



Chair Nathanson and House Revenue Committee Members:

Now more than ever, Oregonians are turning to rideshare services as an efficient, reliable and affordable transportation option. Unfortunately, the benefits that rideshare has brought to cities such as Portland, Eugene and Corvallis are not available to all Oregon communities and the thousands of tourists that come to explore our state's natural wonders and local businesses in places like the Columbia River Gorge and along the coast.

The effort to create statewide rideshare legislation has been years in the making. HB 3023A is the product of hard work and collaboration with many stakeholders, advocates, experts and city officials. The bill establishes centralized, statewide licensing and consistent safety standards for rideshare companies, drivers and vehicles in Oregon.

### **Statewide Safety Standards**

As legislators charged with ensuring the safety of our communities, we should be guided by the expectation that industries are appropriately regulated and abide by critical safety and operating requirements. It sets a troubling precedent to suggest it is acceptable for companies to vagrantly and freely operate in our state in the absence of established safety and operating parameters.

Given the inherent nature of the transportation sector, it only makes sense that statewide safety and operating requirements for rideshare operators are established to give Oregon consumers, drivers and the public the assurance of a safe rideshare experience that balances statewide and local oversight.

The lack of statewide licensing makes it difficult for rideshare customers and drivers to be able to use these platforms in some critical ways. Rides between jurisdictions are unnecessarily complicated with different licensing standards and regulatory schemes in place throughout the state. Riders looking to go wine tasting through the Willamette Valley, or visit the Gorge may not be sure that they can access rides along their route. Drivers who may travel the state for other jobs or to take care of family may not be able to access the secondary income of driving if there is no rideshare agreement in one locality.

HB 3023A requires safety measures and oversight of ridesharing services including insurance requirements, vehicle safety and environmental standards, driver background checks, records and data, and accessibility and equity. This legislation will improve transportation equity across the state by bringing an additional transportation options to cities large and small.

### **Oversight and Auditing Authority**

In short, statewide legislation streamlines the process of regulating ridesharing for drivers and governments, while keeping safety at the forefront. HB 3023A establishes ODOT as Oregon's rideshare licensing agency, assigned with the responsibility and authority to audit all rideshare documents and records necessary to ensure compliance of all operating requirements.

HB 3023A establishes important vehicle safety inspections and criminal and driving history criteria, and driver requirements that include driver safety training and a 14-hour driving limit within a 24-hour period. **Additionally, the bill mandates the same insurance policy limits that are required in Portland, Eugene and the few other cities that allow ridesharing. This insurance requirement and the specific coverage limits is**

also mandated in legislation across the U.S. and has been reviewed and is endorsed by the independent National Association of Insurance Commissioners.

As the licensing entity, ODOT is explicitly authorized to conduct supplemental audits as it deems necessary beyond regular quarterly audits, and rideshare companies and drivers are required to provide all records and information as requested by law enforcement and in the course of a crash or criminal investigation. In the event of any egregious offense committed by a driver, rideshare companies are required to report to ODOT when drivers are deactivated for offenses including theft, property damage, impaired driving, and assault. In turn, ODOT is charged with ensuring drivers who violate rideshare requirements on one platform and pose a safety risk are prohibited to operate on all rideshare platforms.

### **Records, Reporting and Data**

HB 3023A requires rideshare companies to report records and information ODOT deems necessary to ensure compliance with all rideshare safety and operating requirements. Additionally, ODOT and local governments have access to trip data for planning and traffic management purposes and can establish an agreement with rideshare companies to determine the full scope and pace of data sharing.

Currently, rideshare companies operating in Oregon only provide detailed trip data to the City of Portland. It is important that as our transportation landscape changes, policy makers throughout Oregon have access to data to make well informed planning decisions. This bill gives the ODOT and cities- beyond just the City of Portland- the ability to collect trip data, including the number of rides provided; pickup and drop off city of each ride; number of rides requested; and rides for an accessible vehicle. Not every city will want the same data, so it makes sense for these to remain agreements between local governments and companies.

### **Local Authority and Enforcement**

Local jurisdictions play an important role in ensuring the safety and efficiency of local transportation systems. To ensure compliance with licensing and operating requirements, local jurisdictions are granted explicit authority to perform enforcement actions and maintain an enforcement program through an intergovernmental agreement with ODOT. Local governments may assess a per-ride fee on all rides originating within their local jurisdiction to fund local enforcement programs and activities.

While not all communities will have the same needs, nor will every city have the capacity or desire to individually work with ridesharing services to create their regulations, the legislation gives cities a level of flexibility to manage local field enforcement and develop new options to better serve Oregonians with disabilities. Under HB 3023A, local jurisdictions retain authority to manage the curb and make traffic management decisions on local streets, which includes the ability to implement a comprehensive congestion pricing policy and policies to reduce the climate impacts of the overall local transportation system.

Though studies differ on the leading causes of congestion, planners widely agree that solutions can be found in policies that prioritize public transportation over single occupant vehicles, and support more sustainable and efficient transportation options. Though transit ridership is not directly addressed in HB 3023A, the data sharing framework established in the bill will enable transportation authorities a new and important way to study the links between ridesharing and transit ridership, and allow collaboration on solutions.

Lastly on the relationship between rideshare services and transit, it is important to note both Lyft and Uber have stated an ongoing commitment to improving access to transit, and both companies actively partner with transit agencies to address first and last miles challenges. It is also worth correcting that in

Uber's S-1 filing with the SEC that has since been updated and it makes clear that the company's commitment is to work hand-in-hand with transit agencies to improve urban life and mobility.

### **Equity and Accessibility**

Ridesharing in Oregon has improved access to reliable transportation options, particularly in areas that have historically been underserved. In fact, shortly after ridesharing began in the City of Portland, a Portland Bureau of Transportation report found that, "Overall service in East Portland markedly improved by nearly 50%." And in May of last year, PBOT presented a for-hire and rideshare trip heat map to the City Council with snapshots of 2015 trip and 2017 trips in the city. The impact rideshare has had in increasing access for people in every area of the city was clear. Expanding ridesharing options throughout the state will further improve access to transportation and mobility for Oregonians in communities that may have less frequent or limited transit options.

HB 3023A also establishes clear, non-discrimination requirements for rideshare companies and drivers. Similar to language in Portland City Code, the policy prohibits discrimination on the basis of race or color; national origin; religious belief or affiliation; sex, sexual orientation, gender or gender identity; marital status; age; disability; or intended destination of the passenger. ODOT is granted full authority to investigate complaints and impose citations for violations, including reports of discrimination from local jurisdictions, passengers or drivers.

Statewide rideshare legislation would expand accessible transportation options for Oregonians through innovative, local wheelchair accessible vehicle (WAV) programs tailored to local needs. The bill does not establish an ODOT-managed WAV program, but instead empowers local jurisdictions to develop and manage their own WAV program that meets the unique needs of that local community. All WAV rides are exempt from dynamic pricing and the legislation includes an ongoing funding mechanism to support local WAV programs. The city of Portland has shown great leadership in the development of their WAV program, which is what the program in HB3023A was modeled after.

### **Conclusion**

I have been involved in the legislative conversation around ridesharing since 2015. I have attended group meetings debating the strengths and weaknesses of state oversight compared to local regulation. I attended a few of Rep. Holvey's workgroup meetings, and have maintained an open door policy throughout the process, meeting with cities and localities, the Port of Portland, ODOT, companies, tech groups, environmental groups, and more.

After three legislative sessions and collaboration with a broad array of stakeholders, it is time we establish consistent statewide rules and safety standards so all Oregon communities can enjoy the benefits of ridesharing – just as the residents and visitors to Portland, Eugene and the few other Oregon cities where rideshare is available already do.