



February 5, 2026

House Committee on Transportation
Oregon State Legislature
900 Court St NE
Salem, OR 97301

Dear Chair McLain, Vice Chairs Boshart Davis & Gamba, and Members of the Committee,

I am writing to express the strong support of the Oregon Micromobility Network (OMN) for HB 4007. The bill establishes clear and enforceable regulations for small things with wheels while improving safety for all road users. This bill reflects over two years of robust stakeholder engagement with ODOT, local jurisdictions, industry representatives, and community organizations to ensure that micromobility policies reflect the realities of how people move in Oregon. It is largely identical to HB 3626, which was passed 10-2 by the Joint Committee on Transportation in 2025.

The rapid adoption of e-bikes and other micromobility devices presents both an opportunity and a challenge. Oregon needs consistent, sensible, streamlined regulations that provide clarity for users, local governments, and law enforcement officers. HB 4007 removes ambiguity by creating standardized definitions, safety requirements, and enforcement tools that ensure micromobility remains a safe and accessible mode of transportation.

As Oregon sees the proliferation of high-speed devices, this bill prioritizes safety by placing reasonable speed limits on micromobility devices and establishing restrictions on the sale of unsafe "imposter" vehicles deceptively marketed as e-bikes. The bill also grants teenagers access to only the safest low-speed e-bikes and scooters, allowing them to learn the skills of being safe road users before getting behind the wheel of the car, and ensures all young riders are covered by a streamlined set of helmet regulations.

HB 4007 aligns with Oregon's broader transportation goals by helping to integrate micromobility into a multimodal system that reduces congestion, lowers transportation costs for all Oregonians, and improves public health. This legislation is a critical step toward ensuring micromobility remains a safe, sustainable, and widely available transportation option.

For these reasons, OMN urges the legislature to pass HB 4007. Thank you for your leadership on this issue. We look forward to continuing to work together to support Oregon's mobility future.

Sincerely,

A handwritten signature in black ink, appearing to read "Cameron Bennett". The signature is stylized with a large, sweeping flourish at the end.

Cameron Bennett *on behalf of Oregon Micromobility Network*

HB 4007: Creating Sensible Rules for E-bikes & Other Micromobility Devices



Summary

Prohibits sale or leasing of devices as e-bikes, e-scooters, and micromobility devices that do not meet statutory definitions. Updates age restrictions and safety equipment requirements for e-bikes, e-scooters, and other micromobility devices. Creates clear classification for powered micromobility devices.

Introduction

The past few years have seen dramatic growth in the sale and use of powered micromobility devices, e-bikes, and e-scooters. These devices offer affordable transportation solutions that also reduce traffic congestion, carbon emissions, and air pollution. Legislative action is needed to ensure these devices can be used safely with consistent regulation across the state.

What HB 4007 Does

- Creates offenses of improper sale or lease of a vehicle and selling imposter bikes, punishable by maximum fine of \$250.
- Requires all riders under 16 to wear a safety helmet and that they must be at least 14 to use a class 1 e-bike or e-scooter that provides power up to a speed of 20 mph.
- Defines a micromobility device as including a propulsion system that provides assistance up to a speed of 28 miles per hour (mph), while distinguishing them from e-bikes, e-scooters, mopeds, motorcycles, and wheelchairs.

Growth of Electric Micromobility Devices

Right now, Oregon has no consistent requirements around the sale and use of these devices. As a result, imposter bikes, devices capable of exceeding the maximum speed requirements for e-bikes are being deceptively sold and marketed to Oregon consumers, resulting in adverse safety outcomes that can be surprising to families.

Creating clear rules for this growing form of transportation, including the regulation of imposter bikes, is needed to ensure the devices are being used safely and that there is consistent enforcement across the state.