Dear House Committee on Climate, Energy, and Environment,

We, the undersigned, want to share our full support for HB 2571, the Electric Bicycle Incentive bill.

Electric pedal-assist bicycles are a proven technology that can decrease our emissions from transportation immediately, and benefit our society by increasing physical activity, and reducing our dependence on Single-Occupancy vehicles. In many ways, the moment for E-Bikes has already come, with electric bikes outpacing the sales of electric vehicles in the past few years (https://www.bloomberg.com/news/articles/2022-01-21/u-s-e-bike-sales-outpaced-electric-cars-in-2021). This adoption curve is growing in large part due to rising cost of vehicle ownership, cheaper batteries and components, and larger manufacturing volume from the significant increase in demand during the pandemic.

Oregonian's know that we must act swiftly to avoid the worst impacts of climate change. According to the Oregon Climate Change Research Institute's (OCCRI) latest Climate Assessment published in January, if emissions remain at current levels *"Oregon's annual average temperature is projected to increase by 5°F by the 2050s and 8.2°F by the 2080s. Summer temperatures are projected to increase by 6.3°F (3.7°C) by the 2050s and 10.2°F by the 2080s*." Oregonian's will be subjected to more severe heat during the summer, with the number of days over 90 degrees increasing. Our communities will be at higher risk of being burned up by wildfire, our farmers will be subjected to more severe droughts, and our children will need to be kept indoors due to wildfire smoke.

Agencies have been tasked with rapidly reducing emissions, thanks in part to former Governor Brown's Executive Order 20-04. This order recognized transportation as the largest single source of Greenhouse gas emissions, and that remains the case today. Support for HB 2571, the E-Bike Incentive bill, will take us one step closer to achieving the goal of 45% emissions reduction below 1990 levels by 2035, and below 80% by 2050.

Dollar-for-dollar, electric bike incentives are more cost effective at reducing transportation GHG emissions than other electric vehicle incentives. (https://ggwash.org/view/88025/analysis-e-bike-subsidies-are-more-cost-effective-than-ev-subsidies). Bicycles add secondary benefits to individual daily activities in the realm of physical and mental health. Oregon is in the midst of a mental health crisis in all sectors of our community and this incentive can be a tiny part of our current state efforts to address this. E-bike riding is just plain fun and this is an important part of the appeal of this transportation mode.

According to the US Department of Energy, the average trip distance in the US in 2017 was less than 10 miles (https://afdc.energy.gov/data/10317). Disproportionally those trips fall to women in an infrastructure that is designed around male commute patterns. The cost burden in either transit time or car purchase time on these household members can be mitigated by the purchase of a small personal vehicle capable of carrying household goods and multiple people: an electric bicycle. Studies have shown that the addition of an ebike into a household reduces their VMT by 30%: these 'errands' are the trips that are being replaced, and that shifting just 15% of Portland's trips to be made by electric bike can reduce CO2 emissions by 12%, after accounting for emissions electricity generation (MacArthur, The E-Bike Potential https://doi.org/10.1016/j.trd.2020.102482).

Electric bikes also address the geometry problem within our cities. We simply cannot fit more cars into our already congested roadways. The only way out is to use alternative forms of transportation, not to widen highways into schools or neighborhoods. A single electric car takes up the same space as a gasoline

powered one. However, one vehicle parking spot can hold 12 electric bikes or 4 front-loading electric cargo bikes. Oregon's recent removal of parking minimums across our most populated cities means a shift in building abundant housing, rather than abundant parking. The E-Bike rebate can provide a viable and enticing alternative to getting behind the wheel of a car, and ease congestion for everyone who needs to be driving.

E-Bike rebates are becoming a popular tool across the United States to spur adoption. The Bay Area Air Quality Management District offers a "clunker-to-EBike" program with up to $7,500 for any E-Bike after turning in a gasoline vehicle. The Redding Utility district in California offers $1,000 off any E-Bike, plus an additional $150 for a lock and a helmet. South Portland, Maine offers $500 off any cargo bike, and $300 off any e-bike. Last year, Denver implemented an electric bicycle rebate of $1,200 for an electric pedal-assist bicycle, or $1,400 for an cargo bike for those 60% below Colorado's Median income, or $300 and $500 for electric and e-cargo for those above the income threshold. Denver's program has been wildly successful, giving out nearly 5,000 rebates in less than a year.

However, not all electric bicycles are made equal. It is important to note that some electric bicycle manufacturers do not offer warranties on their products, nor are all batteries tested using Underwriter's Laboratory (UL) specifications. This can be dangerous since Lithium-Polymer (LiPo) batteries are prone to fires if they are not charged or discharged properly. These concerns can be allayed with the passage of HB 2571, as Oregonians will be more likely to seek out quality brands trusted by local E-Bike dealers that have been made with reliable, tested components. Not passing this bill means consumers may continue to opt for poorly made E-Bikes with sub-par components and virtually no warranty.

Thank you for considering this legislation, and we hope you vote YES on HB 2571 to power up our communities, and to protect our planet.

Sincerely,

Rob Zako
Better Eugene-Springfield Transportation

Jacqui Treiger
Oregon Environmental Council

Stuart Liebowitz
Douglas County Global Warming Coalition

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