



## Overview of the Intent of HB 3023A

### Intent #1: Statewide Framework

- ODOT is the lead agency, with authority over
  - TNC Licensing
  - Background Checks
  - Insurance
  - Vehicle inspection
  - Auditing
  - Driver Education & Drive Time Limits
- Local Governments retain authority over:
  - Curb management
  - Traffic management on local streets (Including congestion pricing)
  - Can enter into IGAs with ODOT to fund and conduct specified field enforcement

### Intent #2: Full Cost Recovery

- Approach to local enforcement and ODOT administration fees will be cost recovery
- ODOT can assess per ride fees to recover all their costs
- All fees will be managed through ODOT
  - Localities can recover costs, with justification, for enumerated local enforcement obligations under an IGA with ODOT
- ODOT can assess additional per ride fees for:
  - WAV programs run by local governments; and
  - EV fees for state charging stations and related infrastructure

### Intent #3: Data Sharing

- Both ODOT and localities can enter into data sharing agreements with companies for transportation planning data.
- Data may include the number of rides provided; pickup and drop off city of each ride; number of rides requested; and rides for an accessible vehicle

### Intent #4: Accessibility and Equity

- WAV programs can be established by local governments and ODOT can collect a fee to help fund local programs tailored to local needs
- Drivers and Companies must adhere to non-discrimination policy, and ODOT can investigate any complaints received from passengers, drivers or local jurisdictions

### Intent #5: support electrification of TNC industry

- TNCs will be charged an EV infrastructure fee of 5 cents per ride

### The bill has no intent to address:

- Labor/Wage boards
- Business Licenses