

Chair Nathanson and members of the House Committee on Revenue

My name is Adan Hernandez, and I have been driving for Uber and Lyft for 1.5 years. I started driving because I lost my job and decided to go back to school. Even though I am thankful for having a way to support my family while driving for Uber and Lyft I also have many concerns that need to be addressed. I'm writing to tell you about my experiences as a driver for Transportation Network Companies and to urge you to vote no on HB 3023 A.

Since Uber and Lyft started operating in Portland, we have continued to see rates lower and lower, from the introduction of Uber Pool and Lyft Line, to the recent flat rates without consideration of driver voices, gas prices or other expenses from the tear and wear of our cars. When I started driving in November 2017, I was getting 92 cents per mile, using the express drive option at a rate of about 180 per week but now the per mile stands at 48 cents per mile. If I was making 1500 a week driving 8 hours, I now have to drive 10 hours a day 6 days a week to make 1000. Both companies control algorithms and treat drivers differently. I ask myself: do the drivers that state that they are satisfied with the pay get their income reduced by half too? They would not be so happy if that happened to them. If the model they are using, to benefit some drivers over others is ok, that doesn't seem like a fair business practice.

Bonuses, surge areas and promotional calculations are not clear they are offered at a different rate to different drivers and this makes a difference on the driver's income. I was offered 4 dollars extra for airport rides while the driver to my right was been offered 6 and on the other side the driver was offered 8 dollars per ride. In order for someone to come to you and tell you that they are satisfied with the compensation it must be that they been offered more, and that may be ok, but if so, we should all be made aware. I have hard evidence of these facts in the form of email and app-screenshots. We are often driving long distances to do \$5 rides but most of us are afraid of retaliation and being discontinued from the platform for turning off rides that are not convenient for us.

Because of all these issues we have been trying to get a drivers' board in Portland which I have applied for. Hundreds of drivers have spoken up about their concerns, by passing this bill our work would be undermined and voices of many other drivers would be ignored. Thank you for taking the time to read my testimony, please vote no on HB 3023 A.