

Wednesday, March 29, 2017

Chair Holvey and the members of the committee. My name is Bob Levin, I'm a homeowner in Multnomah County (address exempt) and my mailing address is 11918 SE Division Street, #293, Portland, Oregon 97266-1037. Formerly I served directly under the US Attorney General with the FBI during the Clinton Administration. The primary focus of my government work recognized the investigations of major group-one cases involving continuing criminal enterprise and while operating under a special directive to prevent and/or neutralize any criminal target engaged in acts of domestic terrorism on US soil. Contrary to given popular congressional testimony, long before September 11, 2001 and reaching back into the early 1990s, FBI/CIA joint antiterrorism taskforce offices have existed. With a permanent disability and subsequent early retirement following two traumas incurred in the line of duty I have filled my life with other interests. Truth and justice are sometimes lost in the spin or fog of surrounding events. With my deepest respect please vote NO on HB 3246 to protect the financial interests of TNC drivers within the State of Oregon and elsewhere.

We should reflect back 154 years to Abraham Lincoln's famous Gettysburg Address and remember if not for ourselves then for sake our children and grandchildren that "We the People" have already paid a dear price for our freedom as a government of, by and for the people. Still there are those who seek to herd the people of our nation into inescapable economic slavery beneath the PsyOps of a "Plantation" or "Company Store" model with the resulting harm of becoming a government of, by and for corporations and the wealthy.

Despite the premise in Citizens United, corporations are not people. Corporations do not have families nor do they require the necessities of life to sustain their survival; i.e., healthcare, food, clean water, and breathable fresh air. Corporations do not share the values of our citizens, which in this case reflects heavily upon the viable futures of Oregonians operating as independent contractors beneath the platforms of Lyft and Uber; i.e., Transportation Network Companies. The goal of corporations is to maximize value for their stockholders and if left unbridled too often possess the same effects as a cancer within our society of ordinary workers and families.

In post retirement I remain a consumer advocate, activist and had previously volunteered to assist teachers within public school ESL programs. In June 2015 I formed a business under the title of Portland Oregon Logistics, LLC and purchased a new quality motor vehicle for the purpose of TNC driving for Lyft and Uber. Lyft and Uber initially paid a fair rate to TNC drivers in Portland, Oregon. Those totals were sufficient to cover the overhead with some reasonable profit left to invest or enjoy. I'm a giver not a taker and started working at age ten cleaning fish for one dollar a crate. During my first year of business as a TNC driver and functioning with the mindset that a rising tide lifts all boats, I gave back nearly \$4,000.00 in high-end beverages, snacks and promotional gifts to riders. This did not include the many free hours that I donated to riders in crisis. A number of those revealed that I had kept them from being made homeless and prevented three planned suicides. Unfortunately Lyft and Uber has no follow up protocols regarding suicidal riders. As a team player within this new era of public transportation in 2015 I produced a thirty-eight page document of support that I submitted to the Portland City Council so that Lyft and Uber could remain permanent in Portland, Oregon.

Since that time the rates paid by Lyft and Uber have experienced systematic systemic erosion to a grossly unfair value. I no longer feel that it's profitable or timely to drive more than a few hours a week. Very often when calculating the numbers I often make far less than minimum wage while still having to satisfy my overhead expenses as a business.

HB 3246 does nothing to protect the financial interests of TNC drivers and serves as a corporate endorsement for the financial slavery of ordinary workers. Several measures are desperately needed to produce a fair net minimum rate standard per minute and mile. This to be codified within 16:40 of the Portland City Code and the State Statutes of Oregon for the purpose of

financially removing the chains of economic slavery from the hands of TNC drivers. We must also consider adding surcharges for displacement rides, applying charges after eight minutes of travel while in route to a pick-up location, abolishing or modifying the libelous anonymous ratings system, and establish the creation of a Drivers Advisory Board with the mandated legal force to negotiate with both Lyft and Uber to protect the rights of TNC drivers in a fair and equitable manner.

Please vote NO on HB 3246.