



OPAL
Environmental Justice Oregon

opalpdx.org

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March 18th, 2018

House Committee on Business and Labor
Oregon State Legislature
900 Court Street NE
Salem, OR 97301

RE: HB 3023

Chair Barker, Vice Chair Bynum, Vice Chair Barreto, Members of the Committee:

OPAL builds power for environmental justice and civil rights in our communities where we live, work, learn, play and practice spirituality. We advocate for a just transportation system, inclusive housing and investment without displacement, health equity, and empowered, engaged communities who enjoy equitable access to lifeline services.

Representing our members, who are primarily transit riders who are unable to access other forms of mobility due to their economic status, disability, age or legal ability to attain a driver's license, **we write to oppose what is currently outlined in HB 3023.**

We recognize that Transportation Network Companies (TNCs) are increasingly being viewed as a 'last mile' connector for transit trips, and offer services which extend beyond the bus or light rail operating hours. The names Uber and Lyft have become synonymous with the concept of a "gig economy" – where workers sign up to work on their own terms. In addition, TNC trips have continued to reshape the transportation landscape, especially impacting transit ridership, traffic congestion, and overall mobility. This rise in trips has produced a 160 percent increase in vehicle miles traveled on city street. We must be doing more to create multi modal opportunities that are accessible for all and not just for a few.

While services such as Uber and Lyft may seem to offer a "well-marketed" and packaged solution for both mobility and work, advocates for transportation justice and workers' rights, both in employment law, and in local legislative bodies have started addressing key questions by striving to find progressive solutions which correctly define TNC workers as employees and improve standards and working conditions. Local issues require local solutions.

The gig economy should not come at the cost of the protections working people need to support themselves and their families. Policy solutions for TNC workers should be proactive, data-driven by utilizing transparent data from TNCs, and allow local governments to find a balance between the extreme profits of global corporations like Uber and the livelihoods of the people who work round the clock to earn those profits. That means giving workers the ability to



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have a voice in their working conditions and to receive protections from labor laws, workers' compensation, and unemployment insurance.

We view HB 3023 as an example of TNCs trying to prohibit local control and regulation of their business and prevent workers from having a voice at work.

By rejecting HB 3023, we have an opportunity to balance the scales of the gig economy in favor of the working people who make companies like Uber and Lyft household names.

We cannot pass legislation at the harm to workers and fails to address the larger issue of mobility needs of our communities across the state need.

Thank you for your consideration.

Sincerely,

Maria Hernandez Segoviano
Policy and Advocacy Manager