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On Behalf Of:  
Committee: House Committee On Transportation  
Measure, Appointment or Topic: HB4085

Autonomous vehicles, especially those operated as part of an "On-demand autonomous vehicle network" (e.g., Waymo, Uber, etc)...

...do not reduce the number of cars on the road.

...do not make human drivers safer.

...suck money out of local economies, and into the pockets of Big Tech Behemoths.

...take up space used by local humans --- both drivers and pedestrians.

...consume resources that would be better spent on improving public transportation.

...are not fundamentally different in function from a good ol' taxi, except for where the money goes.

...are rife with privacy and surveillance issues.

...still do not stop for school buses!

...still need to be guided by remote operators in the Phillipines!

This bill only serves to preempt local oversight in larger cities like Portland, where there would be serious (and well-deserved) opposition. Waymo and other "on-demand autonomous vehicle networks" are not going to bother operating in smaller towns or rural regions.

These companies will bring no value to \*any\* region of the state. The Tech Giants that operate AV networks are incentivized to use their huge capital resources to disrupt local economies and smother competing locally-operated transportation services. This is the same dynamic introduced by the Big Tech rideshare companies --- except worse, because the goal is to finally eliminate the "cost" of human drivers altogether. This is already a well-known goal of those rideshare companies (e.g., Uber's own huge investments in developing AV technologies). These companies are not trying to improve transportation; they are trying to monopolize it.

Oregonians do not need to give these companies free-reign to operate as they

please, and we certainly do not need to preempt local oversight.