



April Rinne

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House Committee on Business and Labor  
Oregon State Capitol  
900 Court Street NE, Room 453  
Salem, Oregon 97301

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Re: Expert testimony regarding HB 3023 and HB 3379

Dear Members of the House Committee on Business and Labor,

Thank you for this opportunity to provide written testimony regarding HB 3023 and HB 3379. I write in my context as an independent advisor to governments worldwide focused on the 'sharing economy,' including carsharing, ridesharing and ride-hailing. I also advise sharing economy companies in a range of sectors. I have worked in more than 50 countries worldwide, have my J.D. from Harvard Law School, and am proud to call Portland home.

Recently, I was part of the team that advised Washington state's Joint Transportation Committee on its transportation network company (TNC) approach. As part of this engagement, I spoke with dozens of policy makers in cities across the U.S. and around the world. One of the outputs of that engagement is this Policy Guide on the Regulation of TNCs, which is the most comprehensive of its kind to date.

[http://leg.wa.gov/JTC/Documents/Final%20Studies/TNC\\_PolicyGuideFinal.pdf](http://leg.wa.gov/JTC/Documents/Final%20Studies/TNC_PolicyGuideFinal.pdf)

In this testimony, I wish to express the utmost importance of allowing cities to determine the thrust of TNC regulations. Cities understand their mobility needs, dynamics and quirks far better than any state, federal or other authority does. This is not criticism; this is the reality of life. If I recounted all of the cities and first-hand experiences I have in which this is the case -- whether from business, public policy, driver or passenger perspectives -- this letter would be a book.

States generally can play a helpful role in setting minimum standards for insurance and vehicle requirements. However, when it comes to assessing which fees may (or may not) be levied, and related regulatory issues that extend beyond basic safety thresholds, in my experience states often do more harm than good when they seek to pre-empt city authority. Moreover, I can't underscore just how much bad will and animosity develops between cities and states when this happens. The impacts of this go far beyond revenues or regulations; relationships -- upon which much else depends, at both city and state levels -- can be broken. Ultimately, both cities and states can find themselves in straightjackets, neither fully able to achieve their goals. The best way to prevent this is to ensure city authority and collaboration. HB 3379 is a far better example of this dynamic in practice.

I would encourage you to think of ways in which the state of Oregon can establish a responsible "floor" for select TNC operational standards and conduct, but does not impose "caps" on cities that thwart their ability to effectively manage, adapt or strengthen transportation and mobility services within their jurisdiction. Encouraging city-led inter-city collaboration, especially in larger metropolitan areas such as Portland, is also a wise step.

Thank you again for your time and consideration of my testimony. Should you wish to discuss any of it or my opinions further, please do not hesitate to contact me.

Best regards,

A handwritten signature in black ink, appearing to read "April Rinne". The signature is fluid and cursive, with a prominent loop at the end.

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