

February 10th, 2026

My name is Bob Cassinelli, and I operate a small ride company in Tigard, Oregon.

If I were a teacher and asked to grade HB 4085, I would give an "I" for incomplete. I've ridden in AVs. In general, I don't oppose the introduction of them, but HB 4085 is incomplete, and here's what's missing;

Ride Data Access

Public access to unfiltered ride data would enable independent analysis of the impact of autonomous vehicles (AVs) on traffic congestion in Oregon.

This would include data on rides and deadheading. This is critical because deadhead miles could quickly add millions of new miles to our roads, further congesting them.

As of late 2025, Waymo's vehicles in San Francisco drove 1.44 miles for every one mile they carried a passenger. In other words, they are 44% worse than someone driving their own car when measuring how much congestion they create.

Further, because San Francisco is much more densely populated than any city in Oregon, the deadheading here could be much higher. For example, other companies have been measured to travel as high as an average of 2.6 miles for every one mile they transport someone.

How high will it be in Oregon? We'll never be able to measure with published data with HB 4085 in its current form.

Other ride companies that have been asked for public ride data have made the following arguments against doing so.

1. They claim they are protecting passengers privacy by hiding trip information. This is absurd in that the data could be easily anonymized.
2. They say they operate in a competitive market and should not have to share data that competitors could use against them. That sounds like the perfect excuse to hide the additional traffic congestion they may create. It hasn't stopped them from operating elsewhere, and it shouldn't stop them here. Our roads belong to the people who paid for them, not the AV companies.
3. They threaten to sue to hide their ride data. Why would you pass a bill to allow the companies to operate in Oregon if they are going to sue when they don't exactly get what they want?

These industry responses demonstrate how important it is for them to hide the new congestion they create.

California Data Reveals that Waymo Cars Spend Almost Half Their Time Driving Around Empty

... Waymos still spend much of their time creating traffic without passengers.

Link: <https://www.planetizen.com/news/2025/11/136454-california-data-reveals-waymo-cars-spend-almost-half-their-time-driving-around>

Reasonable Limits

There needs to be reasonable limits on the number of vehicles operated. I see nothing in HB 4085 that creates limits on the number of companies that could operate in Oregon or the number of vehicles each one could operate.

Adding too many would worsen our existing traffic congestion with the sheer volume of vehicles. The ultimate irony is that some people want to add tolls to our freeways, at least in part, to reduce congestion. HB 4085 would be shooting ourselves in the foot.

There is only one city in the country that requires public access to full trip data, and it's New York. New York is also the only city that limits the number of rideshare vehicles that can operate, specifically to reduce the congestion they create.

Minimum Fares

Minimum fares would help prevent AV's from destroying mass transit as we know it. Too low prices will remove the incentive to use mass transit. A price war has recently started in San Francisco. I don't know who will win, but I know mass transit will lose more riders. If a bus costs \$3 and for the additional price of a cup of coffee, an AV will come to your front door, which would you choose?

Tesla Undercuts Waymo with \$8 Robotaxi Rides...

Tesla's robotaxis average \$8.17 per ride vs Waymo's higher costs, sparking price war.

<https://www.techbuzz.ai/articles/tesla-undercuts-waymo-with-8-robotaxi-rides-but-waits-hit-15-minutes>

First- and last-mile rides and Carpools (Rideshare) are red herrings meant to distract from the concerns stated above. BTW, Lyft dropped its carpooling service a couple of years ago due to unprofitability and driver resistance. But it didn't matter because they already had their permits. Carpooling will never work because there is a huge difference between public transit and the intimacy of sharing the back seat of a car. The Taxi industry figured that out 100 years ago. The Rideshare companies revived it to greenwash the congestion and pollution that come with it. Will Waymo continue to offer a \$3 discount on first- and last-mile rides forever, or only until they get approved in enough states? If first- and last-mile rides were a significant thing, Waymo wouldn't have to discount them.

Exclusionary

Proponents keep saying people should have more choices, but HB 4085, without local regulation, gives AVs a tremendous advantage over all other providers, leaving only scraps of scattered rides for existing. Other choices will disappear. Portland used to have nine Taxi companies; now there are four, really, just three.

AV's are inherently exclusionary.

- They require a smartphone and cell service, and a credit card
- They don't accept cash
- Can't help people who need help with luggage or a walker
- Handicap passengers: A Waymo representative mentioned they would refer people. Sounds nice, but what that means is they will simply show a phone number for an existing company.

Operating in Snow and Ice

If you look at the markets where they have done the majority of their testing, they have a common denominator. They are all in the Southern half of the U.S. It remains unclear if AV's can operate in snow & ice conditions. If not, they may have to park them in a garage until the roads clear, but that's exactly when ride demand jumps 1,000%, and people freeze in their unheated homes.

Prediction

HB 4085 is a step toward what AV companies really want. They want Federal oversight, which would supersede state laws such as HB 4085.

These are the Federal Lobbying firms that Waymo has already retained in Washington, D.C.

Key Registered Lobbyists and Firms (Recent/Active)

- Holland & Knight LLP (2017–2025): Federal lobbying.
- Monument Advocacy (2018–2025): Federal lobbying.
- S-3 Group LLC (2025): Federal lobbying.

Do you want our roads managed by Washington DC? HB 4085, in its present form, could lead to it.

FOMO

I heard more proponents suggest that it should be passed now, so Oregon doesn't *miss out*. I could not disagree more. There are five companies proposing AVs and probably five more behind them. One or more will be willing.

This bill needs serious work.

Bob Cassinelli