

Susan McLain
State Representative
District 29



June 3rd, 2019

RE: HB 3023A and -18 Amendment

Chair Nathanson and members of the House Committee on Revenue

Thank you for your consideration of HB 3023A, which creates a statewide framework for the regulation of Transportation Network Companies. Below you will find my summary of the changes included in our -18 amendment, divided by subject area. I look forward to hearing any questions you may have. New additions since the -14 are highlighted.

Records retention

To be consistent both throughout the bill and with the legislature's recent expansion of the statute of limitations for civil cases, we increased the required retention duration of TNC ride and complaint records from three and two years respectively, to a consistent seven years for all records.

Vehicle inspection and Driver Background Checks

Corrects and clarifies that vehicle inspections and driver background checks are required annually. **Changes the background check lookback period from 10 years to 7 years.**

Driver Education

As required by ODOT, rideshare drivers will be required to complete an ODOT approved education and safety training.

14 Hour Maximum Drive Time

Drivers are prohibited from driving for more than 14 hours within a 24-hour period.

Supplemental Audit Authority

In addition to ODOT's quarterly auditing of rideshare records to ensure compliance, ODOT also granted the authority to conduct additional audits as the agency deems necessary. **ODOT will determine by rule the method for collecting audit data.**

Public Records

Strike reference to a public records exemption of rideshare documents ODOT is authorized to access in the scope of audits and investigations.

Data Reporting

TNCs are required to report to ODOT each quarter the number of completed trips, as well as the number of trips that originated each quarter in each city and county.

Data Sharing Agreements

ODOT and local jurisdictions are authorized to enter into data sharing agreements with rideshare companies, which may include 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.

Local Enforcement IGA

To ensure compliance with rideshare requirements established by state law, local jurisdictions are granted explicit authority to perform field enforcement actions and maintain an enforcement program through an intergovernmental agreement with ODOT.

ODOT directed to establish robust administrative rules for the implementation of local enforcement programs, including reporting agreements and protocols for issuing citations or fines.

Wheelchair Accessibility

Local jurisdictions and regions, **regardless of population size**, are given authority to establish and manage a local wheelchair accessible transportation program.

To fund local WAV programs, HB 3023A gives **ODOT authority to set per-ride fees to recover the cost of administering these programs**. The fee can be adjusted biennially according to the consumer price index.

WAV rides are exempt from dynamic or "Surge" pricing.

EV Charging Infrastructure

To assist with the development and maintenance of Electric Vehicle Charging Infrastructure, **ODOT may impose a per-ride fee of 5 cents on all TNC rides** (except those provided by Electric vehicles). 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.

Cost Recovery

ODOT can impose per-ride fees on TNCs to recover their enforcement costs and the costs incurred by localities for their enforcement actions and WAV programs.