

HB 3379 -2 STAFF MEASURE SUMMARY

House Committee On Business and Labor

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Meeting Dates: 3/18, 4/8

WHAT THE MEASURE DOES:

Prohibits transportation network company (TNC) or TNC driver to pick up rider in location unless licensed or authorized by local government to operate within the local government's jurisdiction. Allows local government to license and regulate vehicle-for-hire services and hired drivers. Establishes minimum standards for local government licensing program for application; insurance; background checks; vehicle inspection; and data collection, retention, and sharing. Allows airport or other transportation authority to charge fee for use of facility, to designate where hired driver may pick up riders, and establish minimum insurance coverage for hired driver. Punishes violations as unlawful trade practice under the Unlawful Trade Practices Act. Becomes operative January 1, 2020. Takes effect 91st day following adjournment sine die.

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-2 Authorizes Oregon Department of Transportation (ODOT) to license a vehicle-for-hire service to operate and for hired driver to provide rides for hire in a jurisdiction in which local government has either entered into intergovernmental agreement with ODOT or has declined to license the service. Prohibits ODOT from licensing the service if local government affirmatively requests ODOT not license the service. Clarifies definition of taxi and transportation network vehicle. Specifies that rate or price charged to passenger with physical disability cannot be higher than rate charged to passenger with no physical disability. Specifies rate or price charged to passenger using wheelchair based on time or location of ride. Modifies insurance coverage limits for taxis and TNC. Allows ODOT to charge taxi and TNC per-ride fee to be used to administer provisions of bill.

BACKGROUND:

Oregon's cities and counties have authority to regulate taxicabs, limousines, and other vehicles for hire; legislation reaffirming the policy was enacted in 1985. Cities and counties are allowed to restrict the number of licenses, set maximum rates and establish how rates are calculated, establish safety and insurance requirements, and establish route boundaries. In the last decade, the transportation network company (TNC) model (also referred to as "ridesharing") developed to provide prearranged transportation services for compensation through a website or smart phone app to connect drivers using their personal vehicles with riders. Uber and Lyft are TNC companies people are most familiar with. Some cities in Oregon, such as Portland, Salem, and Eugene, have adopted licensing programs tailored to meet local needs.

House Bill 3379 allows local governments to license vehicle-for-hire services and to establish and collect fees associated with vehicle-for-hire services. For those not wanting to establish a licensing program for the vehicle-for-hire service, they may enter into an intergovernmental agreement with a local jurisdiction that has a licensing program. The measure prohibits a TNC from picking up a rider in a location in which they are not licensed or authorized to operate. The measure establishes minimum standards of a local government's licensing program.