

March 15, 2019

Chair Barker and Members of the Committee:

As a professional with over 25 years of experience as a researcher and scholar on transportation policy, planning, and engineering, I am writing to provide my assessment and comments on HB 3023: “Relating to transportation network companies; prescribing an effective date”. Currently, I am a Professor of Civil and Environmental Engineering and hold the position of the Associate Dean of Research for the Maseeh College of Engineering at Portland State University. I am a research faculty in the Transportation Research and Education Center and along with the other faculty and staff, provide internationally-recognized research on the movement of people and goods. In various aspects of my work, I have provided analysis and policy advice to various jurisdictions in Oregon and elsewhere, including but not limited to Portland, Clackamas County, and Bend on issues related to planning and managing the transportation system for growth and change. More information about my academic credentials and transportation research can be found at my websites below.

The transportation sector is experiencing a period of transformation with the introduction of new services and technologies, which offer many opportunities and risks. In its current form, HB 3023 would preempt or restrict the ability of local jurisdictions from regulating and managing transportation network companies (TNCs) to meet the needs of stakeholders and protecting local priorities. Each city is likely to bring its own set of unique conditions and priorities to the questions of TNC regulation. A one-size-fits-all approach, as outlined in HB 3023 may inhibit innovation in the industry, limit the ability for local jurisdictions to manage the elements of the transportation system, and hamper adaptation and response to a rapidly changing landscape.

Since TNCs have been introduced, we have seen rapid growth in demand for their services across all market segments and an evolution in the range of services provided. But at the same time, the concerns associated with their deployment and use have also been dynamic and unique to each urban environment, including the issues of public safety; congestion; emissions; the intersection with transit and other modes of transportation; labor practices; equity and access for all; and curb access.

For these reasons, there is a critical need for more research and evaluations of these issues to inform the policies and regulations of TNCs that are appropriate to meet local and state goals. For example, the ongoing partnership between Portland Bureau of Transportation and Portland State University aims to develop transportation system performance analytics, including TNCs and create better policies for system management to achieve the desired outcomes. This kind of analysis is helpful not only to Portland but can also help other communities make decisions about TNCs that is catered to their own circumstance. Communities like Eugene and Coos Bay

have very different transportation contexts than Portland and thus, should have the ability to respond accordingly.

Given these concerns, I urge the committee to reconsider HB 3023 as currently written.

Sincerely,

A handwritten signature in cursive script that reads "Kelly J. Clifton".

Kelly J. Clifton, PhD
Associate Dean of Research & Professor
Email: kclifton@pdx.edu;
Phone: 503-725-2871;
Web: kellyjclifton.com and SUPERLab.us