



Overview of HB 3023A

ODOT Oversight and Local Enforcement

- HB 3023A establishes ODOT as Oregon's rideshare licensing agency with regulatory oversight of all rideshare activities. As part of its regulatory oversight responsibilities, ODOT is given auditing authority of rideshare companies, drivers and vehicles to ensure compliance with all requirements, including driver background checks.
- As required by ODOT, rideshare drivers would complete education and Vision Zero safety training, and drivers are prohibited from driving for more than 14 hours within a 24-hour period.
- Rideshare platforms required to report to ODOT when drivers deactivated for egregious offenses, including theft, property damage, impaired driving, and assault.
- Additional oversight authority added to ensure drivers who violate rideshare requirements on one platform and pose a safety risk are prohibited to operate on all rideshare platforms.
- To ensure compliance with rideshare requirements established by state law, local jurisdictions are granted explicit authority to perform enforcement actions and maintain an enforcement program through an intergovernmental agreement with ODOT.
- Local governments may assess a per-ride fee on all rides originating within their local jurisdiction to fund local enforcement programs and activities. ODOT is authorized to collect local enforcement per-ride fees and remit to local jurisdictions for enforcement activities performed by a local regulator or law enforcement agency.
- Local jurisdictions retain authority to manage the curb and make traffic management decisions on local streets, which includes the ability to implement a comprehensive congestion pricing policy and policies to reduce the climate impacts of the overall local transportation system.



Fees and Penalties

- ODOT has the authority to set per-ride fee rates by administrative rule at full cost recovery necessary to completely fund the licensing and regulatory program. Additionally, ODOT has administrative rule ability to establish a penalty schedule.
- ODOT authorized to assess and collect per-ride fees on rideshare trips and remit to local jurisdictions in accordance of local enforcement and WAV programs.

Records and Data

- ODOT has access to and may audit rideshare records to ensure complete compliance of all requirements established by HB 3023A. The agency also has explicit access to inspect all documents necessary to investigate and resolve complaints against a rideshare company or driver, as well as initiate supplemental audits if required. Additionally, rideshare companies and drivers are required to provide all records and information as requested by law enforcement and in the course of a crash or criminal investigation.
- ODOT and local jurisdictions have the explicit ability to enter into data sharing agreements with rideshare companies, which includes data on the total number of rides provided, pickup and drop off city of each ride, as well as number of requested rides for an accessible vehicle rides.

Equity Considerations

- Rideshare companies and drivers must adhere to a non-discrimination policy. Similar to Portland City Code, the policy prohibits discrimination on the basis of race or color; national origin; religious belief or affiliation; sex, sexual orientation, gender or gender identity; marital status; age; disability; or intended destination of the passenger.
- As the state's rideshare licensing agency and regulator, ODOT has the explicit authority granted by HB 3023A to investigate complaints the agency receives. This includes complaints of discrimination from passengers, drivers and local jurisdictions, and ODOT has the authority take necessary enforcement actions against violations of the non-discrimination policy.



Wheelchair Accessibility

- HB 3023A expands accessible transportation options for all Oregonians through innovative, local wheelchair accessible vehicle (WAV) programs tailored to local needs. The City of Portland's PDX WAV Program, which is supported by rideshare companies in the City, would continue under the bill.
- Local jurisdictions and regions with a population of at least 90,000 given authority to establish and manage a local wheelchair accessible transportation program.
- To fund local WAV programs, HB 3023A establishes a fee initially set at \$0.10 per-ride that ODOT is able to adjust biennially according to the consumer price index.
- We have requested an additional amendment, which would require that all WAV rides are exempt from dynamic pricing.

Future Focused

- Oregon's EV charging infrastructure throughout the state and along the West Coast Electric Highway is in need of upgrades and expansion to meet the state's EV and climate goals.
- HB 3023 includes dedicated funding for EV infrastructure improvements through a \$0.02 per-ride fee over five years on rideshare trips over five years.
- EV charge station manufacturers and rideshare companies will collaborate with ODOT to upgrade and expand new EV charge stations to improve Oregon's statewide network of EV infrastructure.