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# A STRONG VOICE FOR OREGON'S WORKERS

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TO: Co-Chairs McLain and Beyer  
Co- Vice-Chairs Boquist and Boshart-Davis  
Members of the Joint Transportation Committee

FR: Catie Theisen, OR AFL-CIO

RE: Testimony in Opposition of SB 1558 as introduced

February 3, 2022

The Oregon AFL-CIO represents 300,000 workers across the state and is proud to be a voice for all workers in the legislative process.

We've consistently engaged in the conversation about how to best regulate Transportation Network Companies particularly since Uber and Lyft both currently classify their drivers as independent contractors. Consequently, these drivers have no protections against making less than minimum wage or overtime, no protections against retaliation, no protections against discrimination and harassment, have to provide all of the insurance coverage and cover the high deductibles when they are in accidents, and no ability to collectively bargain.

Given these ongoing inequities, we have significant concerns with SB 1558 as drafted in continuing to marginalize these workers even further by dramatically redefining the entire industry. Namely, the definition of "rideshare services" only includes when one or more passengers is in the vehicle and "food delivery services" only when the food is in the car. This creates a very dangerous precedent of excluding from a worker's "hours worked" any time between rides or when they need to drive to a more populous area. Drivers routinely report that this waiting time takes up a significant proportion of their working time.

Further, this waiting time is estimated at half of all vehicle miles travelled from rideshare services in Portland. But because "service miles" is defined as only those miles where a driver is providing "food delivery services" or "rideshare services," miles and emissions that occur when drivers are looking for and driving to passengers would not count towards a company's carbon emissions targets, making targets meaningless and undermine progress towards climate action goals.

In working with the TNC drivers and the Transportation Fairness Portland Campaign, we were able to pass a resolution to begin creating a driver and industry board, sometimes referred to as the "Wage Board" at the City of Portland. This work is just beginning, however this bill would undermine this work and the voices of workers by preempting the local jurisdiction's ability to regulate pieces of the TNC industry moving forward.



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Finally, we have concerns that Transportation Network Companies will be the ones to take advantage of the EV rebates given that the bill removes the limit on how many income-qualified rebates one “person” can use to purchase an EV. It’s critical that Oregon tax dollars go to companies with high-road labor standards and that afford basic protections to Oregon workers.

Given these numerous and significant concerns, we ask that the committee reject much of the language in SB 1558 as introduced, including any amendment that does not directly address these issues. Thank you.