

To the honorable members of the House Committee on Business and Labor:

My name is Stephanie Strahan and I have been a driver for both the Uber and Lyft platforms for over a year now. I want to thank you for the considerable work you have done on HB 3023 but I urge you to reconsider moving forward with it. This bill only serves to benefit the corporations and not the hard working people you see here today. It is our strongly held belief that Uber, Lyft and any other TNC should be beholden to *city* regulations, NOT the states.

I became an Uber and Lyft driver in March 2018 after the company I previously worked for moved locations. In the nearly 15 months I have worked for Uber and Lyft, my rates have declined from \$1.21 per mile to \$0.94 a mile, resulting in a nearly 25% pay cut. Meanwhile both companies raised their standard fare charges and their service fees significantly. A 2018 Economic Policy Institute study found that driver's take-home pay is close to just \$9 an hour after expenses. By Uber's own admission in their recent IPO filing, driver satisfaction is expected to continue to plummet as they continue to further reduce rates in the upcoming years.

But what does this have to do with HB 3023? By putting ODOT and the state in charge of regulating Uber and Lyft, we are ignoring the different impacts TNC's have on different markets. Any other employee in the state of Oregon is expected to be paid according to the city's standards. We too deserve that same courtesy. Where I work in the Portland metro area, the minimum wage sits at \$12.75 per hour, meaning I am already making \$3.75 less an hour according to the study I previously listed. However the state of Oregon's minimum wage is \$10.75 per hour, meaning Uber and Lyft only have \$1.75 to make up in accordance to state laws. You can probably guess which number they would prefer to pay.

The City of Portland and the Portland Bureau of Transportation have recently begun the applicant process for the Driver Advisory Committee. Many of the people you will hear from today have applied to be an inaugural board member. This group will allow Uber and Lyft driver's like ourselves to discuss issues we face in Portland such as rideshare vehicle caps, traffic and carbon emissions, TNC transparency and fair wages. Nobody knows our environment quite like we do as we are the backbone of the Uber and Lyft models. With HB 3023 our work on city specific regulations would be stifled and hindered before it could even begin. We have worked hard for this board to be a reality and for our voices to be heard. We ask that you let that democratic process, which this bill would not support, move forward.

I want you to remember that as independent contractors for Uber and Lyft, we do not have the right to organize. We do not have a voice within either company. Each one of us who has spoken today could be deactivated on a moment's notice for simply speaking against them. Currently, neither Uber or Lyft has any clear appeals process which would help us should that need arise. Quite simply we have put our livelihoods on the line to be here and say no to HB 3023. I thank you for your time and hope you consider our position.

Sincerely,

Stephanie Strahan

stephaniestrahan@hotmail.com

(971) 241-7878