



BikePAC of Oregon, Inc. Pac # 00019
May 18, 2021

For the record, my name is Paula Leslie and I am the legislative director of BikePAC of Oregon. Our organization represents ABATE of Oregon and Oregon motorcyclists.

We are cautiously pessimistic about the -1 amendment to hb 3051, to the point of opposition, for the following reasons.

1. The -1 amendment to hb 3051 has nothing to do with the original bill text addressing speed bump height.
2. BikePAC of Oregon opposes any bill that would open the door for E15 mandates.
3. **BikePAC of Oregon is also opposed to any legislation that** would lead to a prohibition of ethanol free gas to retail or wholesale customers in Oregon.
4. BikePAC of Oregon is opposed to any proliferation of gasoline blends higher than 10%

It's good to note that it is ILLEGAL to fuel a number of vehicle model years, older than 2001 with E15...and MISFUELING concerns are real with consumers, and it would be good if Oregon made sure the pump labelling requirements were clear and required to be posted prominently at the pumps, especially since the industry is trying very hard to weaken the federal requirement right now... chipping away at our freedom to choose.

<https://www.epa.gov/fuels-registration-reporting-and-compliance-help/e15-fuel-registration>

We have submitted further written testimony on the safety and mechanical implications regarding the damaging effects of ethanol in engines commonly used in motorcycles, boats, and aircraft, to save you time in committee today.

Let me just say this,

Most riders do not know anything about hydrophilic fluids or phase separation. They accept, and will continue to accept that the gas sold at the pump will be safe for their engines. Yet if the -1 amendment passes, Oregon motorcyclists will find themselves surprised by abrupt and catastrophic failures, possibly while they are in motion on the highway. Many of them will be able to pull over safely with no harm to their bodies, and will be able to afford to be towed and repair the damage to their bikes. Others will not be so lucky, and will face far more serious consequences.

With all this being said, we respectfully ask you to please vote no on this very dangerous -1 amendment to hb 3051.

Thank You,

Paula Leslie, Legislative Director

BikePAC of Oregon, Inc.

PAC #00019

Further written testimony on the safety and mechanical implications with ethanol in motorcycle engines;

Unfortunately, ethanol-based fuel is not exactly the same as gasoline. Ethanol is more corrosive than ordinary gasoline, and can erode and distort hoses, gaskets and other parts of a vehicle's fuel system. Ethanol is also hydrophilic, meaning that it attracts and binds to water, including water vapor from the air.

When this happens in a fuel tank, a process known as "phase separation" takes place. You've seen this in action when you try to mix oil and water. The water settles to the bottom of the tank, and binds a large portion of the ethanol with it. This creates two problems: first, the fuel inlet is now pulling in an aqueous solution that can halt the engine, possibly damaging it in the process. Secondly, the remaining gasoline at the top of the tank is now depleted of ethanol, and has a lower octane rating. Thus, none of the material in the tank can be safely used by the engine once this phase separation has taken place.

Oregonians ride motorcycles for many different reasons. For many, it is their primary method of transportation. It is exactly these riders who will suffer the most damages if this amendment were to go into law, because it is those older bikes that are either the most affordable or have the most history that are especially vulnerable to the complications of ethanol-based fuel.

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safely with no harm to their bodies, and will be able to afford to be towed and repair the damage to their bikes. Others will not be so lucky, and will face far more serious consequences.

Please oppose this -1 amendment. Thank you.