



May 13, 2019

Representative Nancy Nathanson, Chair
House Committee on Revenue
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

Chair Nathanson and House Revenue Committee Members:

My name is Bryan Hockaday, and I am the Pacific Northwest Public Policy Manager for Lyft. Thank you for the opportunity to testify in support of HB 3023A and the -14 Amendment.

We appreciate Representative McLain's leadership and work to resolve Oregon's current patchwork of rideshare regulations that limit transportation options for riders and opportunities for drivers, particularly in rural Oregon communities. After three legislative sessions and collaboration with a broad array of stakeholders, it is time we establish consistent statewide rules and safety standards so all Oregon communities can enjoy the benefits of ridesharing – just as the residents and visitors to Portland, Eugene and the few other Oregon cities where rideshare is available do.

In 2012, Lyft became the first company to establish peer-to-peer, on-demand ridesharing, which is now what the world knows simply as ridesharing. Lyft now connects millions of people every week with safe, efficient and affordable transportation options. Since launching in Portland in 2015, Lyft has expanded to now serve a few more cities in Oregon, including Bend, Corvallis, Eugene and Medford.

We are proud Lyft is more than just a ridesharing app. Lyft is bringing communities together and giving more Oregonians a unique and flexible opportunity to earn additional income as drivers. With the passage of HB 3023A, ridesharing services and the flexible earning opportunities they bring can extend to every corner of the state.

Lyft's goal is to make every ride safe, comfortable, and reliable. Our riders use Lyft because they feel safe with our drivers, which is a product of this commitment. Before drivers can accept rides on the Lyft platform, they must undergo a mandatory national background check and vehicles must pass a thorough safety inspection. Passengers receive their driver's picture and license plate before they enter the vehicle, and riders can also send their real time location and ETA to family and friends. In short, no ride is ever anonymous. After the ride, both the driver and passenger anonymously rate each other.

Additionally, we believe Oregon's transportation system can be more efficient, and Lyft is committed to continuing to work with local and state planners and policymakers to tackle big challenges including congestion and climate change. We also strive to achieve the Vision Zero goal – when transportation fatalities are a thing of the past. Throughout the United States and in the

Oregon cities we operate, Lyft is helping to reduce DUIIs and related crashes by providing safe and reliable rides to passengers.

Statewide legislation is a path towards providing more Oregon consumers, drivers and visitors the assurance of a safe rideshare experience. HB 3023A is intended to focus on a consistent regulatory framework for TNCs by establishing a statewide licensing program for ridesharing, and does not address other issues, such as the classification of drivers as independent contractors. The legislation, along with the -14 amendments, incorporates the feedback and reflects priorities expressed by many stakeholders, including Oregon cities, to address the following:

- **Balancing statewide licensing with local oversight enforcement.**
 - Local jurisdictions retain local authority of curb and traffic management and are granted explicit authority to conduct field enforcement actions and maintain a local enforcement program through an intergovernmental agreement with ODOT.
 - Local enforcement is funded by a per ride fee established by ODOT. And the agency is directed to establish robust administrative rules for the implementation of local enforcement programs, including reporting agreements and protocols for issuing citations or fines.
- Establish robust records reporting requirements and auditing oversight
- Create local data sharing agreements
- Mandate ODOT approved driver education and 14-hour drive-time maximums
- Support and fund local wheelchair accessible transportation options, which are not subject to dynamic pricing
- Implement a critical new funding mechanism to fill the federal funding gap in Oregon's network of electric vehicle infrastructure.

As cities and communities in Oregon continue to grow, Lyft is committed to providing safe, reliable and affordable rides and expanding additional transportation options to more Oregonians. As Rep. McLain worked to develop this legislation, accessibility advocates provided feedback rooted in lived experiences about the importance of right-sizing local wheelchair accessible programs to meet the needs of a local community. HB 3023A has been amended to ensure local communities have that flexibility to manage and improve wheelchair accessible transportation options, along with dedicated funding to support local accessibility programs.

We know Oregonians overwhelmingly support statewide rideshare legislation that establishes consistent licensing requirements, along with important local oversight. Just as a vast majority of other states have done, statewide legislation will give Oregonians in all communities throughout the state access to a safe, reliable and affordable transportation option. Lyft appreciates your consideration of HB 3023A and the -14 amendments.

Thank you,

Bryan Hockaday
Public Policy Manager, Lyft