

## House Business and Labor Committee

### HB 3043, HB 3045 HB 3093, HB 3157, HB 3246

Mr. Chairman and members of the Committee, My name is Darin Campbell and I am here today representing Radio Cab Company, Oregon's largest Cab company operating since 1946. Not only am I Radio Cabs State Lobbyist but I am also an Owner/Operator for Radio cab driving cab for the last 7 years.

**HB 3043**, Finger Print Background Checks on all Private for Hire drivers in the state. This bill was originally targeted at increasing the good reputation of the Taxi Industry. However I spoke with Representative Stark, a co-sponsor of this bill, and in an attempt to solve future issues with unregulated private for hire drivers we are working on amendments to this bill. Those amendments will be as follows. First will be to add in a sole proprietor / owner for hire driver under the description of participating Driver. Second will be to add street hails in ways that a passenger can "order a ride". 3<sup>rd</sup> will be to instruct ODOT to hold record of all drivers who are in compliance with this law and have ODOT issue a certificate of compliance to those who pass and a letter to those who don't with an explanation as to why the applicant failed to pass. Our final amendment will be to add a class c misdemeanor crime to those who fail to comply with this law. We have asked counsel to create a period in which a driver charged with the misdemeanor can complete the process to get in compliance and the misdemeanor would be dropped. We realized this bill would have no teeth for all the independent drivers across the state who are unregulated, and there are hundreds of them. These amendments, if they were in state law during the time a crime was committed against Representative Starks Constituent, I believe there is a good chance that Crime would have been prevented.

Over the last couple years the Private for Hire industry has taken some heat because people who should not be driving the public have been allowed to. Across the country you hear of stories of sexual assault, battery, accidents, Drug abuse and even murder. This has led to a level of mistrust amongst the riding public, our customers. We at Radio Cab know how great our drivers are and know we have vetted our drivers successfully, but it will take more than our word to convince the riding public, we need industry finger print back ground checks across the board. Now, Uber will tell you that their background checks are better

than any background check Oregon Law enforcement can do, they will also tell you finger print background checks are Racist against Black people. These statements are simply untrue. You may ask why we want to include the TNC industry with taxi cabs. Well the answer is simple, they are taxicabs under a different name. They operate the same as we do, they get a ride request, they pick up a passenger and they drop that passenger off. We have said from the first time they entered our market that we welcome the competition but want to make sure it is on a fair and level playing field. So any regulation I request for our company I will request for the entire industry including all Private for Hire Drivers.

**HB 3045** – As I mentioned in HB 3043 fairness is a big issue for our company. We are required to carry a certain level of insurance while Uber, Lyft and other TNC companies are not. This Bill however has a couple of issues that we are currently drafting amendments for. First off, our intent of this Legislation is to have a TNC participating driver be required to get a declaration from the TNC they are working for and share that with their personal insurance company. Secondly the TNC Company would be made the primary insurance company anytime the APP is turned on and the driver is logged on to the platform. 3<sup>rd</sup>, the TNC must comply with a 1 million dollar limit across the board. Right now in Portland they are only required to carry a \$100,000 limit while the driver is looking to get an order, this is called period one. Period 2 is when the driver has received an order and is en-route to pick a customer up. Period 3 is when they have the rider in their car and are driving to the end location. If an Uber driver runs over a child while in period one that child's life is only worth \$100,000. If there are two children that would be split, \$50,000 per child. If there is property damage the number drops further. However, if that same driver on that same street had a passenger in the car that child's life would be worth 1 million dollars. I would hate to be the one to tell the family that terrible policy is why that child's life is worth so much less because they were not carrying a passenger yet the driver was logged onto the APP. But then we have the fight over who is liable. This is not fair to the citizens of Oregon and it is not good policy. We need to have standard across the board insurance and a clear policy on who is liable.

**HB 3093** If an Uber driver and a Taxi Driver were in an accident, the only one who would have been drug tested is the Tow Truck driver who responded to the accident. Our Industry is entrusted to transport our medically frail our elderly, our children. The most exposed members of our communities. We must, once again, raise the expectations we have of private for hire drivers. We must make

sure the individuals we allow to do this work are the best we can get. This is not a side hustle as Uber would say, we are professional drivers whose industry is at risk of collapse. We want to make our industry better, we want the trust of the public. We have a great many drivers who over the years have raised generations of families in the taxi industry. It will take more regulation to get this industry fixed.

**HB 3157** – As I said, we need more regulation, we need the state to get involved in regulating our industry. With the corruption and secret veils slowly being pulled apart in Portland we realize how duped we actually were during the regulation process. The Legislative intent of this bill is to give ODOT rule making power over our industry so that it will level the playing fields and make it fair. We need to put caps on the number of cars TNC companies can have on their platforms at any given time. Uber will tell you they are taking cars off the road, but the latest information is they have around 10 – 12,000 cars on boarded to their AP just in Portland. This replaces 100's of commuters who will drive and park with thousands of cars circling around waiting for an order. Because they are so oversaturated those cars keep polluting, keep tearing up our roads, this is concerning with an \$88 billion transportation package that is far over due in Oregon. We need to have a minimum fare implemented so people truly have a choice of who they want to use rather than going with the lowest bidder. This is a good time for me to thank our many loyal customers who have stuck with our company for the last couple years. Unfortunately other companies are not so lucky, many are staring down the barrel of closing their doors and bankruptcies, more drivers out of work. We have lost a great many drivers due to Uber entering the market. Good drivers, career professional drivers. Being replaced with anyone from anywhere. We have seen license plates from every state in the country, even Hawaii. These individuals are not licensed here, registered here, they have not passed DEQ requirements. The average Uber driver pays 20-30% that leaves our state's economy. When a Washington Uber driver comes across state lines and works for Uber that is 100% of their earnings leaving the Oregon Economy. I know this is a tall task to ask of the state. HB 3157 is a starting point that will need to be molded into something that will be good for our state, sustainable for family wage jobs in the future. Or as I like to call it hope for a couple thousand taxi drivers in this state, hardworking blue collar workers who spend 8, 10, 12 hours in the driver's seat, we don't side hustle. We just focus on

our task making sure our customers get where they need to when they need to as safely as possible.

**HB 2246** this bill brought to you by Uber is a terrible attempt at writing bad policy. This bill was attempted in Michigan last year, a place that has a much stronger taxi lobby. The outcome was a fair state regulatory system that covered the entire industry fairly. Never mind the fact they want to write independent contractors into law, bad policy, but to delete the state code which allows cities to regulate this industry and then have the gall to say they are willing to pay a whole \$5,000 for a license is nearly criminal. This is a terrible bill and I hope you agree with me and leave it right here until sine die. Thank and I will answer any questions you may have.