



May 10, 2019

To: House Committee on Revenue

RE: Oppose HB 3023-A

Dear Chair Rep. Nathanson, Co-Chair Rep. Findley, Co-Chair Rep. Marsh, and Members of House Committee on Revenue,

Thank you for the opportunity to provide written testimony on HB 3023-A. I represent the Safe Routes Partnership, working in Oregon via the Pacific Northwest Regional Network; we are a national non-profit that works to advance safe walking and bicycling to and from schools, to improve the health and wellbeing of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone.

The Safe Routes Partnership is opposed to HB 3023-A because of the impact it will have on traffic safety and social equity for people who live and travel in Oregon's cities. In Portland, we have seen the growing impact of Transportation Network Companies (TNCs) such as Uber & Lyft, which have expanded rapidly and appear to have contributed to increasing congestion and declining safety conditions for people who walk and roll. Cities with TNCs in operation need the ability to respond quickly to increasing demands for limited space on our streets, but HB 3023 would deprive Oregon cities the ability to pass locally-relevant policies and nimbly manage their most valuable asset – their public right-of-way – in a way that will ensure the safety of our most vulnerable road users.

The Partnership's position is that local jurisdictions know local transportation and traffic regulation needs best, and should be allowed to maintain control over regulation – localities should not have their ability to regulate TNCs stripped away by state or federal laws that preempt local rules on traffic or data sharing. Local control ensures local agencies can build, regulate, and maintain safe transportation systems that allow people of all ages and abilities to get around safely – whether students walking to school, or older adults using TNCs to access medical appointments.

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-A.

Yours sincerely,

Kari Schlosshauer

Pacific Northwest Senior Policy Manager

Safe Routes Partnership