



Feb. 10, 2026

Rep. Susan McLain
Chair, House Committee on Transportation

Rep. Shelly Boshart Davis & Rep. Mark Gamba,
Vice-Chairs, House Committee on
Transportation

Re: Opposition to House Bill 4085

Dear Chair McLain, Vice-Chairs Davis & Gamba and Members of the House Committee on Transportation:

The American Motorcyclist Association (AMA) appreciates the opportunity to comment on House Bill 4085, which would create significant exemption to existing state laws regarding driver responsibility and liability for the operators of autonomous vehicles. Founded in 1924, the AMA is the premier advocate for the motorcycling community, representing the interests of millions of on- and off-highway motorcyclists nationwide. Our mission is to promote the motorcycling lifestyle and protect the future of motorcycling.

The AMA has serious concerns regarding the proposed language, especially Section 7, subsection b, which seeks to exempt the operator of the autonomous vehicle from Oregon Revised Statutes 811.705, 811.710 and 811.715. While autonomous technology has been under development for many years, the testing and real-world performance of these vehicles continue to demonstrate deficiencies in detecting and responding to motorcycles, bicyclists, pedestrians, and emergency vehicles. The State of Oregon simply should not permit these vehicles to operate on public roads until manufacturers can demonstrate, through transparent and repeatable real-world testing, that the technology reliably detects and safely reacts to all road users in complex driving conditions.

The AMA has engaged with a variety of regulatory agencies on autonomous and advanced vehicle technologies since the 1990s, including extensive participation in National Highway Traffic Safety Administration rulemakings related to Automatic Emergency Braking and the New Car Assessment Program. Despite ongoing development, federal regulators continue to acknowledge significant limitations in these systems' ability to recognize and respond to motorcycles.

Until autonomous vehicle manufacturers can publicly demonstrate that these vehicles operate safely and reliably in real-world conditions, these vehicles should not be permitted on public roadways, let alone be exempted from exiting law when it comes to liability and responsibility when the inevitable crash occurs.

We request a no vote on House Bill 4085

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Nicholas Haris'.

Nicholas Haris
Director of Government Relations