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Joint Committee on Transportation
Oregon State Capitol
Salem OR 97301

Dear Co-Chairs McLain and Beyer and Members of the Committee,

My name is Owen Christofferson, I'm a PSU grad student, I've been a TNC driver for seven years, and I'm the Chair of the PBOT TNC Advisory Committee here in Portland. I'm writing today in strong opposition to the TNC and EV related components of SB 1558. I urge committee members to adopt amendment -2, removing the portions of the bill relating to TNCs and EVs.

While the electrification of network-delivery and TNC vehicles is imperative, this bill is the wrong way forward. Eliminating the EV rebate cap with no clear source of funding would be a giveaway to corporate fleet owners and could jeopardize ordinary Oregonians' access to EV rebates.

Section 8 of the bill would threaten existing initiatives in Portland funded through TNC ride surcharges, such as wheelchair accessible on-demand rides for people with disabilities, dispute resolution services for TNC drivers, and other vital programs. It would also effectively exempt TNC vehicles from any future state or local congestion-based pricing, despite these vehicles significantly contributing to traffic congestion, with the average TNC vehicle driving nearly 50% of its miles without a passenger.

I hope that future network-delivery and TNC electrification policy is informed by stakeholder engagement, worker equity, and environmental justice. Please adopt this bill with the -2 amendment.

Sincerely yours,



Owen Christofferson