



February 7, 2023

Chair Representative Marsh, Vice-Chairs Representative Bobby Levy and Representative Emerson Levy and esteemed members of the House Committee on Climate, Energy, and Environment:

Lyft greatly appreciates your time and consideration of House Bill 2614, which seeks to advance zero-emissions standards for TNC vehicles. In 2020, Lyft made a bold commitment to reach 100% zero-emissions vehicles by the end of 2030. We recognize the incredible opportunity and responsibility that Lyft has in accelerating the U.S. transition to zero-emission vehicles (ZEVs) given how many vehicles, drivers, and riders interact with rideshare platforms daily. Replacing gasoline-powered cars with ZEVs is the biggest step we can make in efforts to fight climate change and to improve the quality of life in communities we serve. Additionally, over time, operating electric vehicles will save drivers significantly by eliminating the costs of fuel.

House Bill 2614 would standardize a timetable for TNCs to reach zero-emissions by the end of 2030. In addition, the bill would hold us accountable for our commitments and support existing state sustainability incentive programs. Specifically, the bill would:

- Require TNC platforms to be 100% ZEVs by the end of 2030 and require TNCs to meet annual targets on the percentage of service mileage from ZEVs starting next year
- Create a penalty for TNCs who do not meet annual targets and specifies that those funds be used to accelerate electrification in the state

We know this bill alone is not enough to fight the impacts of climate change or diminish the anxiety that some drivers feel about purchasing EVs. That's why Lyft has also committed to supporting drivers with resources and incentives to make the transition to ZEVs easier, including: access to charging discounts at EVgo stations, cashback on public charging with the Lyft Direct debit card, home charging discounts, and access to rent ZEVs from our partners through our Express Drive rental program for drivers who are not yet ready or able to make the full transition to ZEVs.

We have seen how EV mandates coupled with complementary policies—including investment in robust and equitable charging infrastructure and incentives to support vehicle purchase—have been able to make a large impact in a short amount of time. In California, where there is an EV and emissions mandate for TNCs and strong complementary policies, the adoption of ZEVs used on the platform has increased by about 4x in the last year. While we have seen positive outcomes

in California, we also have learned that simplified implementation and targeted funding are the most effective ways to meet the aggressive goals set by the state and the industry. We are excited to take those learnings to build a successful plan for EV adoption in Oregon.

We brought this bill to Oregon because it has traditionally and consistently been at the forefront of efforts to reduce the impacts of climate change and protect the environment. The state's commitments to requiring all new passenger cars, trucks, and SUVs sold here to be electric or plug-in hybrid by 2035 demonstrate leadership. Oregonians are paving the way to a greener and cleaner future and we want to be a part of that momentum. Your continued partnership can ensure that happening.

We are grateful to the many stakeholders, including the Portland Bureau of Transportation, the Oregon Department of Transportation, the Department of Environmental Quality, Multnomah County, fellow industry partners, and environmental groups who have all provided feedback. We are committed to continue working with these stakeholders and others to further refine language and address any concerns. We thank you for your consideration and respectfully ask that this committee support HB 2614.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nick Johnson', with a long horizontal flourish extending to the right.

Nick Johnson
Director of Government Affairs - West
Lyft