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Thank you for the opportunity to speak to you today in support of House Bill 3246 and in opposition to HB 3043, HB 3045 and HB 3093.

HB 3246 would make Oregon the 39th state to create a regulatory framework for TNCs; resulting in increased mobility for rural and urban communities as well as thousands of new, flexible earning opportunities. Several more states are expected to adopt statewide TNC laws very similar to HB 3246 in the next few months mean that by the end of 2017 residents of only a small number of states will be left without ridesharing services available to them. In Oregon this would of course mean that communities outside of Portland will be left without the access Portlanders currently enjoy.

I urge you to oppose the unnecessary poison pill policies proposed in HB 3043, 3045, and 3093 by the largest taxi company in Portland. We have submitted a letter that former Obama Administration US Attorney General Eric Holder sent to the California PUC when they considered similar proposals last year. Bills similar to these have been proposed and rejected in state after state because they harm residents who want to benefit from TNC services and serve to disenfranchise certain groups of TNC drivers, particularly drivers of color.

Safety Standards

I want to speak to you about two important safety areas that this legislation standardizes - background checks and insurance. It would require that all drivers on a TNC platform undergo a three step screening process through a nationally accredited third party background check provider - including a three year motor vehicle record check, a 7 year social security trace and multiple national database checks. If drivers have more than three driving violations in three years, any violent crimes and/or any reference on sex offender or terrorist watchlists they are disqualified during application. This process includes going directly to the source for court records and is used by other industries including healthcare, higher education and retail services.

Second, it would align insurance requirements across the state, ensuring Uber provides primary commercial insurance to drivers from app on to app off. This includes one million dollars of liability coverage anytime a driver is engaged on a trip with a rider. Both of these standards would align with what are now standard and proven insurance and safety policies across the nation.

In addition, Uber continues to focus on improving safety by providing a real time rider/driver feedback loop, 24/7 Incident Response Teams and driver facial identification checks. Unlike private for hire transportation of the past, riders always know who their driver is, make and model of the vehicle, and license plate number before they even get in the car. Every trip is tracked by GPS in real time and riders have the option to share their trip information with others.

Impact in Oregon over the Past Two Years

Since beginning operations in Portland only two years ago, we now partner with over 6,000+ local drivers and connect over 325k active riders to affordable, reliable transportation options. That's over 10% of the metro area population.

We've worked to improve safety on our roadways by partnering with the Portland Police Bureau, Oregon Impact and the Oregon Chapter of MADD to help prevent and reduce drunk driving. This New Year's Eve we helped over 30k people get home safe just in Oregon.

We've improved mobility - PBOT has reported that wait times and availability for traditionally underserved neighborhoods, specifically East Portland have been substantially reduced since the introduction of TNCs. We continue to expand work with transit agencies, supporting and actively participating in Trimet's Federal Sandbox Grant, which will help residents plan trips on multiple transportation options, reducing the need for personal vehicles. Additionally, we've partnered with taxi companies. New Rose City Cab Company and Green Cab Company to offer their services through the app for riders who would prefer a taxi.

During the recent snowpocalypse in Portland we consistently kept about 1,000 drivers on the road, and helped the city continue to function. During the extended snow storm, TNCs like Uber were the only form of transportation available to many Portlanders.

Finally, without question, Uber and Lyft greatly expand economic opportunity. With the passage of HB 3246 thousands of additional Oregonians will be able to take advantage of this flexible working opportunity, helping to get fellow residents from A to B. Just this past year we donated over \$10k to local business owners who drive on the platform through the UberENTREPRENEUR program. To date, Uber's operations have resulted in over \$85 million in local driver earnings. Passage of HB 3246 will do the same thing for the rest of the State, providing thousands of Oregonians with the opportunity to earn extra money by providing their fellow residents rides. These are opportunities to earn money that did not exist before in Portland, and do not exist now for the rest of Oregon.

Uber is committed to the state of Oregon and we hope you support HB 3246 and oppose HB 3043, HB 3045 and HB 3093. We've had overwhelmingly positive conversations with legislators over the past year and have learned that well over a majority legislators have themselves taken advantage of the convenience of ride sharing offered by either Uber or Lyft, particularly while traveling outside of Oregon. We ask you provide this same opportunity to all Oregonians. Oregon should not be one of the only states in the nation where most of the state does not have access to ride-sharing.

Thank you for your time and please let me know if I can answer any questions.