



March 17, 2025

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



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

On behalf of The Street Trust, I am writing to express **support for HB 2963, the E-Bike Subsidy Bill**, which will make e-bikes more accessible to Oregonians by reducing financial barriers to ownership. E-bikes are a powerful tool for lowering household transportation costs, reducing congestion, and expanding mobility for those without access to reliable transportation.

Our organization represents all street users regardless of mode, but especially those who can't or don't drive. We work to break political gridlock and win policies and investments that save lives, reduce barriers, and expand mobility and opportunities for the people and neighborhoods our current system neglects.

E-bikes are more than just a mode of transportation. For many Oregonians, they are a pathway to opportunity, providing a low-cost, sustainable, and flexible way to get to work, school, healthcare, and essential services. The Street Trust has been at the vanguard of accessible e-biking in Oregon, launching the BIKETOWN for All Ambassador Program, an e-bike lending library at our Lloyd Center HUB, and the Ride2Own e-bike ownership pilot program. Our team also administers a variety of bike, micromobility, and driver safety education training courses.

For many Oregonians, transportation is the largest monthly expense after housing. With the cost of owning and maintaining a car exceeding \$12,000 per year, an e-bike is a low-cost, reliable alternative that can help individuals and families save money on transportation and increase options for affordable housing.

As our [Ride2Own.org](https://ride2own.org) e-bike ownership pilot program has demonstrated, when people have access to an e-bike, they use it for daily transportation. Participants in our program replaced nearly 4,700 car trips and eliminated more than 17,500 vehicle miles from Oregon's roads in just one phase of the program. These savings add up for working families who need a dependable and affordable way to get to work, school, and essential services. They also keep GHG pollution out of the environment.

E-bikes also provide a practical solution for **reducing traffic congestion and making commutes more efficient for everyone, including those who drive**. Short car trips, which contribute most to gridlock, are the easiest to replace with an e-bike. By making e-bikes more accessible, HB 2963 will help ease the strain on Oregon's roads, reduce parking demand, and improve overall traffic flow in urban and suburban areas.

For communities without access to reliable or frequent transit, e-bikes offer a level of **freedom and flexibility where reliable transit is absent**. This is especially important in rural and suburban areas where public transportation options are limited. A subsidy program will allow more Oregonians to choose micromobility as a practical solution for their daily transportation needs, rather than being forced to rely on costly or unreliable alternatives.

Expanding access to e-bikes through HB 2963 and other e-bike subsidy programs (such as the City of Portland's \$20M effort launching in summer of 2025) must also come with clear and enforceable regulations that prioritize safety and responsible riding, which is why HB 3626 is an essential companion to this bill. As more Oregonians turn to e-bikes, our transportation system must be ready with well-defined policies that protect riders, pedestrians, and drivers alike. In tandem, these bills ensure that Oregon is leading on both affordability and safety, making micromobility a real transportation option for more people across the state.

We urge you to pass HB 2963 and ensure that e-bikes are within reach for all Oregonians, not just those who can afford them outright. Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Sincerely,

Madi Carlson
Education Director, The Street Trust