



February 3, 2022

Joint Transportation Committee
900 Court St NE
Salem, OR 97301

Co-Chair Beyer, Co-Chair McLain, Vice-Chair Boquist, Vice-Chair Boshart Davis and Members of the Joint Transportation Committee:

The Portland Business Alliance (the Alliance) is greater Portland's Chamber of Commerce and represents the largest, most diverse network of businesses in the region. The Alliance advocates for business at all levels of government to support commerce, community health, and the region's overall prosperity. We represent over 2,000 members, from 27 counties, 13 states, and virtually every industry sector. More than 80% of our members are small businesses.

Members of the Alliance recognize the urgent need for governments and elected leaders to develop and adopt effective policies, in collaboration with the private sector, to reduce greenhouse gas emissions and improve air quality. Our organizations are committed to working with all stakeholders to identify solutions that promote the transition to cleaner fuels and technologies, reduce emissions, and promote energy efficiency while ensuring that we can meet the energy and economic needs of our City and State today and in the future.

While well-intended, SB 1558 is problematic. The legislation targets delivery and transportation network companies to meet certain annual targets with respect to the percentage of total engaged miles traveled using zero-emission vehicles (ZEV). There exists a wide range of delivery services, from large pizza chains providing deliveries to package deliveries from warehouses relying on a personal car. It is unclear why one, and only one, specific category of delivery services would be subject to arbitrary targets. Based on the category targeted by this legislation, it appears to single out micro and small businesses that continue to rely on these platforms to stay afloat.

Moreover, the bill will adversely affect the Portland economy as these arbitrary emission targets are misaligned with the market, and will ultimately harm independent delivery drivers, restaurants and consumers. Restricting access to delivery platforms for those who have electric vehicles, well before many drivers are reasonably able to afford them, will reduce the number of drivers available and, consequently, negatively impact the small businesses' ability to meet growing customer demand.

Third-party food delivery platforms continue to be a lifeline to many local Portland businesses impacted by the pandemic, and we know that these platforms are now a permanent fixture in how small businesses can sustain themselves. But SB 1558 puts an undue burden on delivery drivers, which will limit the ability for merchants to meet the modern expectations of consumers and ultimately hurt business owners' bottom line.

We appreciate the opportunity to express our concerns with SB 1558 and encourage the Joint Transportation committee to remove the emissions mandate language for all on-demand companies from this bill.

Thank you for your consideration.

Jon Isaacs (*he/him*)

Vice President, Government Affairs

PORTLAND BUSINESS ALLIANCE

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