

E-Bike Share Act - H.R. 6659

Help Communities Fund E-Mobility Zones



WHAT IT IS →

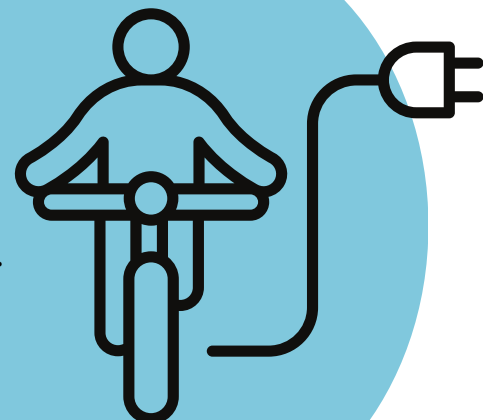
The E-Bike Share Act (H.R. 6659) would direct the Secretary of Transportation to establish a grant program to facilitate electric bicycle sharing services in disadvantaged communities labeled “E-Mobility Zones”. Electric bikes are a quick, safe, and convenient way for people of all ages and abilities to get around their community. Bikeshare services make it more affordable for everyone to use an e-bike to get from place to place. However, the service isn't always available to everyone, especially in historically disadvantaged communities. The E-Bike Share Act creates a grant program specifically for those communities. E-Mobility Zones are defined as those with a lack of transportation options and economic opportunity. Communities would apply on a competitive basis and prove need based on these criteria.

WHAT IT DOES →

The E-Bike Share Act creates a grant program to help local communities expand existing E-Bike Share systems into disadvantaged communities, electrify existing bike-share stations, or help local governments jumpstart their own E-Bike Share system. Grants per community could be up to five million per community.

ELIGIBLE PROJECTS

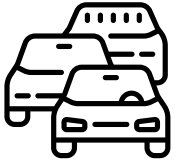
Eligible expenses include the purchase of electric bicycles; maintenance, installation, and purchase of infrastructure including solar or battery power; community outreach and education; subsidized memberships; technical assistance; and operations costs. Includes language that limits eligible electric bikes to those that are less than 5 years old, and meet the Three Class Definition, which largely overlaps with brands manufacturing safe, tested batteries.



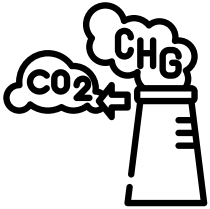
WHY IT MATTERS



- Electric bikes provide a quick, safe and convenient transportation option. The level of ridership has doubled nearly every year since 2015. However, the cost of ownership can be a barrier for low-income residents.



- Replacing a small amount of car trips with bikes and e-bikes could have a significant impact on congestion. A 2008 Texas Transportation Institute study showed a 3% drop in vehicle miles traveled resulted in a 30% drop in congestion. Across the country, almost 50% of trips are three miles or shorter.



- A 2018 study by Portland State University showed that 46% percent of e-bike commute trips replaced automobile commute trips and 30% of car trips for errands. A recent study published in Transport Research found that if 15% of urban trips were made by e-bikes, it would reduce GHG emissions by 12%.



- Switching to e-bikes does not compromise the health benefits of bicycling. People riding e-bikes get roughly the same amount of physical activity as other cyclists because they often bike for longer amounts of time.

HELP COMMUNITIES FUND E-MOBILITY ZONES FOR THE HEALTH OF OUR PEOPLE, OUR TRANSPORTATION SYSTEMS, AND OUR ENVIRONMENT.

CO-SPONSOR THIS BILL

The bill, H.R. 6659, is sponsored by Representative Nanette Barragán. To co-sponsor HR 6659, please contact Matt Dernoga: Matt.Dernoga@mail.house.gov.

