

SB 1166-1  
(LC 4186)  
4/24/25 (JAS/ps)

Requested by Senator JAMA

**PROPOSED AMENDMENTS TO  
SENATE BILL 1166**

On page 1 of the printed bill, delete lines 4 through 18 and delete pages 2 through 18 and insert:

**“DEFINITIONS**

**“SECTION 1. Definitions. As used in sections 1 to 23 of this 2025 Act:**

**“(1) ‘Account deactivation’ means one or more of the following actions imposed upon an individual driver by a transportation network company:**

**“(a) Temporarily or permanently limiting, restricting or suspending or blocking access to the driver platform.**

**“(b) Suspending a driver’s eligibility to provide network services.**

**“(2) ‘Approved unique identifier’ means a number, combination of numbers or letters or another identifier that the Commissioner of the Bureau of Labor and Industries prescribes by rule for purposes of data tracking and managing dispatched trip information in connection with individual drivers.**

**“(3)(a) ‘Available platform time’ means the time a driver spends logged in to the driver platform and is available to receive and accept requests for a dispatched trip.**

1       “(b) ‘Available platform time’ does not mean any period of dis-  
2       patched platform time or passenger platform time.

3       “(4) ‘Average hourly compensation’ means the average amount of  
4       total compensation a driver earns per hour during passenger platform  
5       time that is calculated by dividing the driver’s total earnings by the  
6       total number of hours spent during passenger platform time within a  
7       set period.

8       “(5) ‘Compensation’ includes any of the following payments made  
9       to a driver by a transportation network company for the driver’s pro-  
10      vision of network services:

11      “(a) The amounts required under section 2 of this 2025 Act.

12      “(b) Bonuses.

13      “(c) Incentive payments.

14      “(d) Tips.

15      “(6) ‘Digital network’ means the technology platform or system  
16      associated with a transportation network company that connects  
17      drivers with passengers through online applications, websites or other  
18      digital means to facilitate the arrangement of dispatched trips.

19      “(7) ‘Dispatch location’ means the location of a driver at the time  
20      the driver accepts a request for a dispatched trip through the driver  
21      platform.

22      “(8)(a) ‘Dispatched platform time’ means the period of time a driver  
23      spends traveling from a dispatch location to:

24      “(A) A passenger pick-up location; or

25      “(B) The first passenger pick-up location of a shared ride.

26      “(b) ‘Dispatched platform time’ does not include any period of pas-  
27      senger platform time.

28      “(9) ‘Dispatched trip’ means the total duration that a driver spends  
29      completing a ride starting from the time a driver accepts a real-time  
30      request to retrieve a passenger from a passenger pick-up location and

1 ending at the passenger drop-off location.

2 “(10) ‘Driver’ means an individual who uses a personal motor vehi-  
3 cle to provide network services that are facilitated through a trans-  
4 portation network company’s driver platform.

5 “(11) ‘Driver platform’ means the driver-facing digital network uti-  
6 lized by a driver to manage the activities related to the network ser-  
7 vices provided by the driver.

8 “(12) ‘Family member’ means:

9 “(a) The spouse or domestic partner of a driver;

10 “(b) A child of a driver or the child’s spouse or domestic partner;

11 “(c) A parent of a driver or the parent’s spouse or domestic partner;

12 “(d) A sibling or stepsibling of a driver or the sibling’s or  
13 stepsibling’s spouse or domestic partner;

14 “(e) A grandparent of a driver or the grandparent’s spouse or do-  
15 mestic partner;

16 “(f) A grandchild of a driver or the grandchild’s spouse or domestic  
17 partner; or

18 “(g) Any individual related by blood or affinity whose close associ-  
19 ation with a driver is the equivalent of a family relationship.

20 “(13) ‘Incentive payments’ means a sum of money paid to a driver  
21 for activities that include but are not limited to completion of a cer-  
22 tain number of consecutive dispatched trips or completion of a certain  
23 number of dispatched trips during a particular time period or in a  
24 specific geographical area.

25 “(14) ‘Network services’ means transportation provided by a driver  
26 while the driver is logged in to the driver platform, including available  
27 platform time, dispatched platform time and passenger platform time,  
28 that are facilitated through the digital network.

29 “(15) ‘Nonprofit organization’ means an Oregon-based nonprofit or-  
30 ganization that:

1       “(a) Is independent of any transportation network company in the  
2 organization’s formation, funding and governance; and

3       “(b) Has demonstrated expertise and experience in advocating for  
4 drivers’ rights, including providing culturally competent represen-  
5 tation, outreach and educational services to drivers.

6       “(16) ‘Paid sick time’ means time off:

7       “(a) That is provided to a driver by a transportation network com-  
8 pany;

9       “(b) That may be used for the purposes specified in section 9 of this  
10 2025 Act; and

11       “(c) That is compensated at a rate equal to a driver’s average  
12 hourly compensation for each hour of sick time used without re-  
13 ductions in benefits, including but not limited to health care benefits,  
14 that the driver earns from the transportation network company at the  
15 time the driver uses the paid sick time.

16       “(17) ‘Passenger’ means any individual who is physically present in  
17 the personal motor vehicle of a driver and for whom the driver is  
18 providing network services that were requested by the individual or  
19 by another third party using the digital network.

20       “(18) ‘Passenger drop-off location’ means the end point of a dis-  
21 patched trip where a passenger is expected to disembark that is typi-  
22 cally selected by the passenger at the time of booking network  
23 services.

24       “(19) ‘Passenger fare’ means the amount charged to and paid by a  
25 passenger for a dispatched trip excluding any amounts levied by state  
26 or local government or port authority for taxes, fees and tolls.

27       “(20) ‘Passenger pick-up location’ means the specific location se-  
28 lected by a passenger at which a driver is expected to retrieve the  
29 passenger to begin a dispatched trip.

30       “(21) ‘Passenger platform miles’ means the miles traveled while one

1 or more passengers are being transported by a driver during a dis-  
2 patched trip.

3 “(22) ‘Passenger platform time’ means the duration of time that a  
4 driver is actively transporting one or more passengers from the pas-  
5 senger pick-up location to the passenger drop-off location.

6 “(23) ‘Personal motor vehicle’ means a motor vehicle that is au-  
7 thorized by a transportation network company for use by a driver for  
8 purposes of providing network services in connection with the trans-  
9 portation network company.

10 “(24) ‘Prescheduled ride’ means prearranged network services that  
11 an individual schedules in advance before the actual time of travel to  
12 ensure that a driver will be available at a designated pick-up time and  
13 date.

14 “(25) ‘Shared passenger platform time’ means passenger platform  
15 time for shared rides that commences at the first passenger pick-up  
16 location and ends at the last passenger drop-off location.

17 “(26) ‘Shared ride’ means a dispatched trip that passengers may  
18 request through the digital network that permits multiple passengers  
19 to travel together in the same personal motor vehicle and share the  
20 costs of the dispatched trip.

21 “(27) ‘Sick time’ means the leave time that is provided by a trans-  
22 portation network company to a driver for a reason authorized under  
23 section 9 of this 2025 Act.

24 “(28) ‘Single downloadable and searchable electronic file format’  
25 means a single, aggregated electronic portable document format or  
26 comma-separated values file that is downloadable and searchable and  
27 that contains a table with each row representing a unique dispatched  
28 trip and each column corresponding to an individual itemized element  
29 from the trip receipt associated with the dispatched trip.

30 “(29) ‘Surcharge’ means any additional charge that is added to a

1 passenger fare that exceeds 120 percent of the minimum compensation  
2 rates provided under section 2 of this 2025 Act.

3 “(30) ‘Tips’ means a verifiable sum presented by a passenger as a  
4 gratuity in recognition of a driver’s provision of network services.

5 “(31) ‘Total earnings’ includes bonuses, incentive payments and  
6 compensation, but does not include tips.

7 “(32) ‘Transportation network company’ has the meaning given that  
8 term in ORS 742.518.

9  
10 “COMPENSATION  
11

12 “SECTION 2. Compensation rates. (1) Except as otherwise provided  
13 in this section, a transportation network company may not compen-  
14 sate a driver at a rate that is less than the compensation rates speci-  
15 fied this section.

16 “(2) For each dispatched trip, a transportation network company  
17 shall compensate a driver at the greater of the following rates:

18 “(a)(A) \$0.68 per minute of all passenger platform time; and

19 “(B) \$1.59 per passenger platform mile for all driven passenger  
20 platform miles; or

21 “(b) \$6.00 per dispatched trip.

22 “(3) The compensation rates provided under subsection (2) of this  
23 section shall apply as follows:

24 “(a) For dispatched trips other than shared rides, the compensation  
25 rates apply to:

26 “(A) All dispatched platform time and passenger platform miles  
27 traveled, beginning after the elapse of nine minutes of dispatched  
28 platform time.

29 “(B) Dispatched trips that are cancelled by an individual or the  
30 transportation network company two or more minutes after the driver

1 accepted the dispatched trip, unless the cancellation is due to verified  
2 driver misconduct.

3 “(C) Dispatched trips that are cancelled by a driver in accordance  
4 with the policies of a transportation network company allowing for  
5 cancellations for good cause.

6 “(D) Dispatched trips that are cancelled because the expected pas-  
7 senger fails to appear at the passenger pick-up location within five  
8 minutes of the driver’s arrival at the passenger pick-up location.

9 “(b) For shared rides, the compensation rates shall apply to the full  
10 distance traveled and the total amount of shared passenger platform  
11 time spent during the shared ride.

12 “(c) For prescheduled rides, the compensation rates shall apply to  
13 passenger platform time and any time the driver spends waiting at the  
14 passenger pick-up location after the prescheduled time of arrival.

15 “(4) When an individual requests network services to accommodate  
16 more than four passengers in a single personal motor vehicle, the  
17 transportation network company shall pay the driver, in addition to  
18 any other amounts due as compensation under subsection (2) of this  
19 section, an amount equal to 150 percent of the compensation due under  
20 subsection (2) of this section.

21 “(5) When a transportation network company applies a surcharge  
22 to a dispatched trip, the transportation network company shall com-  
23 pensate the driver, in addition to the amounts due under subsection  
24 (2) of this section, an amount that is not less than 80 percent of the  
25 total passenger fare.

26 “(6)(a) Not later than April 30 of each year, the Commissioner of  
27 the Bureau of Labor and Industries shall calculate an adjustment to  
28 the minimum compensation rates specified under subsection (2) of this  
29 section based upon the increase, if any, from the preceding year to  
30 March of the year in which the calculation is made in the U.S. City

1 **Average Consumer Price Index for All Urban Consumers, West Region**  
2 **(All Items) as prepared by the Bureau of Labor Statistics of the United**  
3 **States Department of Labor or its successor.**

4 **“(b) Notwithstanding any adjustment made under paragraph (a) of**  
5 **this subsection, in the case of an adjustment to the minimum wage**  
6 **rates required for employees by ORS 653.025 that exceeds the rate**  
7 **specified in subsection (2) of this section, the Commissioner of the**  
8 **Bureau of Labor and Industries shall adjust the minimum compen-**  
9 **sation rates specified under subsection (2) of this section by the rate**  
10 **of increase of the state minimum wage, calculated to the nearest cent.**

11 **“(7)(a) A transportation network company shall remit to drivers all**  
12 **tips. Tips paid to a driver are in addition to, and may not count to-**  
13 **wards, the minimum compensation rates required under subsection (2)**  
14 **of this section.**

15 **“(b) Amounts charged to a passenger and remitted to a driver for**  
16 **tolls, fees or other charges incurred by a driver during a dispatched**  
17 **trip may not be counted in calculating the compensation rates under**  
18 **subsection (2) of this section.**

19 **“(8)(a) A transportation network company may not withhold, de-**  
20 **duct or divert any portion of a driver’s compensation unless:**

21 **“(A) The transportation network company is required to do so by**  
22 **law.**

23 **“(B) The deductions are voluntarily authorized in writing by the**  
24 **driver, are for the driver’s benefit and are recorded in the transpor-**  
25 **tation network company’s books.**

26 **“(C) The driver has voluntarily signed an authorization for a de-**  
27 **duction for any other item, provided that the ultimate recipient of the**  
28 **money withheld is not the transportation network company and that**  
29 **the deduction is recorded in the transportation network company’s**  
30 **books.**



1       “(D) The deduction is authorized by a collective bargaining agree-  
2       ment to which the transportation network company is a party.

3       “(E) The deduction is authorized in writing by the driver to be  
4       contributed by the driver to charitable organizations, including con-  
5       tributions made pursuant to ORS 663.110.

6       “(F) The deduction is authorized in writing by the driver to be vol-  
7       untarily contributed by the driver to the driver resource center pur-  
8       suant to section 6 of this 2025 Act.

9       “(G) The deduction is authorized under ORS 18.736, provided the  
10      deduction does not reduce the driver’s compensation below the mini-  
11      mum compensation rates required under subsection (2) of this section.

12      “(H) The deduction is made from the payment of compensation  
13      upon termination and is authorized pursuant to a written agreement  
14      between the driver and transportation network company for the re-  
15      payment of a loan made to the driver by the transportation network  
16      company, if all of the following conditions are met:

17      “(i) The driver has voluntarily signed the agreement;

18      “(ii) The loan was paid to the driver in cash or other medium per-  
19      mitted by ORS 652.110;

20      “(iii) The loan was made solely for the driver’s benefit and was not  
21      used, either directly or indirectly, for any purpose required by the  
22      transportation network company or connected with the driver’s net-  
23      work services with the transportation network company;

24      “(iv) The amount of the deduction at termination does not exceed  
25      the amount permitted to be garnished under ORS 18.385; and

26      “(v) The deduction is recorded in the transportation network  
27      company’s books.

28      “(b) When a transportation network company deducts an amount  
29      from a driver’s compensation as required or authorized by law or  
30      agreement, the transportation network company shall pay the amount

1 deducted to the appropriate recipient as required by the law or agree-  
2 ment. The transportation network company shall pay the amount de-  
3 ducted within the time required by the law or the agreement or, if the  
4 time for payment is not specified by the law or agreement, within  
5 seven days after the date the compensation from which the deductions  
6 are made are due. Failure to pay the amount as required constitutes  
7 an unlawful deduction.

8 “(c) This section does not:

9 “(A) Prohibit deductions by checkoff dues to labor organizations or  
10 service fees when the deductions are not otherwise prohibited by law;  
11 or

12 “(B) Diminish or enlarge the right of any person to assert and en-  
13 force a lawful setoff or counterclaim or to attach, take, reach or apply  
14 a driver’s compensation on due legal process.

15 “(9) In addition to any other sanctions provided by law, a violation  
16 of this section is an unlawful practice. A driver alleging an unlawful  
17 practice under this section may file a complaint with the Commis-  
18 sioner of the Bureau of Labor and Industries in the manner provided  
19 by ORS 659A.820.

20 “SECTION 3. Driver resource center. (1) The Bureau of Labor and  
21 Industries shall use an open and competitive bidding process to con-  
22 tract with a nonprofit organization to provide financial support to the  
23 nonprofit organization to operate a driver resource center dedicated  
24 to providing low-cost or no-cost support and assistance to drivers, in-  
25 cluding but not limited to:

26 “(a) Representing drivers in arbitration proceedings as applicable;  
27 and

28 “(b) Providing culturally competent assistance, training and edu-  
29 cational resources to drivers.

30 “(2)(a) A transportation network company shall, using materials

1 provided by the driver resource center, provide drivers with informa-  
2 tion about the driver resource center. The information must include,  
3 but is not limited to, the driver resource center's contact information  
4 and information regarding the drivers' right to receive assistance and  
5 support from the driver resource center.

6 “(b) A transportation network company shall provide the informa-  
7 tion to drivers as follows:

8 “(A) To existing drivers, through electronic mail and any other  
9 means most commonly used to communicate with the drivers.

10 “(B) To new drivers, at the time the new drivers are brought onto  
11 the driver platform.

12 “(C) To a driver at the time of the driver's account deactivation, if  
13 applicable.

14 **“SECTION 4. Driver Resource Center Fund.** (1) The Driver Resource  
15 Center Fund is established in the State Treasury, separate and distinct  
16 from the General Fund. Interest earned by the Driver Resource Center  
17 Fund shall be credited to the fund.

18 “(2) The fund consists of moneys appropriated to the Bureau of  
19 Labor and Industries by the Legislative Assembly and other moneys  
20 appropriated to, allocated to, deposited in, credited to or transferred  
21 to the fund by the Legislative Assembly or otherwise.

22 “(3) Moneys in the fund are continuously appropriated the bureau  
23 for purposes described in section 3 (1) of this 2025 Act.

24 “(4) Moneys in the fund may be used solely to carry out the pur-  
25 poses set forth in section 3 (1) of this 2025 Act, including the payment  
26 of administrative costs and expenses.

27 **“SECTION 5. Appropriation.** In addition to and not in lieu of any  
28 other appropriation, there is appropriated to the Bureau of Labor and  
29 Industries, for the biennium beginning July 1, 2025, out of the General  
30 Fund, the amount of \$4,000,000 for deposit in the Driver Resource

Center Fund established by section 4 of this 2025 Act to be expended as described in section 3 of this 2025 Act.

**“SECTION 6. Voluntary contributions.** (1) A transportation network company shall, in the manner prescribed in this section, provide a means for drivers to authorize deductions from the driver’s compensation from each dispatched trip to make voluntary contributions to the driver resource center described under section 3 of this 2025 Act to support the activities of the driver resource center.

**“(2)(a)** A transportation network company may deduct voluntary contributions from a driver’s compensation for each dispatched trip only upon receipt of the driver’s express authorization made pursuant to paragraph (b) of this subsection.

**“(b)** A driver may authorize a transportation network company to deduct voluntary contributions from the driver’s compensation by providing the transportation network company with written affirmative consent that specifies:

**“(A)** Sufficient information identifying the driver.

**“(B)** The designated amount of compensation that the driver voluntarily elects to be deducted and remitted to the driver resource center, including whether the amount will be deducted as:

**“(i)** A fixed amount per dispatched trip; or

**“(ii)** A percentage of the total compensation earned per dispatched trip.

**“(3)(a)** A transportation network company shall begin making the deductions no later than 30 days after receiving the driver’s authorization under subsection (2) of this section.

**“(b)** A transportation network company shall remit the deducted contributions to the driver resource center on a monthly basis, but in no event later than 28 days following the end of the month in which the deductions were made.



1   sequent year must be in addition to the hours accrued and carried over  
2   from the previous year.

3       “(b) A transportation network company:

4       “(A) May adopt a policy that limits a driver to accruing no more  
5   than 80 total hours of sick time; and

6       “(B) May adopt a policy that limits a driver to using no more than  
7   40 hours of sick time in a year.

8       “(3) A transportation network company is not required to carry  
9   over unused sick time if, by mutual consent, the transportation net-  
10   work company and a driver agree that the driver will be paid for all  
11   unused paid sick time at the end of the year in which the sick time  
12   is accrued and the transportation network company will credit the  
13   driver with an amount of paid sick time that meets the requirements  
14   of this section on the first day of the immediately subsequent year.

15       “(4)(a) A driver is eligible to use sick time upon recording 90 hours  
16   of passenger platform time on the transportation network company’s  
17   driver platform and may use sick time as it is accrued.

18       “(b) A transportation network company may authorize a driver to  
19   use accrued sick time prior to the 90th hour of recorded passenger  
20   platform time.

21       “(c) A transportation network company shall pay a driver for ac-  
22   crued paid sick time used at a rate that is equal to the average hourly  
23   compensation rate.

24       “(5)(a) Subject to paragraph (b) of this subsection, if a driver does  
25   not record any passenger platform time in a transportation network  
26   company’s driver platform for a period of 180 or more consecutive  
27   days, the balance of any sick time accrued and unused thus far shall  
28   be forfeited. Nothing in this paragraph requires the forfeiture of any  
29   passenger platform time recorded thus far.

30       “(b) If a driver records any amount of passenger platform time

1 within 180 days of the 180-day period described in paragraph (a) of this  
2 subsection, the transportation network company shall restore the  
3 driver's accrued sick time balance, which shall be available for the  
4 driver's use upon recording 90 hours of passenger platform time fol-  
5 lowing the 180-day period.

6 **"SECTION 9. Allowable uses of sick time. A driver may use sick**  
7 **time earned under section 8 of this 2025 Act:**

8 **"(1) For a driver's mental or physical illness, injury or health con-**  
9 **dition, need for medical diagnosis, care or treatment of a mental or**  
10 **physical illness, injury or health condition or need for preventive**  
11 **medical care.**

12 **"(2) For care of a family member with a mental or physical illness,**  
13 **injury or health condition, care of a family member who needs medical**  
14 **diagnosis, care or treatment of a mental or physical illness, injury or**  
15 **health condition or care of a family member who needs preventive**  
16 **medical care.**

17 **"(3) To care for a child of the driver who is suffering from an ill-**  
18 **ness, injury or condition that requires home care or who requires**  
19 **home care due to the closure of the child's school or child care pro-**  
20 **vider as a result of a public health emergency.**

21 **"(4) To address the death of a family member by:**

22 **"(a) Attending the funeral or alternative to a funeral of the family**  
23 **member;**

24 **"(b) Making arrangements necessitated by the death of the family**  
25 **member; or**

26 **"(c) Grieving the death of the family member.**

27 **"(5) Notwithstanding the definitions of 'covered employer' or 'eligi-**  
28 **ble employee' under ORS 659A.270, for any purpose described under**  
29 **ORS 659A.272.**

30 **"(6) To donate accrued sick time to another driver if the other**

1 driver uses the donated sick time for a purpose specified in this section  
2 and the transportation network company has a policy that allows a  
3 driver to donate sick time to another driver for a purpose specified in  
4 this section.

5 “(7) In the event of a public health emergency. For purposes of this  
6 subsection, a public health emergency includes but is not limited to:

7 “(a) An order by a public official prohibiting the provision of net-  
8 work services due to a public health emergency;

9 “(b) A determination by a lawful public health authority or by a  
10 health care provider that the presence of the driver or the family  
11 member of the driver in the community would jeopardize the health  
12 of others, such that the driver must provide self-care or care for the  
13 family member; or

14 “(c) The exclusion of the driver from the workplace under any law  
15 or rule that requires the transportation network company to exclude  
16 the driver from the workplace for health reasons.

17 “(8) During a period of a driver’s account deactivation or other  
18 status that prevents the driver from performing network services on  
19 the transportation network company’s digital network.

20 “SECTION 10. Minimum use increments; notice to transportation  
21 network company. (1) Upon request of a driver with accrued sick time  
22 available, a transportation network company must allow the driver to  
23 use sick time. If possible, the driver shall include the anticipated du-  
24 ration of the sick time requested in the request.

25 “(2) Sick time earned under this section shall be taken in hourly  
26 increments.

27 “(3)(a) A transportation network company shall establish an acces-  
28 sible system for drivers to request and use sick time. The system must  
29 be available to drivers on the driver platform.

30 “(b) The Commissioner of the Bureau of Labor and Industries shall



1 adopt rules that prescribe the minimum criteria for the system to en-  
2 sure that drivers have sufficient information to understand and readily  
3 access their sick time. The minimum criteria may include, but need  
4 not be limited to:

5 “(A) Instructions and procedures for requesting to use sick time;

6 “(B) System capabilities to provide timely responses to requests to  
7 use sick time;

8 “(C) Information regarding accrued sick time balances; and

9 “(D) Information regarding how a driver’s current average hourly  
10 compensation rate was calculated for a particular period.

11 “(4) A transportation network company may require the driver to  
12 comply with the transportation network company’s usual and cus-  
13 tomary notice and procedural requirements for absences or for re-  
14 questing time off provided that those requirements do not interfere  
15 with the ability of the driver to use sick time.

16 “(5)(a) If the need to use sick time is foreseeable, the transportation  
17 network company may require reasonable advance notice of the  
18 driver’s intention to use sick time, not to exceed 10 days prior to the  
19 date the sick time is to begin or as soon as otherwise practicable.

20 “(b) If the need to use sick time is unforeseeable, the driver shall  
21 provide notice to the transportation network company as soon as  
22 practicable and must comply generally with the transportation net-  
23 work company’s notice or procedural requirements for requesting or  
24 reporting other time off provided that those requirements do not in-  
25 terfere with the ability of the driver to use sick time.

26 “(6) A transportation network company may require verification  
27 from a health care provider or certification of the need for leave for  
28 a purpose described under section 9 of this 2025 Act in the same man-  
29 ner and to the same extent permitted under ORS 653.626. If a trans-  
30 portation network company requires verification or certification under

1 this subsection, the transportation company shall compensate a driver  
2 for the use of sick time not later than the driver's next regularly  
3 scheduled date of compensation following the transportation network  
4 company's receipt of the requested verification or certification.

5 “(7) If a driver accepts a prescheduled ride during a period of time  
6 for which the driver requested to use sick time, it shall be presumed  
7 that the driver did not use the sick time.

8 “(8) A transportation network company shall compensate a driver  
9 for any amount of sick time used by the driver at the time of the  
10 driver's next regularly scheduled date of compensation but not later  
11 than 14 days following the date on which the driver used sick time.

12 “SECTION 11. Accrual amount records. (1) A transportation net-  
13 work company shall provide to each driver, on a weekly basis, written  
14 notification of the following:

15 “(a) The amount of accrued and unused sick time available for use  
16 by the driver.

17 “(b) The average hourly compensation rate based on passenger  
18 platform time for the calendar month in which the sick time is used.

19 “(c) The amount of sick time used by a driver, if any.

20 “(d) Written notice of the requirements of this section and sections  
21 8, 9 and 10 of this 2025 Act in accordance with rules adopted by the  
22 Commissioner of the Bureau of Labor and Industries.

23 “(2) The notices provided under this section must be written in the  
24 five most commonly spoken languages in this state.

25 “(3) The Bureau of Labor and Industries shall make available to  
26 transportation network companies a template that meets the required  
27 notice provisions of this section.

28 “(4) Health information of a driver related to sick time is confi-  
29 dential and may not be released without the permission of the driver.  
30 Information pertaining to leave for a purpose described under section

1 9 (5) of this 2025 Act is confidential to the same extent that such in-  
2 formation is confidential under ORS 659A.280.

3 **“SECTION 12. Unlawful practices.** (1) It is an unlawful practice for  
4 a transportation network company or any other person to:

5 **“(a) Deny, interfere with, restrain or fail to pay for sick time to**  
6 **which a driver is entitled under sections 8, 9 and 10 of this 2025 Act;**

7 **“(b) Retaliate or in any way discriminate against a driver with re-**  
8 **spect to any term or condition of providing network services because**  
9 **the driver has inquired about the provisions of sections 8, 9, 10 and 11**  
10 **of this 2025 Act, submitted a request for sick time, taken sick time,**  
11 **participated in any manner in an investigation, proceeding or hearing**  
12 **related to this section, or invoked any provision of this section; or**

13 **“(c) Apply an absence control policy that includes sick time ab-**  
14 **sences covered under sections 8, 9 and 10 of this 2025 Act as an absence**  
15 **that may lead to or result in an adverse action against the driver.**

16 **“(2) The Bureau of Labor and Industries may adopt any rules nec-**  
17 **essary to implement the provisions of this section and sections 8, 9,**  
18 **10 and 11 of this 2025 Act.**

19  
20 **“TRIP RECEIPTS AND EARNINGS DOCUMENTATION**

21  
22 **“SECTION 13. Driver and passenger receipts.** (1) A transportation  
23 network company must provide each driver and passenger with dis-  
24 patched trip receipt data as provided in this section.

25 **“(2) Within 24 hours of a driver’s completion of a dispatched trip,**  
26 **a transportation network company shall:**

27 **“(a) Issue to the driver dispatched trip receipts containing the fol-**  
28 **lowing information for each completed trip:**

29 **“(A) The total amount of passenger platform time.**

30 **“(B) The total amount of passenger platform miles.**

1       “(C) The passenger fare.

2       “(D) The amount of dispatched platform time, passenger platform  
3 time and passenger platform miles subject to the minimum compen-  
4 sation rates under section 2 of this 2025 Act.

5       “(E) Any adjustments made to the passenger fare resulting from  
6 an applicable price or surge multiplier or other variable pricing policy  
7 in effect during the trip.

8       “(F) Tip amounts, if any.

9       “(G) The driver’s gross payment.

10       “(H) The net payment paid to the driver after deductions.

11       “(I) An itemized statement of deductions for fees, tolls, commis-  
12 sions, lease fees and other charges.

13       “(J) Whether a personal motor vehicle with the capacity to trans-  
14 port more than four passengers was needed for the dispatched trip.

15       “(K) Whether the trip was a prescheduled ride.

16       “(L) General details regarding the passenger pick-up and passenger  
17 drop-off location that, at a minimum, provide the specific block num-  
18 ber at which the passenger pick-up and passenger drop-off occurred.  
19 Nothing in this paragraph prohibits a transportation network company  
20 from describing the details of the passenger pick-up and passenger  
21 drop-off with a greater level of specificity.

22       “(b) Transmit, on behalf of the driver, an electronic receipt con-  
23 taining the following information to each passenger who paid a pas-  
24 senger fare:

25       “(A) The date and time of the dispatched trip.

26       “(B) General details regarding the passenger pick-up and passenger  
27 drop-off location that, at a minimum, provide the specific block num-  
28 ber at which the passenger pick-up and passenger drop-off occurred.  
29 Nothing in this paragraph prohibits a transportation network company  
30 from describing the details of the passenger pick-up and passenger

1 drop-off with a greater level of specificity.

2 “(C) The total duration and distance of the dispatched trip.

3 “(D) The driver’s first name.

4 “(E) The total passenger fare paid, including an itemization of all  
5 charges and fees.

6 “(F) Tip amounts paid, if any.

7 “(G) Any portion of the passenger fare retained by the driver.

8 “(3) Each transportation network company shall, on a weekly basis,  
9 provide a driver with a statement summarizing the dispatched trip  
10 information for all dispatched trips completed by the driver in the  
11 prior week. The statements shall include a summary of:

12 “(a) The driver’s total passenger platform time.

13 “(b) Total driver’s total passenger platform miles.

14 “(c) The amount of dispatched platform time, passenger platform  
15 time and passenger platform miles subject to the minimum compen-  
16 sation rates under section 2 of this 2025 Act.

17 “(d) The total amount of tips, if any.

18 “(e) The driver’s gross payment, itemized by:

19 “(A) Rate per minute;

20 “(B) Rate per mile; and

21 “(C) Any adjustments made to the passenger fare resulting from  
22 an applicable price or surge multiplier or other variable pricing policy  
23 in effect during the dispatched trip.

24 “(f) The net payment paid to the driver after deductions.

25 “(g) Itemized deductions for fees, tolls, commissions, lease fees and  
26 other charges.

27 “(h) Any amounts deducted from the driver’s compensation during  
28 the dispatched trip to make voluntary contributions authorized by the  
29 driver under section 6 of this 2025 Act.

30 “(i) The total amount of passenger fares.

1       “(4) A transportation network company shall make the dispatched  
2 trip receipt information described under subsection (2) of this section  
3 available to drivers in a single downloadable and searchable electronic  
4 file format. A transportation network company shall maintain the in-  
5 formation for not less than three years after the date on which the  
6 transportation network company first issues the information to a  
7 driver and make the information available for examination by the  
8 driver.

9  
10                   **“REPORTING AND RECORDKEEPING**

11  
12       **“SECTION 14. Monthly report.** (1) Each transportation network  
13 company shall, on a monthly basis, prepare, compile and submit to the  
14 Bureau of Labor and Industries reports, lists and data concerning the  
15 following:

16       “(a) For each period of available platform time, dispatched platform  
17 time and passenger platform time, the distance travelled in miles and  
18 time spent in seconds expressed as a percent carried to three decimal  
19 places.

20       “(b) Detailed information regarding available platform time, in-  
21 cluding the date and start and stop times, rounded to the nearest  
22 second, of all available platform time.

23       “(c) Itemized driver compensation for each dispatched trip, includ-  
24 ing:

25       “(A) The applicable compensation rates as required by section 2 of  
26 this 2025 Act;

27       “(B) Any premiums applicable to a dispatched trip that required a  
28 personal motor vehicle with capacity to transport more than four  
29 passengers;

30       “(C) Applicable surcharges;

1       “(D) Tip information; and

2       “(E) Applicable deductions.

3       “(d) For each dispatched trip, detailed trip information regarding  
4 the date, time and passenger pick-up and passenger drop-off locations  
5 exclusive of any personally identifiable driver information or approved  
6 unique identifiers.

7       “(e) Approved unique identifiers.

8       “(f) Passenger fares.

9       “(g) Information regarding new drivers who have joined the plat-  
10 form since the last report.

11       “(h) Any other information deemed necessary by the bureau.

12       “(2) The Commissioner of the Bureau of Labor and Industries may  
13 adopt rules governing the preparation, compilation and submission of  
14 the information described under this section. The rules may include,  
15 but need not be limited to, requirements:

16       “(a) Regarding the security and privacy of the information.

17       “(b) For submitting the information using approved unique identi-  
18 fiers that aggregate a driver’s information across multiple driver  
19 platforms.

20       “(c) For data aggregation for purposes of summarizing the disag-  
21 gregated data required to be reported to the bureau under this section.

22       “SECTION 15. Reporting timelines. Each transportation network  
23 company shall submit the first monthly report required under section  
24 14 of this 2025 Act not later than nine months following the effective  
25 date of this 2025 Act.

26       “SECTION 16. Annual report to the legislature. Not later than De-  
27 cember 15 of each year, the Bureau of Labor and Industries shall  
28 compile and report to the committees of the Legislative Assembly re-  
29 lated to business and labor a summary of information received by the  
30 bureau pursuant to section 14 of this 2025 Act for the prior year. The

bureau shall submit the report, in the manner provided in ORS 192.245, and may include recommendations for legislation.

**“SECTION 17. First report to the legislature.** The Bureau of Labor and Industries shall submit the first report required under section 16 of this 2025 Act to the committees of the Legislative Assembly related to business and labor not later than December 15, 2026.

**“SECTION 18. Transportation network company recordkeeping.** Each transportation network company shall:

“(1) Keep and maintain records necessary to demonstrate compliance with sections 2, 6, 8, 10, 11, 13 and 14 of this 2025 Act;

“(2) Keep and maintain the records described under this section for a period of at least three years; and

“(3) Provide records kept and maintained under this section to the Bureau of Labor of Industries upon request.

## **“DRIVER PROTECTIONS**

**“SECTION 19. Notice of rights.** Each transportation network company shall provide a written notice of rights to every driver who provides transportation services in connection with the transportation network company. The notice shall:

“(1) Be written in plain language and in the five most commonly spoken languages in this state; and

“(2) Include information regarding a driver’s right to:

“(a) Receive compensation in accordance with the standards under section 2 of this 2025 Act;

“(b) Accrue and use sick time in accordance with the standards under sections 8, 9 and 10 of this 2025 Act;

“(c) Be free from retaliation for inquiring about or exercising the rights afforded to drivers under sections 1 to 23 of this 2025 Act; and



1       “(d) Pursue remedies in accordance with section 22 of this 2025 Act.

2       “**SECTION 20. Retaliation.** It is an unlawful practice under ORS  
3 chapter 659A for a transportation network company to retaliate or  
4 take adverse action against a driver for inquiring about or exercising  
5 any right afforded to the driver under sections 1 to 23 of this 2025 Act.

6  
7                               **“ENFORCEMENT**

8  
9       “**SECTION 21. Enforcement.** (1) The Bureau of Labor and Industries  
10 shall administer and enforce sections 1 to 23 of this 2025 Act and may  
11 adopt or establish rules and procedures that the bureau considers  
12 necessary or appropriate for such administration and enforcement.

13       “(2) The Commissioner of the Bureau of Labor and Industries has  
14 the same enforcement powers with respect to the rights established  
15 under sections 2, 8, 9, 10, 11 and 12 of this 2025 Act as are established  
16 in ORS chapters 652 and 653.

17       “(3) In addition to any other powers granted to the bureau under  
18 state law, the bureau has the authority to:

19       “(a) Commence an investigation of any complaint filed alleging a  
20 violation of sections 1 to 23 of this 2025 Act and may make inquiries  
21 and conduct the investigations in the same manner and to the extent  
22 provided under ORS 659A.835.

23       “(b) Investigate policies and practices of transportation network  
24 companies to ensure compliance with the provisions of sections 1 to  
25 23 of this 2025 Act.

26       “(c) Initiate investigations when the commissioner has reason to  
27 believe that a transportation network company has committed an un-  
28 lawful practice or violated any provision of sections 1 to 23 of this 2025  
29 Act.

30       “**SECTION 22. Remedies.** (1) Notwithstanding the definition of ‘em-

1   ployee’ under ORS 652.310 and the definition of ‘wage claim’ under  
2   ORS 652.320, and regardless of whether a driver is classified as an  
3   employee or an independent contractor, a driver has the same rights  
4   and protections provided under ORS 652.310 to 652.314, including the  
5   right to file a wage claim with the Bureau of Labor and Industries.

6       “(2) In addition to any other relief provided by law, a driver claim-  
7   ing to be aggrieved by an unlawful practice in violation of sections 1  
8   to 23 of this 2025 Act may file a complaint with the Commissioner of  
9   the Bureau of Labor and Industries in the manner provided by ORS  
10  659A.820 or bring a civil action under ORS 659A.885.

11       “(3)(a) In addition to any other relief provided by law, the Com-  
12  missioner of the Bureau of Labor and Industries may assess a civil  
13  penalty of \$1,000 against a transportation network company that has  
14  violated any provision under sections 1 to 23 of this 2025 Act or any  
15  rule adopted under sections 1 to 23 of this 2025 Act. Each violation is  
16  a separate and distinct offense. In the case of a continuing violation,  
17  each day’s continuance is a separate and distinct violation.

18       “(b) Civil penalties under this subsection shall be imposed in the  
19  manner provided in ORS 183.745.

20       “(4) Notwithstanding subsection (3) of this section, the commis-  
21  sioner shall waive 50 percent of any civil penalty imposed on a trans-  
22  portation network company by order under this section if the  
23  transportation network company provides evidence satisfactory to the  
24  commissioner that the transportation network company paid the full  
25  remedy due, not including any civil penalty, within 14 days after the  
26  order imposing the civil remedy became final by operation of law or  
27  on appeal.

28       “(5) Not later than April 30 of each year, the Commissioner of the  
29  Bureau of Labor and Industries shall calculate an adjustment to the  
30  penalty amount specified in this section based upon the increase, if

1 any, from the preceding year to March of the year in which the cal-  
2 culation is made in the U.S. City Average Consumer Price Index for  
3 All Urban Consumers, West Region (All Items) as prepared by the  
4 Bureau of Labor Statistics of the United States Department of Labor  
5 or its successor.

6 “(6) Notwithstanding any other provision of law, a driver’s classi-  
7 fication status as an independent contractor or an employee shall not  
8 limit, restrict, diminish or constrain a driver’s right to pursue a rem-  
9 edy under this section.

10 **“SECTION 23. Minimum requirements.** (1) Sections 1 to 23 and 24  
11 of this 2025 Act establish minimum requirements pertaining to com-  
12 pensation, benefits and protections for drivers.

13 “(2) Nothing in sections 1 to 23 and 24 of this 2025 shall be construed  
14 to limit or otherwise affect the applicability of any transportation  
15 network company policy, standard, contract or other agreement that  
16 provides compensation and drivers protections that are more generous  
17 than the minimum requirements of sections 1 to 23 and 24 of this 2025  
18 Act for the benefit of workers.

19  
20 **“JUST CAUSE FOR ACCOUNT DEACTIVATIONS**

21  
22 **“SECTION 24. Just cause standard.** (1) As used in this section:

23 “(a) ‘Account deactivation,’ ‘driver’ and ‘transportation network  
24 company’ have the meanings given those terms in section 1 of this 2025  
25 Act.

26 “(b) ‘Fair and objective investigation’ means an investigation that:

27 “(A) Is sufficiently thorough to justify an account deactivation;

28 “(B) Is conducted in an unbiased and neutral manner, based on the  
29 facts collected; and

30 “(C) Includes a good faith effort to identify and review any

1 exculpatory evidence that the transportation network company can  
2 reasonably access.

3 “(c) ‘Progressive discipline system’ means a disciplinary system  
4 under which disciplinary measures involve graduated and propor-  
5 tionate responses to a driver’s misconduct or failure to comply with  
6 the policies of the transportation network company.

7 “(2) A transportation network company may not issue an account  
8 deactivation against a driver unless the deactivation is for just cause.  
9 For purposes of this section:

10 “(a) A transportation network company issues an account deacti-  
11 vation for just cause only if all of the following conditions are satis-  
12 fied:

13 “(A) Prior to the issuance of an account deactivation, the trans-  
14 portation network company has notified the driver of policies ex-  
15 plaining the circumstances and conduct that warrant account  
16 deactivation;

17 “(B) The transportation network company’s policies regarding ac-  
18 count deactivation are applied consistently among drivers in similar  
19 circumstances;

20 “(C) The transportation network company has conducted a fair and  
21 objective investigation into the alleged misconduct;

22 “(D) A claim of a violation of the transportation network company’s  
23 policies or a claim of misconduct has been substantiated;

24 “(E) The policies or rules of the transportation network company  
25 regarding account deactivation are reasonably related to ensuring safe  
26 and efficient operations;

27 “(F) Any account deactivation imposed by the transportation net-  
28 work company is taken in accordance with a progressive discipline  
29 system that has been adopted by the transportation network company;  
30 and

1       “(G) Any account deactivation imposed by the transportation net-  
2 work company is reasonably related to the alleged misconduct and  
3 takes into account any mitigating circumstances and the driver’s prior  
4 work history with the transportation network company.

5       “(b) The transportation network company has the burden of estab-  
6 lishing by clear and convincing evidence that any account deactivation  
7 for just cause meets the conditions set forth in paragraph (a) of this  
8 subsection.

9       “SECTION 25. Civil action for violation of just cause. (1) A driver  
10 may bring a civil action against a transportation network company  
11 that issues an account deactivation against a driver in violation of the  
12 just cause standard under section 24 of this 2025 Act for economic and  
13 noneconomic damages, as defined in ORS 31.705, and for injunctive or  
14 other equitable relief.

15       “(2) An action under this section must be commenced not later than  
16 one year after the conduct that gives rise to the claim.

17       “(3) The court shall award reasonable attorney fees to a plaintiff  
18 who prevailing an action under this section.

19       “SECTION 26. A civil action brought under section 25 of this 2025  
20 Act applies to claims that arise under section 25 of this 2025 Act on  
21 or after the effective date of this 2025 Act.

22  
23                                   “CAPTIONS

24  
25       “SECTION 27. Captions. The unit and section captions used in this  
26 2025 Act are provided only for the convenience of the reader and do  
27 not become part of the statutory law of this state or express any leg-  
28 islative intent in the enactment of this 2025 Act.

29  
30                                   “OPERATIVE DATE

1       **“SECTION 28. Operative date.** Section 6 of this 2025 Act becomes  
2       **operative on July 1, 2026.**

3  
4                               **“EFFECTIVE DATE**

5  
6       **“SECTION 29. Effective date.** This 2025 Act being necessary for the  
7       **immediate preservation of the public peace, health and safety, an**  
8       **emergency is declared to exist, and this 2025 Act takes effect July 1,**  
9       **2025.”.**

10                               \_\_\_\_\_