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Written Testimony to the House Committee On Business and Labor on House Bill 3246

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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 supports HB 3246 (if amended).

This legislative session, one of the major policies you are deliberating is a transportation package, a comprehensive approach to addressing Oregon's many rural and urban transportation needs. OEC supports a multimodal approach, and we are thrilled to see strong support for a new funding source for transit operations. Public transit is absolutely imperative to meeting the needs of our elders, our youth, people with disabilities, and people with few financial resources. It's also key to reducing the environmental impacts of transportation.

So what does HB 3246 have to do with this? We believe that Transportation Network Companies (TNCs) are another integral part of a more sustainable transportation future. We know that public transit can't serve everyone at all times. TNC's best role is to provide "last mile" service to neighborhoods not served by transit and service during non-peak hours when there is less transit service. We believe that TNCs and transit can and will co-exist, though the policy framework is important. See this fact sheet by TransitCenter, "[Why Uber Won't Kill Transit](#)," that discusses these issues in more detail. Also, in very rural communities, ride-hailing services could complement transit gaps: see this article [How an Uber Copycat Can Fill the Transit Gap in Rural Nebraska](#).

If Oregon makes a real investment in public transit and in bicycle and pedestrian infrastructure and creates the right parameters for TNCs, fewer families will need to own a car and the cars that are on the road will be utilized more efficiently (e.g., Lyft Line and UberPOOL, which facilitate carpooling).

OEC applauds the TNCs for the idea of a per trip surcharge fee to fund transportation options that benefit the environment. While we don't know yet whether the fee could be a significant source of funding, we do think it will be helpful in supporting the infrastructure, vehicles and transportation options that will lead to a cleaner, more affordable transportation future.

Our understanding is that HB 3246 is being amended to allow City of Portland and the Port of Portland to operate under the ordinance previously adopted, to add some anti-deceptive practices language, to clarify some insurance language, to give cities auditing authority, and to make some improvements to the independent contractor language. With those amendments, OEC supports HB 3246.