

Chair Holvey, members of the committee (House Business and Labor), my name is David McKinley, I live in NE Portland, OR and I have been driving full time for Lyft since July of 2015.

I am writing to you today asking you to vote no on HB 3246.

When I started driving for Lyft, rates were set at \$1.55 per mile and 30 cents per minute. This was a much cheaper rate than the taxis in Portland who at the time were charging \$2.60 per mile. The taxi rates have increased since then. Even though passengers were very happy with this new service and lower rates, in February of 2016 Uber lowered their rate to \$1.15 per mile and 20 cents per minute. This was a "temporary" rate cut to increase business. Lyft had no option but to follow to stay competitive. The original rates have never returned. Because of this "temporary" rate decrease I have experienced approximately a 25% loss in my income which means I am now working more hours for the same or less pay.

Driving more means more expenses for gas, maintenance, and wear and tear on my car as well as more depreciation on my car. In addition to the expenses of operating a vehicle to do this business, TNC drivers also have the additional expense of having to pay 15% of our income to social security tax verses 7.5% as an employee of a company would. We are also subject to a Multnomah County Business Tax as well as a TriMet tax. These conditions, along with the rising cost of living in Portland, is making it harder and harder to maintain a comfortable and safe standard of living for my family.

Passing HB 3246 would give Lyft and Uber the power to do whatever they wanted statewide with little to no responsibility on their part for anything that might happen. As a result, drivers would potentially have much more expense and liability should a problem arise.

As Independent Contractors, we have no protection pertaining to workers' rights, pay, and benefits. I urge you to vote no on HB 3246 and give local markets in Oregon the ability to set requirements and regulations in their jurisdiction to better serve and protect both drivers and passengers.

Thank you for voting no on HB 3246,

David McKinley

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