

April 23, 2025

Attn: Oregon State Senate Rules Committee  
Re: SB 1166

## Testimony on Transportation Network Company Legislation

Dear Chair Jama, Vice-Chair Bonham, Members of the Committee, and Members of the State Legislature,

My name is Adina Eggen, and I've been working as a rideshare and delivery driver in Oregon for several years. I'm writing to express my strong support for the proposed transportation network company legislation, which addresses several critical issues facing drivers, particularly fair pay and deactivation protections.

### **The Reality of Declining Driver Compensation**

During my time as a rideshare driver, I've witnessed a troubling trend: transportation network companies have progressively taken larger portions of passenger fares while reducing driver compensation. What once was a promising opportunity for flexible work with reasonable earnings has become increasingly unsustainable.

When I first started driving, I could reliably earn enough to make this work viable. Over time, my effective hourly earnings have steadily declined as the companies have changed their payment structures and taken larger portions of what passengers pay.

Meanwhile, base rates have stagnated or decreased, even as fuel costs, vehicle maintenance expenses, and the general cost of living have all increased. The result is a significant reduction in real earnings despite working the same hours and completing the same number of rides.

### **Learning from Other States: The Massachusetts Model**

Massachusetts recently established a landmark minimum pay rate of \$32.50 per hour for rideshare drivers, setting a powerful precedent for driver compensation nationwide. This rate acknowledges the true costs of providing rideshare services, including:

- Vehicle depreciation
- Fuel expenses
- Insurance costs
- Maintenance requirements
- Unpaid waiting time between rides

The Massachusetts standard recognizes that drivers are not just being paid for the time we have passengers in our vehicles, but for all the costs and time associated with providing

reliable transportation services. This approach ensures drivers can earn a living wage after accounting for expenses, rather than struggling to break even.

## **The Critical Need for Deactivation Protections**

While fair pay is essential, our livelihoods also depend on basic job security. The current deactivation policies of transportation network companies leave drivers vulnerable to losing access to the platforms without warning, explanation, or meaningful recourse.

Although I personally have not been deactivated, the fear of sudden deactivation creates significant anxiety among drivers. Many of us know fellow drivers who have been removed from platforms based on customer complaints without having an opportunity to present their side, technical glitches that were misinterpreted as violations, or unexplained algorithmic decisions.

The proposed legislation's requirements for:

- Written policies on account deactivations
- An appeals process with minimum requirements
- Prohibition on deactivations without just cause

These measures would transform what is currently an opaque, one-sided process into one built on transparency and fairness. Without these protections, even drivers who earn fair pay remain in a precarious position, knowing their income source could disappear overnight.

## **Benefits of Comprehensive Driver Protections**

When drivers receive both fair compensation and deactivation protections:

1. **Improved Safety and Service:** Fairly compensated drivers with job security can maintain safer vehicles and provide more attentive service.
2. **Stable Transportation Systems:** Communities benefit from experienced drivers who stay on the platforms long-term.
3. **Economic Sustainability:** Drivers can plan financially, invest in their vehicles, and contribute to local economies.
4. **Dignity in Work:** These protections recognize rideshare driving as legitimate work deserving of basic employment protections.

The emergency declaration in this bill underscores the urgency of addressing these issues. Every day without these protections means more Oregon drivers struggling to make ends meet and working under the threat of arbitrary deactivation.

## **Sick Pay Benefits: Completing the Picture**

The legislation's provision for minimum paid sick time further strengthens the protections for drivers. Currently, if we're ill, we face an impossible choice between driving while sick

(potentially spreading illness to passengers) or losing essential income. Minimum sick pay standards would align rideshare driving with other forms of employment in Oregon that already provide this basic protection.

### **A Fair System Benefits Everyone**

Fair compensation, deactivation protections, and basic benefits like sick pay benefit not just drivers but also passengers and the broader community. Massachusetts has shown leadership with their \$32.50 per hour standard, and Oregon has the opportunity to create an even more comprehensive framework for equitable transportation network operations.

I respectfully urge you to support this legislation to bring much-needed fairness and stability to thousands of Oregon rideshare drivers like myself.

Thank you for your consideration.

Sincerely,  
Adina Eggen  
Uber & Lyft driver