



TECHNOLOGY  
ASSOCIATION  
OF OREGON

March 28, 2017  
Chairman Paul Holvey  
House Committee on Business and Labor  
900 Court Street, NE  
Salem H-277, OR 97301

Dear Chairman Holvey,

We are writing in opposition to HB 3043, HB 3045, HB 3093, and HB 3157, which we believe on their own, and all together, unnecessarily and overly restrict the expansion and innovation of safe and reliable transportation options in Oregon. We believe an open and competitive statewide framework for Transportation Network Companies (TNC's), like Lyft and Uber, could help solve some of Oregon's transportation system challenges and all four of these bills send Oregon in the opposite direction.

TNC's use mobile-phone applications to facilitate peer-to-peer ridesharing. Since launching in Portland, TNC's have connected millions of rides in this state and contributed significant economic benefit across Oregon. In connecting drivers with those who need a ride, TNC's have enhanced safety standards that passengers have come to rely on. These standards have been one of the key factors responsible for the growth of the industry.

The current commercial background check standards, approved by the City of Portland, 37 states, and proposed in HB 3246, ensure safety for the consumer, without time-consuming and costly fingerprinting measures. And, in addition to the comprehensive commercial background checks, TNC's employ innovation and technology to implement a holistic approach to safety that has set a new standard for the transportation industry, such as providing passengers with in-app photos of the driver and her vehicle, digital receipts to passengers at the end of a ride, and GPS tracking of every ride, which even allows a passenger to send her route and ETA to friends or family. There's also uses a two-way rating system that allows passengers and drivers to rate each other. HB 3043, on the other hand, ignores the safety innovations that TNC's have pioneered, and instead simply requires fingerprinting of drivers, which is not only less thorough or holistic, but is also discriminatory towards communities of color, whose members are disproportionately arrested at higher rates.

Similarly, HB 3093, which requires drug testing of drivers prior to allowing them to drive for TNC's, ignores the innovative safety features of the applications and zero-tolerance drug and alcohol policies of the City of Portland, and also proposed in HB 3246. Indeed, as required by law, TNCs have a zero-tolerance policy for drug or alcohol use, and have real-time accountability and transparency with drivers. Because both the driver and passenger rate each other after each ride, TNCs are able to instantly remove a dangerous



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driver from the platform if necessary, even if the odor of alcohol or a controlled substance is merely suspected, at which a situation is investigated.

HB 3045 attempts to penalize TNC companies and drivers through insurance standards that would conflict with the City of Portland and national TNC insurance standards that have been developed over the past several years. HB 3045 deviates from the national insurance model by putting the onus on *drivers* to provide insurance in the event the TNC's coverage lapses. This is the exact opposite of the national model, City of Portland, and HB 3246, which require TNCs to provide coverage beginning with the first dollar of the claim if the TNC driver's primary insurance policy has lapsed or does not provide coverage. This could be extremely costly for drivers in the event this clause were invoked.

Finally, HB 3157 attempts to transfer local control of taxis, limousines, and other for hire vehicles to the state. While we do not have a position on the statewide regulation of other types of transportation companies, it seems like it would be beneficial to adopt a statewide regulatory framework, as set forth in HB 3246, that is consistent with the TNC framework in 38 other states.

We believe a 21st century transportation system must be willing to adopt innovative solutions to the challenges ahead. All four of these bills attempt to stifle innovation. We respectfully ask for your opposition on these bills.

Sincerely yours,

A handwritten signature in black ink that reads "Skip Newberry". The signature is written in a cursive style with a long, sweeping tail.

Skip Newberry

President & CEO, Technology Association of Oregon