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Comments regarding SB62 and HB8, Acts relating to electric-assisted bicycles. I am in strongly support of these two companion bills that define low speed pedal-assist electric bicycles (or eBikes) and allow them be regulated the same as conventional bicycles and allowed on roads, paths and trails where bicycles are permitted. Bicycles with electric motors under 750 watts (1hp) which are limited to assisted speeds of 20 mph (Class 1) or 28 mph (Class 3) and which are propelled by a combination of rider pedaling with the motor providing assistance should be regulated as bicycles and not as other motorized vehicles such as mopeds, motorcycles, or ATV's. Their operation should be permitted on any trails, paths, roads, & lands, where conventional bicycles are allowed. Many mainstream bicycle manufacturers now produce pedal assist eBikes as environmentally friendly transportation and recreation options. A bicycle rider on an eBike appropriate for the terrain can safely coexist on roads, bike paths, mountain bike trails, and multi-use trails with other cyclists, hikers, and other vehicles. Conventional bicyclists can achieve or exceed the maximum electric-assisted speeds of which riders pedal assist electric bicycles are capable. However steep or sustained climbs can be ridden with less exertion and by older or less experienced cyclists, or those with physical limitations. This encourages environmentally friendly access to bicycle trails and paths by a larger segment of the population. Reducing barriers to use of eBikes by treating them as non-motorized vehicles also has health benefits. Electric bikes used as transportation alternatives to gasoline powered vehicles help improve air quality. Significant health benefits are also conveyed by the exercise low power pedal assist bikes provide. All Class 1 eBikes with only pedal assist and no throttle require riders to pedal in order for the motor to amplify their efforts. Because the assist makes climbing hills or navigating rough or soft surfaces more achievable and enjoyable with less effort, eBikes encourage riders to go farther and ride more frequently. This is especially true for riders recovering from injury, experiencing physical limitations such as heart conditions, working to reduce weight, or are simply getting older. My wife and I first rode electric pedal assist mountain bikes during a visit to the Alps in Bavaria and Austria in 2013. We were able to enjoy rides with our son and daughter-in-law who were recent UAA college graduates and elite cross-country ski athletes. With the electric pedal assist bikes, we were able to ride with these young, fit athletes on mountainous trails. These eBikes were relatively new in the market at that time. In 2019 we visited our children and grandchildren in Europe. Ebikes were very common on roads and mountain bike trails in all of the places we visited in Germany, Austria, and Italy. Riders of all ages enjoyed the use of these cycles, including families with young children who could easily pull child bike trailers or carry toddlers in bike seats. Many eBike riders were in their 60's or older. I purchased a Class 1 fat tire pedal assist electric mountain bike with a 350 Watt pedal assist motor in January of 2018. I have ridden it over 6400 miles on trails in Alaska and the Yukon Territory in all seasons since then. I have ridden on multi-use trails on public lands, and I have not experienced any conflicts with other trail users. Most other cyclists I encounter do not even realize that I am not on a conventional bicycle unless I point it out or they inspect the bike closely. In Canada's Yukon Territory, Class 1 eBikes were permitted on all mountain bike and non motorized trails that I explored over several weeks of travel in 2018. In my experience, low speed pedal assist eBikes cause no more impact to trails than conventional bicycles. In many cases, the low pressure fat tires on my eBike cause

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considerably less damage to trail surfaces than conventional mountain bikes, foot traffic, or pack animals or large wild ungulates like moose or caribou, especially on softer surfaces. I am 67 years old. I have enjoyed human-powered outdoor recreation in Alaska my entire adult life. I hope I to continue to enjoy exploring Alaska on my eBike for many years. Passing this bill will help to ensure that.