

To Chair Representative Pam Marsh, Vice-Chairs Bobby Levy and Emerson Levy, and members of the House Committee on Climate, Energy and Environment:

As climate activists focused on reducing greenhouse gas emissions from transportation, we are strongly in support of HB 2571 to provide rebates to purchasers of ebikes as a way to increase their utilization.

To prevent the worst effects of our deteriorating climate, we need to rapidly shift transportation from that based on fossil-fuels to that based on renewably-sourced electricity. We are in a true crisis; however, we are not on track to meet Oregon's emission reduction goals. One of the recommendations of the 2020 Biennial Report of the Global Warming Commission is: "Expand incentives for zero emission vehicle and electric micro-mobility options."

We can hasten meeting our emission goals by replacing automobile trips with those using "active transportation" such as on bicycles and ebikes. This shift is limited by the high cost of ebikes, restricting their widescale adoption by diverse populations, especially those with lower incomes. Providing rebates will increase the number of Oregonians using this alternative to gasoline cars. Incentives will complement the shift to four-wheel electric vehicles resulting from the Advanced Clean Cars II rulemaking, further establishing our state as a leader in the transition to a clean energy economy.

All of Oregon's citizens benefit from reduced car traffic, from improved health from cleaner air, and from improvement in the impact of climate change. Purchasers of ebikes will benefit from lower prices, making these more accessible to a wide range of citizens. Retailers, that are mostly small businesses, will benefit from better sales.

ODOT's recent report on electric micromobility https://www.oregon.gov/odot/climate/Documents/E-MicromobilityTEINAFollowup_ES.pdf details many of the societal benefits of ebike usage. The report recommends creating rebates for e-micromobility devices for individuals and businesses.

HB 2571 directs the Department of Environmental Quality to establish a program to provide rebates to purchasers of electric assisted bicycles or cargo electric bicycles (ebikes). Rebates would be up to \$1200, and up to \$1700 for the larger cargo bikes. Recipients are required to keep the bike for at least a year.

HB 2571 is closely modeled after current programs in Ashland [Transportation Electrification - Climate and Energy Programs - Find Resources - City of Ashland \(ashlandor.org\)](https://www.ashlandor.org/transportation-electrification-climate-and-energy-programs-find-resources), Eugene <https://www.eweb.org/environment-and-climate/electric-mobility/e-bike> and the Corvallis/Benton County incentive program (now closed due to depletion of funding) [Economic Development Office Announces E-Bike Rebate Program | Corvallis Oregon](https://www.economicdevelopmentoffice.org/e-bike-rebate-program). Other models include a recently enacted \$12 million statewide program in Colorado and a \$10 million program planned for early 2023 in California.

From John McArthur, ebike expert at PSU: "... e-bikes have some of the lowest GHG emissions per passenger mile.... a fraction of a conventional car. We found that existing e-bikes used for transportation substitute car trips at a high rate.... e-bikes still remain out of reach financially for many people, particularly those who are not first adopters or already avid bicyclists who understand the value of a premium bicycle." ...E-bikes offer regions a new opportunity to effectively diminish their transportation carbon footprint."

We urge you to vote for HB 2571 and to actively support the bill as it moves to the Joint Committee on Ways and Means and to the floor for a vote.

Sincerely,

The members of the Transportation Committee of Metro Climate Action Team, affiliated with OLCV