



March 15, 2019

Dear Chair Barker, Vice Chairs Barretto and Bynum and members of the House Committee on Business and Labor:

My name is Skip Newberry, and I serve as President and CEO of the Technology Association of Oregon ("TAO"). TAO represents nearly 500 tech and tech-enabled companies around the state, all working together to establish the Northwest as a global hub for innovation. I am writing on behalf of TAO to express our support for HB 3023.

Ridesharing is an important part of multi-modal transportation solutions for residents in a variety of communities. As communities seek to incorporate and integrate a variety of transportation solutions for their residents, it's important we recognize that many people travel between communities for work and to access different amenities and services.

In Portland, ridesharing is making transportation better. Affordable and reliable rides allow Portlanders from all parts of the City to get around safely without their personal vehicles and coupled with public transportation and other car sharing services car ownership is now considered optional. Now, Portlanders have safe, reliable and affordable options to get home safely. And thousands of Portlanders are drivers for ridesharing companies, working flexible hours and earning money on their own terms.

However, ridesharing is not available in many communities across the state. Other jurisdictions have very different rules from one another, which can make it difficult to get a ride between cities. Transportation is fundamentally about taking people from one place to another, which is why aspects of transportation, such as car insurance requirements, are set at the state level rather than the local level. Imagine having to comply with different insurance requirements when driving from Salem to Eugene, let alone finding an auto insurance plan that would cover different insurance requirements depending on where you are driving to.

These are the reasons that we regulate personal auto insurance requirements at the state level and are the same reasons why Oregon needs a statewide framework for ridesharing. A statewide framework opens up ridesharing opportunities to the entire state, and ensures that there is a safe, reliable and uniform standard applied evenly across the state. It won't matter whether you are taking a ride from Hillsboro to Newport, or Hood River to The Dalles, the rules will be the same for everyone. Forty-five other states have recognized the problem of inconsistent regulations and passed laws regulating ridesharing at the state level in response. This is a model that Oregon should follow.



Last month the Mayor of Ashland vetoed a bill passed by the city council that would have allowed ridesharing companies to operate in the city—continuing a randomness where ridesharing is not available in Ashland but is available thirteen miles away in Medford. It took until September 2018 for ridesharing to arrive in Eugene due to similar circumstances even though it was available the year prior just miles away in Corvallis.

HB 3023 addresses the problems of inconsistency, unpredictability and uneven local ridesharing regulations, allowing ridesharing services to operate throughout the state under one set of rules. In fact, HB 3023 builds on the robust rules used in Portland and other states across the country by requiring nationally agreed upon levels of insurance, stringent background checks for drivers and inspections for their vehicles. This promotes safety while unlocking the benefits of ridesharing for everyone, not just those Oregonians who live close to a handful of cities.

Drivers also appreciate the ease of use and flexibility. Drivers can turn on the app and pick up passengers when they want to earn extra income and turn it off when they are busy spending time with family, working or studying. Lyft recently released a report that found that eighty-nine percent of Portland drivers drive fewer than twenty hours a week. And Portland drivers are diverse: eleven percent are veterans, thirty percent identify with a minority group, and thirty percent are female.

For the above reasons, we respectfully request that members of the House Committee on Business and Labor vote in favor of HB 3023. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Warren Newberry". The signature is fluid and cursive, written in a professional style.

Warren "Skip" Newberry, TAO President