



BikeLoudPDX@gmail.com

BikeLoudPDX.org

Dear House Committee on Energy and Environment:

Bike Loud PDX is deeply concerned about the 40% of emissions contributed by transportation. We want to thank the committee for taking up multiple bills about transportation electrification. Oregon must use every tool possible to reduce our transportation emissions.

We are concerned that HB 2165 does not include language related to rebates or charging for electric assisted bicycles. Electric bicycles have seen significant adoption across the state without any state or local subsidies. Oregonians use E-Bikes to commute to work, shop for groceries, pick up and drop off their children to school, deliver goods, and for recreation. Most E-Bikes have a range of 40 miles, which easily handles the nearly 50% of trips less than 3 miles Oregonian's take by car. When considering lifecycle emissions, E-Bikes emit 83% less emissions per mile than electric cars. E-Bikes only cost between \$1,000 to \$6,500, require no registration or insurance fees, and cost less than \$5 per year to charge.

One of the hurdles to E-Bike adoption is the lack of charging infrastructure at workplaces, shops, parks, civic spaces. We urge the committee to amend HB 2165 to include "Charging stations for electric assisted bicycles" as an activity that utility companies may use ratepayer funds to construct. All E-Bikes use a typical 120V outlet with 15-20 amps, which makes it much easier for utility companies to have a few E-Bike charging spaces adjacent to 230V fast-charging stations.

Further, we urge the committee to expand the Charge Ahead rebates as part of HB 2165 to include "electric assisted bicycles" for Oregonians at or below 400% of the Federal Poverty Level and "low-income service providers." A \$5,000 cash rebate for an e-bike would allow a household to afford a solid transportation option without having to take out a significant loan and cover insurance and fuel expenses. Oregonians will also experience better health outcomes through increased physical activity, potentially lowering household healthcare expenses.

By supporting an expansion of the Charge Ahead rebates to E-Bikes, you will also support our growing E-Bike manufacturing businesses across Oregon. Subsidizing electric cars primarily benefits manufacturing in other states and overseas. Our lawmakers should support our local economy, and further boost local E-Bike manufacturing in Oregon by expanding the rebate to E-Bikes.

Sincerely,  
RJ Sheperd  
Co-Chair, Bike Loud PDX