

# Uber

**September 25, 2018**

**Jon Isaacs, Public Affairs Manager, Uber Technologies  
Testimony to Oregon House Business and Labor Committee**

**Chair Holvey and Members of the House Business and Labor Committee,**

Thank you for the opportunity to speak to you today about statewide ridesharing regulation and the current state and future of shared mobility in our state and our nation.

In 2017, Uber strongly supported an amended version of HB 3246, which, at the time, would have made Oregon the 39th state to adopt a statewide regulatory framework for TNCs or ridesharing. We appreciated that this committee gave HB 3246 a hearing, but, along with a number of bills aimed at restricting rider and driver access to ridesharing, we all had to settle on those bills dying in this committee.

As we said at the time and since then, several more states have adopted statewide TNC laws very similar to what was proposed in HB 3246, now leaving Oregon as the only state in the nation that has not adopted statewide ridesharing regulations. Not only did several more states adopt what has become standard policy across the nation, but they did so in a bipartisan manner, with unanimous or overwhelming floor votes. The 44 states that have adopted comprehensive ridesharing regulations are blue states and red states, large states and small states. In other words, this issue, outside of Oregon, is not seen as particularly controversial.

Since then rideshare has continued to grow in popularity and use by both riders and drivers with over 16 million trips completed globally through the Uber app each day, including hundreds of thousands here in Oregon. Uber has grown to be one of the largest provider of work opportunities in the world with over 3.3 million active driver partners.

Since our new CEO, Dara Khosrowshahi, joined Uber just over a year ago, Uber has made great strides in improving our company culture to be more inclusive and respectful, and to be a strong partner in working with communities and cities to work toward the shared mobility transportation system of the future. Under Dara's leadership, Uber has made always doing the right thing, listening to driver partners, and being the safest transportation app in the world the top priorities of the company. In just the past year we have implemented dozens of new driver partner and safety features that have dramatically improved both the rider and driver experience, including tipping, more transparent driver earnings, better driver flexibility, global annual background screenings, improved rider visibility, access to 911 in the app, and more.

We have also demonstrated our commitment to collaboration here in Oregon. After HB 3246 died last session, cities immediately acted to respond to the local demand to bring rideshare to their communities. Uber worked transparently and collaboratively with Bend, Redmond, Salem, Corvallis, Medford, and most

recently, Eugene to establish common sense local rideshare regulations that have allowed thousands of more Oregonians to access the flexible work opportunities made possible by Uber.

We have also greatly improved our working relationship with the City of Portland, and are now actively working with the Portland Bureau of Transportation, TriMet, and local partners to improve access to wheelchair accessible vehicles, promote and support electric vehicles, and improve transportation access for historically underserved neighborhoods and communities.

And last year, Uber helped found Oregon Business for Climate, the first business organization in Oregon dedicated to supporting bold policies that will make Oregon a national leader in halting and reducing the effects of climate change, which we are already experiencing.

This year, I represented TNCs on the ODOT Autonomous Vehicle Task Force, which unanimously adopted recommendations for an AV testing policy framework for our state.

This work to improve access to transportation for Oregonians across the state is what we want to continue focusing on here in Oregon. We want to help cities and the State of Oregon solve our congestion and climate challenges, and build shared mobility transportation networks that truly integrate transit, bikes, scooters, and car sharing. And we want to continue to be able to make thousands of flexible work opportunities available to Oregonians who are looking to have more control of their time, and earn extra money with their own car. We are not willing to sacrifice this progress and these relationships for a controversial political fight over statewide rideshare legislation, if that is what it will require.

To be clear, we still believe that adoption of statewide ridesharing regulations will allow Oregon and cities across the state to realize the full potential of shared mobility technology. And that would be the best policy for Oregonians who drive with rideshare apps. Despite all of our success at the local level, there are still key regulatory inconsistencies that greatly impact riders and drivers. For example, policy inconsistencies force drivers to choose whether they want to drive in Eugene or Portland, but not both. Drivers can provide rides from Medford to Ashland, but can't provide trips back. Riders can take Uber from Portland to Hood River, but not back. Roseburg and the Oregon coast communities have no access to rideshare. Uber was approached about being the rideshare partner for the Pendleton Round-up, but couldn't commit because service is not available there. All of these problems would be solved with a consistent statewide regulatory system.

However, with stability and collaboration as our top priorities, Uber has no plans to unilaterally propose statewide legislation in 2019. We will be standing by, ready and willing to work collaboratively with members of this committee, and the House Transportation committee, to craft and advance statewide TNC legislation if the interest is there and a bill is proposed. And we are willing to work with all stakeholders to ensure that this can be accomplished with the long term interest of Oregonians and all Oregon communities as our highest value.