



An important characteristic that I believe is very important to support on a societal level, is the notion that eTrikes are “right-sized” vehicles – where their size and capacity is well-matched to the intended load. In contrast, larger trucks require more space on the road and for parking, and often are not filled to capacity. Indeed, there is a Golden Ratio in transportation where true efficiency is only achieved when the vehicle is lighter than the cargo it can carry. For example, a 30 lb. bicycle can carry a 150 lb. person easily. That’s a ratio of 5X cargo to vehicle weight. By extension, tricycles also carry significantly more cargo (750 lbs.) than their vehicle weight (250 lbs.), yielding a 3X Golden Ratio.

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And they’re clean – zero emissions. And the driver gets exercise – a clear health benefit. There are many reasons to move the needle in this direction, and the time is now.

In summary, eTrikes are:

- Small and appropriately sized for last-mile urban delivery
- Quicker, more efficient, based on penetrating traffic and facilitating parking
- Economical, including eliminating fossil fuel costs
- Contribute to the solution for Climate Change, with zero emissions

Finally, there is precedent showing the success of this model - Europe is at least 10 years ahead of us. I submit that the United States needs to catch up – and I would be proud for Oregon to lead the way. We need to act quickly to tackle congestion, reduce pollution, and reduce costs of delivery. Products like these need to become more mainstream.

I think the Oregon EV rebate would help us succeed in priming the market, and would bring the societal benefits I’ve mentioned.