autonomous vehicles but believes that the state should not create a ceiling. With new technology, it is imperative to empower cities with tools to respond and adapt.

LOC requests the removal of Section 15 (3) and Section 16 (2) in the –2 amendments to allow localities to be responsive, in real time, as issues emerge. We understand concerns about patchwork rules for AVs. However, Oregon is not close to statewide AV deployment. In this interim period, where only a handful of communities will see deployment, it's imperative to let local communities be in the driver's seat. Time, place, and manner regulations of AVs could offer local flexibility while maintaining one state standard.

Cities rely on their Main Streets to spur economic vitality and support small businesses, and we're concerned about the impact of AVs without thoughtful planning. We fundamentally disagree with the premise that AVs should be treated like human drivers as it relates to the time, place, and manner of their operations on city streets. First, to address congestion concerns, local governments should have the ability to limit zero passenger trips. Additionally, human drivers and AVs shouldn't compete for parking. These requirements would need to be localized to a community.

We appreciate Chair McLain and Waymo for working with LOC to improve other public safety considerations in the bill. The first responder training in the –2 amendments addressed some of our safety concerns by helping to ensure first responders know how to disengage an AV. LOC notes necessary improvements to the language to meet our shared intent. The training opportunities are limited to cities rather than local governments more broadly. Additionally, cities would only receive a 10-day notice to request training before the launch of AVs in their community. That’s insufficient notice to schedule and complete training for first responders. We’re grateful that this training is a part of the framework, and we want to ensure that training is as useful as possible to all first responders.

LOC shares the additional public safety concerns detailed in [testimony from the Portland Bureau of Transportation](#). In particular, HB 4085 does not include cybersecurity requirements as recommended by the Oregon Task Force on Autonomous Vehicles in 2019. LOC believes these must be statewide standards. LOC would also like to see greater flexibility for ODOT in managing permits by allowing additional considerations through rulemaking.

Lastly, the bill preempts cities and counties from recouping costs associated with AVs. There will be increased staffing costs associated with necessary training of first responders, from law enforcement to fire officials. Of course, AVs will also impact road conditions. HB 4085 does not regulate zero passenger trips, which will further impact conditions on city streets. AVs are likely to be electric vehicles, meaning cities receive no revenue to support maintenance needs.

LOC remains your partner in supporting our shared transportation system and the new technology that will move us forward. **We remain opposed to HB 4085 and the –1 and –2 amendments, and we request additional conversations.**

Respectfully,  
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