



CITY OF
PORTLAND, OREGON

Ted Wheeler, Mayor
Amanda Fritz, Commissioner
Nick Fish, Commissioner
Jo Ann Hardesty, Commissioner
Chloe Eudaly, Commissioner

May 10, 2019

Representative Nancy Nathanson, Chair
House Committee on Revenue
900 Court Street NE, HR H-279
Salem, OR 97301

RE: HB 3023-A14 – Relating to transportation network companies; prescribing an effective date.

Dear Chair Nathanson and Members of the Committee,

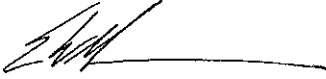
The City of Portland has developed a good working relationship with the Transportation Network Companies (TNCs) Lyft and Uber since they first entered our market in 2015. During that time, Portland has experienced a 400 percent growth rate in TNC rides, while also establishing a robust regulatory program with insurance requirements, background checks, and vehicle inspections. We remain optimistic that, if well regulated, TNCs can offer transportation choices that will help reduce car ownership in our fast-growing city and ensure public safety and accessibility for all Oregonians.

HB 3023-A14 does not set up the kind of regulatory framework that makes sense for a new and evolving industry. It sets minimal regulations in state statute and prohibits local innovation to improve service for consumers. HB 3023-A14 eliminates current regulatory frameworks that were painstakingly developed by Oregon cities over the last four years, replacing them with statewide permitting and legislation that essentially allows the industry to self-regulate. This will have serious implications for passenger safety, the livelihoods of drivers, and congestion and pollution on Oregon's roads and in Oregon communities. The Oregon Department of Transportation (ODOT) would be responsible for managing all these issues and would be constrained by the proposed legislation from doing so effectively.

This is brand new industry and it is having a tremendous impact on our communities and it is still evolving. We understand the desire for a simplified statewide approach that allows TNCs to operate more easily throughout Oregon and we are open to a conversation about how to regulate TNCs from that perspective. However, we must do so in a way that provides necessary protections for drivers, passengers, and the surrounding communities to make this work for all Oregonians.

We urge you to oppose HB 3023-A14.

Sincerely,



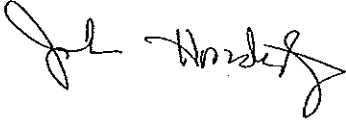
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