

Vote NO on HB 3023-A

HB 3023-A deregulates existing statewide ride for hire programs, replacing these locally managed programs with a dangerously lax system. This deregulation benefits the billion-dollar Transportation Network Companies (TNC) like Uber and Lyft, while leaving Oregon's communities, the company companies' drivers, and the environment to pay the tab.

A solution looking for a problem

TNCs are currently able to operate throughout the state—urban and rural areas alike. Nothing prevents them from doing so except for the TNCs' own desire to maximize profits by selectively serving areas with high demand. By prohibiting Oregon communities from implementing common-sense and data-driven standards, HB 3023-A will create more problems than it will solve, and it doesn't guarantee any expansion of TNC service throughout the state.

Bad for public safety

HB 3023-A's driver background check proposal weakens existing systems operating in Oregon and replaces them with an industry-only system. In Oregon and nationally, cities and law enforcement have had consistent experience that the TNCs' self-check system DOES NOT work.

Bad for congestion

National data shows that TNCs increase congestion. HB 3023-A reduces the level of data available to public agencies for the purpose of traffic and transportation studies. ODOT recommended explicit authority for data and records access, but HB 3023-A allows only for a mutual data sharing agreement to be developed.

Bad for access, equity and environmental justice

TNCs primarily serve users who have higher incomes in urban areas, whereas suburban and rural areas, as well as people with disabilities, continue to be reliant on traditional taxi services. HB 3023-A's 'wheelchair accessible vehicles' fee is set at 10 cents per-ride, which is less than half of the City of Portland's fee and is counter to ODOT's recommendation to determine the fee level in rule making. Additionally, the service is inaccessible and inequitable in reaching low-income communities. These services require cell phones with access to data services which many rural and low-income communities have little to no access. These apps are mostly only accessible in English. There are formidable barriers to equity, especially in access to credit, banking, driving privileges, and affordable cell and Internet service, which leaves many of our communities behind.

Bad for workers

Despite the unilateral terms and conditions Transportation Network Companies set on their drivers, TNCs classify them as independent contractors rather than employees. This precedent is being challenged nationally, HB 3023-A preempts local jurisdictions from regulating the industry and removes the ability for communities to address labor concerns at the local level through bodies such as the City of Portland's Driver Advisory Committee.

Bad for the environment

Multiple studies show that TNC programs increase a community's vehicle miles traveled (VMT) and draw more people away from transit, bicycling, and other environmentally-friendly modes of transportation than from driving. This runs counter to Oregon's adopted transportation policies and those of countless cities and MPO's in the state, as well as Oregon's efforts to reduce air pollution and greenhouse gas emissions. HB 3023-A provides no pathway for public agency oversight at the state or local level to address these negative impacts.

Bad for transit

TNCs are reducing transit ridership, which undermines state and local congestion and climate goals. Uber's IPO prospectus explicitly states that they are competing with transit: "*We believe we can continue to grow the number of trips taken with our Ridesharing products and replace personal vehicle ownership and usage **and public transportation** one use case at a time.*" HB 3023-A does not require that TNCs provide the data needed to understand the relationship between TNCs and transit use, nor does it give sufficient authority to local jurisdictions to require TNCs to come to the table to seek solutions.

Bad for road safety

HB 3023-A makes streets less safe. TNCs threaten safety on Oregon's roads by turning untrained contractors into professional drivers. HB 3023-A does not require TNCs to share data that public agencies can use to understand how to mitigate this safety risk. Programs like Portland's "Safe Ride Home" that offer discounted TNC and taxi rides on targeted

holidays and large public events would be eliminated under HB 3023-A because neither ODOT nor local jurisdictions would have dedicated funding or authority to develop programs that reduce impaired driving.

Bad for personal safety

HB 3023-A fails to provide adequate insurance coverage for anyone injured in a crash involving a TNC vehicle. All private Oregon motorists are required to carry Personal Injury Protection (PIP), but a loophole in the bill exempts TNCs from providing this important coverage. Further, more research needs to be done to ensure both passengers and drivers have enough PIP coverage during periods 1, 2, and 3 of TNC service.

A wide coalition of interests opposes HB 3023-A and believes there is a better way to create a comprehensive and efficient framework for TNC operation in our state. **We urge you to oppose HB 3023-A**, so that these stakeholders can work with Legislative leaders and industry during the interim session to develop a comprehensive and efficient state-wide regulatory pathway that we can all support and all Oregonians can benefit from.

Oregon deserves better

