

REVENUE: Revenue statement issued

FISCAL: Fiscal statement issued

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<b>Action:</b>	Without Recommendation as to Passage and Be Referred to the Committee on Rules
<b>Vote:</b>	6 - 0 - 2
<b>Yeas:</b>	Conger, Doherty, Esquivel, Matthews, Garrett, Kennemer
<b>Nays:</b>	0
<b>Exc.:</b>	Hoyle, Johnson
<b>Prepared By:</b>	Theresa Van Winkle, Administrator
<b>Meeting Dates:</b>	2/22

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**WHAT THE MEASURE DOES:** Excludes certain types of taxicab or nonemergency medical transportation drivers from the definition of “employment” for purposes of unemployment insurance benefits. Establishes an effective date on the 91<sup>st</sup> day after adjournment sine die.

**ISSUES DISCUSSED:**

- Rationale behind the measure
- Number of drivers impacted by the measure
- Amount of money that certain taxicab owner-operators pay into the company
- Whether taxicab drivers impacted by the measure’s provisions pay for a business license
- Business structure of taxicab companies
- Prior proposed legislation

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** Senate Bill 1588 clarifies that certain persons who perform taxicab or nonemergency medical transportation services are not considered employees for purposes of payment toward, or receipt of, unemployment insurance benefits. In order to qualify, the person must have either ownership or leasehold interest in the passenger motor vehicle used to perform the services, and the services must be for an entity that is operated by a board of owner-operators elected by the entity’s members. The “passenger motor vehicle” must have a seating capacity of between three to seven persons; is on a route that begins or ends in Oregon; provide trips where the destination and route traveled may be controlled by the passenger; charge a fare calculated on combination of initial fee, distance traveled or waiting time; and is not used more than secondarily or incidentally for errand services or transporting property instead of or in addition to transporting passengers.