



June 6, 2019

## Oregon Progressive Party Position on Bill at 2019 Session of Oregon Legislature:

### HB 3023A: Oppose

Dear Committee:

The Oregon Progressive Party (OPP) opposes this bill, as it opposed the original bill. The adopted -11 amendments do not significantly improve it. Nor do any of the proposed amendments that have not been adopted. The -18 amendments continue to preempt local regulation of TNCs.

This is still in the bill:

SECTION 2. (1) Notwithstanding any other law to the contrary and except as provided in subsection (2) of this section and section 15 of this 2019 Act, a transportation network company or participating driver is subject to exclusive regulation under sections 1 to 15 of this 2019 Act and is not subject to regulation or taxation as a taxicab, limousine, commercial vehicle, carrier, as defined in ORS 825.005, common carrier or contract carrier or to a local governmental entity's regulation of the rates the transportation network company charges or to any other requirements the local governmental entity may impose as a condition of operation within the local governmental entity's jurisdiction.

Curiously, section 15 of the Act has nothing to do with local regulation.

If I had to guess, I would guess that this bill was written by attorneys for Uber and Lyft.

While establishing some regulatory system for services such as Uber and Lyft is desirable, it is not acceptable to preempt local regulation of these services. The summary of the bill provided by the bill itself fails to note its most important feature--total preemption of local regulation of such services, except normal traffic laws.

We believe that local conditions can warrant local regulation of these services, which can cause unnecessary traffic congestion, parking problems, pollution, and danger to passengers.

### **Oregon Progressive Party**

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