

## Testimony to the House Committee on Climate, Energy, and Environment on House Bill 2571

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**Jacqui Treiger, Campaign Manager: Climate and Transportation  
Oregon Environmental Council**

Founded in 1968, the Oregon Environmental Council (OEC) is a nonpartisan, membership-based, nonprofit organization that works to advance innovative, collaborative, and equitable solutions to Oregon's environmental challenges for today and future generations.

Dear Chair Marsh, Vice-Chairs Levy and Levy, and Members of the Committee,

I would like to express my **support for HB 2571**, which would provide rebates to individuals for the purchase of electric bicycles and certain equipment. We support e-bikes because they open up more transit opportunities, provide health benefits, and cut climate and air pollution.

Not everyone can afford to drive a car and the rebates this bill creates puts purchasing an e-bike in reach for many Oregonians. E-bikes allow riders to travel farther distances as they provide an assist to the rider with a push from a battery and small motor, making them a realistic alternative to a car and a functional way to get around. We hope that as this program is implemented there is intentional outreach to Oregonians living on lower incomes.

E-bikes also have physical and mental health benefits and create independence for young and old community members alike. Over the years, OEC has collected personal stories of how e-bikes have impacted the lives of our community. I have shared one of these stories below:

“My partner, Martine, purchased an e-bike immediately after being diagnosed with breast cancer. Over four long weeks of radiation, she rode it to each appointment—totaling 150 miles. Her beautiful blue CERO e-bike took care of Martine’s “range anxiety” (she was worried she might not feel well enough to bike all the way home at the end of a day). It helped her keep physically active (you still have to pedal!), and it provided her the great psychological benefit of being outdoors on the way home. Even when she was tired and I suggested for me to drive her, she fiercely protected her independence on a bicycle. I think biking up the ridge from work was a fitting metaphor for not letting a disease be so daunting that one pales at any kind of impediment.” — Armando Jerry Zelada



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Furthermore, more e-bikes in our communities means lower climate and air pollution. The transportation sector makes up 40 percent of Oregon's greenhouse gas emissions, of which, 62 percent is from passenger cars and trucks<sup>1</sup>. To achieve Oregon's climate goals and reduce the air pollution across the state, we need to both reduce vehicle miles traveled and electrify the remaining miles. According to the US Department of Energy, the average trip distance in the US in 2017 was less than 10 miles<sup>2</sup>. Having an e-bike can replace many of these trips and studies have shown that the addition of an e-bike into a household reduces their vehicle miles traveled by 30%<sup>3</sup>.

These vehicles not only emit greenhouse gasses but also air pollution, including NOx, Particulate Matter (PM), and Ozone. The American Lung Association's State of the Air Report Card gave Oregon failing grades for nearly all counties where data was collected<sup>4</sup>. This air pollution is linked to higher rates of premature death, cancer, heart disease, and breathing problems like asthma in kids and adults. Changing modes of transportation to an e-bike will help reduce the air pollution being emitted into our neighborhoods.

Thank you for your time and consideration. We hope you **support HB 2571**.

Sincerely,

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<sup>1</sup> <https://www.oregon.gov/energy/Data-and-Reports/Documents/2020-Biennial-Energy-Report.pdf>

<sup>2</sup> <https://afdc.energy.gov/data/10317>

<sup>3</sup> <https://doi.org/10.1016/j.trd.2020.102482>

<sup>4</sup> <https://www.lung.org/research/sota/city-rankings/states/oregon>