

Submitter: Carrie Leonard

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure: HB2571

In 2018 I took a new job that was 10 miles from my house, on the opposite side of Portland. My commute took me through the infamous Rose Quarter and I found that it was much less stressful and much more reliable to ride there rather than drive there. However I was exhausted by the end of the week. When I started shopping for a new vehicle for this commute, it was hurtful that the State would subsidize the purchase of a large e-car, with a huge impact to my budget and space usage (and would require me to put another vehicle through the Rose Quarter daily) and I could not get a subsidy for an e-bike, which filled the same commute need of mine. Legislators have the ability to encourage or discourage behavior based on financial incentives and it was discouraging that this choice was not seen as valid by the State.

My ebike has replaced 1000's of car trips in the 5 years I have owned it. It has helped my spouse rehab from knee surgery. It has been a reliable and safe way for my son to get home from work at 10pm. It takes up 20% of the space of a car, it cost 10% of a car (though we did have to finance it's purchase), I can park at the front door of most businesses, and the only thing I can't use it for around town is bringing my dog. It is a paradigm shift in the utility of bicycles for personal transportation in terms of ease, distance, and reliability. And it should be something the State encourages the purchase of alongside other electrification measures to change our climate change contributing behaviors. Thank you.