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March 26, 2019

The Honorable Jeff Barker  
Oregon State Capitol  
900 Court. St., Salem, OR 97301

**To: House Business and Labor Committee**  
**Re: Uber's support of HB 3023 and opposition to HB 3379**

Chair Barker and members of the Committee,

Thank you for your recent hearing on legislation related to the regulation of ridesharing in Oregon. As we were not able to provide in-person testimony on HB 3023 and HB 3379, we are submitting this letter to share our perspective on this legislation and offer a few points for the committee's consideration. Also included below is additional information to help inform the discussion around several issues raised by others during the hearing.

Should you have questions, please do not hesitate to reach out.

Sincerely,

Nathan Hambley, Communication and Policy Manager

### **Why we support HB 3023**

At Uber, we are using technology to remove barriers to transportation and opportunity for people around the world. Here in Oregon, our technology has helped drivers to provide millions of rides to hundreds of thousands of people in the cities where our app is available. That same technology has helped Oregon drivers to collectively earn millions of dollars a year, working entirely on their own schedule, turning the app on and off whenever they want, sometimes for months at a time.

Rideshare technology has made it possible to reliably get an affordable, convenient ride just about any time of day. We are now working hard to expand the benefits of our platform. We're encouraging people to share rides and drivers to use fully electric vehicles in an effort to reduce the environmental impact of personal transportation. We're encouraging people to help reduce congestion by rightsizing their trips. This means, for example, using a bike instead of a car for quick short trips, and -- as we recently made possible in Denver -- linking various personal modes of travel with mass transit. Our goal is to enable people to easily and reliably choose the



best means of transportation through a single app. This will make it easier for more people to move away from simply defaulting to their personal car every time they need to go somewhere.

We know there are transportation challenges in Oregon, and we believe they can best be addressed by broad groups of stakeholders working together to develop innovative and collaborative solutions. Passage of consistent regulatory requirements for rideshare is just such a step. Doing so would benefit communities across the state. For drivers it would remove unnecessary barriers and open new opportunities to flexibly earn money. For riders it would create a more consistent experience across the state. And for cities and towns that don't yet have rideshare, it would ease the adoption and use of this technology. All of these benefits would contribute to meeting Oregon's transportation needs.

We believe local governments should retain key powers they have today, like the ability to manage their own streets and curbs, and the general authority to determine how to address citizens' concerns about congestion. We appreciate the work that has gone into HB 3023, but understand there are outstanding issues to address. We therefore would like to reiterate the commitment we've made to work with members of the committee and other key stakeholders to address those issues.

HB 3023 is an important step toward a true multimodal future in Oregon built around well-used public transit and a variety of other transportation options. We believe we're at an inflection point in the area of urban mobility, where there's a need for the public and private sectors to come together to create smarter, safer and more efficient ways of getting people from A to B. HB 3023 would make rideshare solutions possible all across the state. We therefore encourage the committee to support the bill.

### **Why we oppose HB 3379**

HB 3379 will reduce or eliminate earning opportunities for thousands of Oregon drivers, reduce reliable transportation options for Oregon residents and visitors, and create burdensome new requirements that would prevent communities from using new technology to help address the state's growing transportation challenges.

We are particularly concerned by how HB 3379 would create a number of barriers to the use of rideshare technology in OR. The bill would:

- Force local cities to start from scratch and build new regulatory systems for rideshare companies and drivers, destroying years of work to make this technology available to millions of Oregonians
- Impose new regulatory requirements, particularly around insurance, that exist nowhere else in the country and would likely be impossible to comply with

- Exacerbate the existing challenges of a patchwork regulatory approach that prevents drivers from being able to meet demand and imposes unnecessary burdens on local governments and rideshare companies
- Increase barriers for drivers seeking to take advantage of the opportunity to use rideshare technology to earn money.

Uber strongly supports setting requirements related to safety and insurance, but not via the approach taken by this bill. In light of that and the other concerns we have with this legislation, we would strongly encourage the committee not to advance HB 3379.

### **Managing congestion**

At the hearing, one of the statistics cited by the City of Portland and others was that in 2018, people in Portland took more than 12 million rideshare trips, or more than 30,000 per day. First, each one of those trips represents an individual's choice to take advantage of convenient, reliable and affordable transportation.

Second, those 12 million trips should be looked at in context. According to the Federal Highway Administration's most recent National Household Travel Survey (NHTS), there were more than 1.7 billion personal vehicle trips in the Portland metro area in 2017. That's more than 4.5 million per day. The NHTS data is for a geography that extends beyond Portland's city limits, but it still conveys the order of magnitude difference between the number of TNC trips taking place and the number of total personal vehicle trips.

That's why Uber supports broad-based congestion pricing. We believe the price of driving should ultimately reflect the costs to our cities, and there's wide agreement that the most effective way of making sure that's the case is through broad-based road pricing. Cities or other government agencies' ability to pursue such policies would not be impacted by HB 3023.

### **Rideshare and transit**

Research on the impact of rideshare on transit is far less conclusive than some testimony to the committee suggested. For instance:

- A recent University of Toronto study found that TNCs have had a positive effect on transit ridership in some cities, notably smaller ones with limited transit like many municipalities in Oregon.
- An American Public Transportation Association study showed that TNC users are both more likely to use transit and less likely to own cars.
- A recent TransitCenter study found that while TNC's may be "nibbling away" at transit trips, the vast majority of the ridership decline can be attributed to personal vehicle use.



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Furthermore, certain cities have shown that it's possible to grow the number of transit riders *and* TNC trips while simultaneously reducing the number of SOV commuters. Seattle and Minneapolis have done just that in recent years. Additionally, the most recent INRIX traffic report shows that cities across the globe are seeing significant reductions in traffic despite population increases and the ongoing growth of TNC trips.

### **Rideshare increases access to transportation in low income or underserved communities**

Concerns raised at Friday's hearing about discriminatory practices by rideshare drivers run directly counter to Portland Bureau of Transportation (PBOT) data showing that rideshare has in fact dramatically increased access to transportation all across the city, especially in areas historically lacking access to convenient, affordable options.

Last spring, PBOT presented heat maps to members of the Portland City Council illustrating the citywide increase in for-hire transportation activity in all parts of the city from 2015 to 2017. We'd encourage this committee to request those maps from PBOT.

Our own data also bears out this trend. As our business in and around Portland has matured, we've grown fastest in areas that have lacked affordable, convenient access to other forms of transportation. From 2015 - 2017, we've seen our trip volume grow fastest in areas including Beaverton, East Portland, Milwaukie and Gresham.

### **Uber's future of working with cities**

As we expressed to the City of Portland in a letter last year, we pledge to be long-term partners to PBOT and members of the City Council to help improve access to reliable, affordable and safe transportation options for the entire, rapidly-growing metro region. We recently entered into a partnership with TriMet, along with SHARE NOW (formerly car2go) and BIKETOWN, so that the real-time location of Uber vehicles can be seen in the agency's new multimodal trip planning app.

In Denver, we recently partnered with the Regional Transportation District to enable residents and visitors there to choose public transportation as an option directly through the Uber app. We are working hard to finalize similar agreements in other cities around the world. Providing these kinds of seamless, multimodal in-app experiences to customers is an important part of the future of our business.

We're also committed to partnering with cities around the globe to take steps to reclaim their urban land, much of which is taken up by parking. In the United States, some estimates put the number of parking spaces at 2 billion, which is more than six times the number of residents.



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We are currently working with the cities of Boston, Washington D.C., San Francisco and others to study curb usage and put in place curb space management pilot programs that accommodate the growth of shared mobility, help mitigate congestion, increase safety and improve the customer experience for riders, drivers and cities. We would invite the opportunity to explore similar partnerships with cities in Oregon.