

February 15, 2024

To: Joint Committee on Transportation
900 Court Street NE
Salem, Oregon 97301

Re: **Strong Support for House Bill 4067: Relating to electric micromobility vehicles; declaring an emergency.**

Dear Co-Chairs Gorsek and McLain and Members of the Committee,

As a master's student at Portland State University, I have worked with a nationally-leading team focused on understanding e-bikes, their use, and the opportunities they provide for municipalities and individuals. As a transportation professional, my work aims to build a transportation system that moves people and goods as efficiently, cheaply, and equitably as possible. I see electric micromobility as a silver bullet for these goals. Electric micromobility devices, particularly privately-owned e-bikes, provide low-cost, low-carbon forms of active transportation with a proven ability to replace private vehicle trips, promote transportation equity, and provide for a safer roadway environment.

Oregon's micromobility laws currently lag behind those of the rest of the country. The passage of HB 4067 would create the Task Force on Electric Micromobility, in which a panel of stakeholders and subject matter experts could develop thoroughly-researched and vetted policy and funding recommendations for the State ahead of the 2025 legislative session.

- Oregon does not have a classification system describing the differences between electric micromobility devices, which include electric bicycles of all shapes and sizes, scooters, hoverboards, one-wheels, segways, and mopeds. Following an explosion in the adoption of these devices over the last decade, Oregon is overdue to establish a framework that would provide ODOT and Oregon municipalities with a solid foundation to begin conversations of their own around these devices. Forty states and DC currently use a three-class system for e-bikes, and many others provide clarity on the regulation of other forms of micromobility devices.
- Infrastructure provision will be a crucial component in supporting the widespread adoption of electric micromobility devices. The current status quo is not sufficient. Painted bike lanes are highly exposed to vehicle traffic – the only significant cause of serious injuries and fatalities in traffic. They are also typically too narrow to

accommodate any volume of users or allow for passing by different devices with speed differentials. Conflicts between micromobility users and pedestrians on paths and trails are also a concern for many stakeholders, indicating an untapped demand among micromobility users for separated and protected infrastructure. A more complete network of infrastructure safe for riders of all ages and abilities will ensure a lower rate of conflicts with motorists and pedestrians alike.

- As legislation is considered to regulate electric micromobility devices, education of all road users and equitable enforcement need to remain centered in the conversation. The Task Force provides an opportunity for a measured and balanced approach to this difficult goal rather than relying on reactive legislation for an adequate solution.
- Oregon has an opportunity to join our peer states, including Washington, California, Colorado, Vermont, in providing incentivization for e-bikes statewide. Each of these states offers financial incentives for the purchase of e-bikes, due to their proven ability to offset carbon emissions and provide transportation equity. Incentive programs have an opportunity to target underserved groups for whom the transportation cost savings of an e-bike can be life-changing.
- Finally, Oregon has an opportunity to become a leader in small-scale electrified freight delivery. The City of Portland is currently piloting a zero-emission delivery zone and boasts one of the county's only bicycle freight delivery services. Celebrating these efforts with State-level attention and legislation would be a first nationally, and could open the door for future innovation in our urban freight and curbside management systems.

The excitement around electric micromobility is growing across our state. I am excited to see legislation considered that responds to this enthusiasm by beginning the conversation around the devices' safe use and providing a legal foundation for their regulation. I am hopeful that this bill can ensure that the benefits are as wide-spread as possible.

Respectfully,

A handwritten signature in black ink, appearing to read 'Cameron Bennett', with a stylized, flowing script.

Cameron Bennett