

**Testimony to House Business and Labor Committee
on House Bill 3023**

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Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Oregon Environmental Council opposes HB 3023.

There is a place for transportation network companies (TNCs) within the transportation ecosystem. If properly managed, they can support a more sustainable transportation system, especially when they provide "last mile" service to neighborhoods not served by transit and service during non-peak hours when there is less transit service. Over the long run, if families are well served by safe sidewalks and bikeways, have excellent transit service, participate in carsharing, can hop on an e-scooter, and have the ability to take a TNC or taxi when needed, we will see more folks give up their cars.

But real world experience across the nation shows that TNCs are currently generating more trips, more miles and more greenhouse gases. It's a misnomer to call TNCs "ridesharing" companies given that most trips consist of a driver ferrying one passenger and then circling around as a single occupant vehicle until contacted by the next passenger. TNCs are actually adding to congestion; replacing trips that would have been made by transit, walking, or biking; and not providing transportation planners with sufficient data to ensure that they do operate in a positive way in the community.

Cities therefore need to retain the ability to regulate TNCs, especially given how rapidly the transportation world is evolving. Unfortunately, HB 3023 preempts cities from regulating TNCs for the public benefit. Section 2 very clearly overrides even existing city regulations in Oregon. As one example, this bill would undermine funding for a program called PDX WAV that makes it easier for Portlanders with disabilities to hail a wheelchair-accessible taxi, Uber or Lyft ride.

OEC is not opposed to statewide regulations on TNCs; we simply think that they need to be the floor, not the ceiling. To that end, we would suggest that the committee consider HB 3379, which does not preempt local authority.

The public right of way is a public good. It should therefore be managed for the benefit of the public not by private companies. We urge you to not pass HB 3023.