

My name is Tim Carter, and I have been a rideshare driver in Portland since 2019, completing over 17,000 rides. I am writing to express my strong support for Senate Bill 1166 and to share my personal frustrations regarding Uber and Lyft's negligence in driver safety, unfair business practices, and their misclassification of drivers as independent contractors while controlling our work like an employer.

One of my biggest concerns is driver safety. Uber and Lyft consistently ignore safety-related correspondence from drivers, failing to address incidents that put us at risk. Their unwillingness to communicate and act on these matters is alarming. Additionally, their bait-and-switch tactics with driver incentives and bonuses create a deceptive work environment, where promised earnings often vanish due to last-minute changes or fine print manipulation.

The algorithmic manipulation of driver behavior is another serious issue. These companies use opaque systems that pressure drivers into working specific hours and accepting undesirable rides, further reinforcing an employer-employee dynamic rather than the independent contractor relationship they claim to offer. Moreover, unsafe app behaviors, such as the application turning itself back on after I have shut it off and obstructing my GPS screen with ride offers while I'm driving, directly contribute to hazardous driving conditions.

Far too often, criticism of rideshare platforms is met with the reductive response of **"If you don't like it, don't do it" or "Just turn the app off."** This argument ignores the reality that rideshare work is not a mere hobby—it is a livelihood for many drivers, often serving as a primary source of income. More importantly, this stance completely dismisses the fact that Uber and Lyft engage in **objective, systemic abuses** that should not be tolerated in any industry. Workers in **any** field should not have to choose between exploitation and unemployment. The issue is not just whether an individual can walk away—it's that these companies are allowed to manipulate and mistreat workers on a large scale with no accountability. This is why legislative action like SB 1166 is necessary to provide drivers with fair treatment, transparency, and protection from predatory corporate behavior.

I acknowledge that rideshare services are now deeply ingrained in our society and that shifting consumer perception is a challenge. However, I believe an information campaign directed at rideshare users could greatly increase public awareness and support for necessary reforms. Riders must understand the exploitative nature of these platforms and the consequences for the drivers who provide their transportation.

As someone who has twice been an Oregon CCB-licensed and bonded contractor, I am shocked that the rights and protections afforded to true independent contractors in Oregon do not extend to those of us working under app-based services. SB 1166 is a critical step toward ensuring drivers receive fair treatment, transparent policies, and fundamental labor protections.

Thank you for your time and for your work on behalf of Oregon's rideshare drivers.