



February 2, 2021

Joint Committee on Transportation  
Oregon State Capitol  
Salem OR 97301

RE: SB-1558 – Oppose

Co-Chairs Beyer and McLain and Members of the Committee:

Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization advancing innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Our organizations oppose the elements of SB 1558 that relate to regulation of transportation network companies. This legislation, developed without input from stakeholders, does not meaningfully support vehicle electrification, and creates a suite of other challenges.

While the legislation establishes targets for transportation network companies' percentage of zero-emission vehicle (ZEV) service miles, the targets are too low and not meaningfully enforceable. The targets apply only the "service miles" which are defined so restrictively as to apply to only when a passenger or delivery is in the vehicle (about half of the driving done by TNC vehicles as part of the work). Additionally, the ZEV targets can be revised if it is not "feasible" to meet them and no mechanism is included for enforcement or reporting.

The legislation also removes the cap on how many electric vehicle rebates can be claimed by one person. The lifting (and prohibition) of the cap would allow single entities to claim large numbers of rebates. This is highly problematic, given that the rebate program is already likely to be oversubscribed by more than \$7 million in 2022.

SB 1558 also preempts local jurisdictions from establishing new fees on TNCs, and restricts their use of existing fees. This preemption limits the ability of jurisdictions to manage their local systems and use their own revenue as needed in their own communities.

Additionally, this legislation appears to have ramifications for drivers - on insurance, pay, worker protections, assigning responsibility for meeting ZEV targets, and beyond - that we are not qualified to assess, but we believe will be consequential and should be evaluated for potential impacts.

Thank you for your consideration of these comments.

Sincerely,



Vee Paykar  
Oregon Transportation Policy Manager  
Climate Solutions



Sara Wright  
Transportation Program Director  
Oregon Environmental Council