

February 2, 2021

**Oregon Progressive Party  
Independent Party of Oregon**



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**Position on Bill at 2021  
Session of Oregon Legislature:**

**HB 2165: Oppose**

Dear Committee:

The Oregon Progressive Party (OPP) and Independent Party of Oregon (IPO) oppose this bill, which unnecessarily perpetuates an anticompetitive monopoly on charging stations by requiring electric utilities to charge to ratepayers to collect money to subsidize establishing and operating such stations. It would require charging ratepayers at least 1/4 of 1% of the utility's other total revenue. Oregon privately-owned utilities currently collect over \$3.1 billion per year from retail customer. Thus, the surcharge would be at least \$8 million annually. The utility is then authorized to spend that money on a "transportation electrification plan."

The creation and operation of such stations is not a natural monopoly, any more than creation and operation of gas stations. We do not have, and do not need, gasoline stations that are involuntarily subsidized by a group of consumers (ratepayers), whether or not they use the stations. HB 2165 would perpetuate a government-established monopoly on charging/fueling stations, creating the ultimate harms of anticompetitive commerce: higher prices and worse service. It would both subsidize such monopoly and protect it from financial risk.

Some say this bill would promote the purchase and use of electric and hydrogen vehicles by creating more charging stations sooner than would otherwise occur. That may be correct. If so, then the utilities should be required to auction off each such station to the highest bidder in order to establish a competitive environment. for charging/fueling services.

HB 2165 also does not ensure that utility ratepayers will not be harmed. It allows the Oregon Public Utility Commission to authorize utilities to charge the cost of building and operating charging/fueling stations to ratepayers, without recovering those costs from the users of the charging/fueling stations. The bill does not require the utilities to ever reimburse ratepayers for those costs.

HB 2165 also expands government rebates for purchase of electric vehicles (EVs). But it fails to correct the severe problems with rebate eligibility. Rebates are not available for small EVs, which are by far the most efficient means of transportation for people and cargo. Instead, they are available only for large and heavy EVs, as indicated in the attached testimony from the 2019 session.

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**February 12, 2018**

**Oregon Progressive Party  
Position on Bill at 2018  
Session of Oregon Legislature:**

**HB 4060: Need to Reform Financial Incentives for Electric  
Vehicles to Remove Bias Against Small Ones**

Dear Committee:

HB 2017, enacted in 2017, offers various rebates and credits for electric and hybrid electric vehicles, but only for large vehicles capable of achieving 55 mph and for "neighborhood electric vehicles," which are required to have 4 wheels. It fails to provide incentives for the vehicles that will most effectively reduce energy use, pollution emissions, and traffic congestion: smaller vehicles, including tricycles, using electric power or human and electric power together.

Substituting 3,000 pound electric cars in place of 3,000 pound internal combustion cars will prolong the underlying problem of having a personal transportation system that expends 80% or more of its energy usage on moving the vehicle itself, not its contents.

The rebates and credits should be available to smaller electric and hybrid human-electric vehicles, such as electric bicycles and tricycles. There are many dozens of makes and models on the market, but their sales are quite low due to the up front cost of the electric motor and related systems and components. Providing a sizable rebate for electric-assist bicycles and tricycles would take many thousands of large vehicles off the road, most of which usually carry only the driver.

The rebates should also be available for electric scooters that have no human power input. While less efficient than electric-assist bicycles and tricycles, electric scooters remain 5 times as efficient for transporting one person that the smallest conventional electric car. There are now electric scooters that enclose the driver, providing protection from the weather.

Getting people out of cars and into bicycle, tricycles, and scooters would also by itself significantly increase the capacity of Oregon's streets and roads. These vehicles can safely proceed 2 or 3 abreast on a street or road lane of conventional width. Electric-assist bicycles and tricycles can also safely use bike paths and bike lanes.

Thus, HB 2017 overlooked the single most effective way to reduce energy use, emissions, and traffic congestion from passenger vehicles in Oregon.

It also overlooked a very effective way of reducing pollution from diesel trucks and greatly increasing energy efficiency in transporting freight--the hybrid human-electric powered tricycle, for which HB 2017 provides no incentives. Several European cities have banned combustion-engine trucks from their central areas. Goods are delivered there by electric vehicles, including fleets of hybrid human-electric powered tricycles, as shown in the photos below. The DHL system using modular containers on tricycles is shown at <https://www.youtube.com/watch?v=MrYLwv9x8HU>. This DHL system is operating in 80 cities (but not in USA).

Encouraging use of such vehicles in Oregon (and throughout the USA) would produce additional economic benefit for Oregon, because the nation's foremost manufacturer of such vehicles is located in Portland. Stites Design, Inc., has produced the few hybrid human-electric powered tricycles acquired by United Parcel Service (see photos below) for service in the USA. (The man in the suit jacket is the chairman and CEO of UPS.) See <http://www.trucktrike.com>. A video about the use of tricycles by UPS is here: <https://www.youtube.com/watch?v=bd4YNrfwNNs>. A video about the TruckTrike is here: <https://vimeo.com/208410142>.

Using cargo tricycles for central urban area deliveries would not only reduce pollution but would also reduce traffic congestion and free up on-street parking space, a large portion of which is now reserved for trucks.

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