



HB 2571 An Electric Bike bill in need of amendments

House Committee on Climate, Energy and Environment – Jody Wiser – 2.8.2023

Electric bikes run \$900 and up. The bill as drafted includes \$1200 in the subsidy for purchases of ebikes, locks, helmets, lights and other safety equipment. The bill will have store owners receiving the rebate. So, I walk into a store, buy an ebike and other equipment totaling \$1400, and walk out with it all for \$200. If I want a cargo bike to carry my dog or groceries, the subsidy jumps up to \$1700. Technically the subsidy is reducing the purchaser's cost for a standard ebike to the lesser of \$200, or the amount spent over \$1200.

The bill definitely needs to be amended to include income eligibility requirements and be only for Oregon residents. Why wouldn't every well-off person try an electric bike or family purchase a new family activity? They would be cheaper than a regular bike.

In comparison to Oregon's other electric vehicle subsidies, this is too much. The subsidy for electric cars run 10-15% of the price for the lower-priced EVs for a single person with income under \$58,000 or a family of four with income less than \$120,000. With the subsidies, the price of an electric Hyundai Kona is the same as for a gas Kona. A \$22,000-\$27,000 electric motorcycle gets only \$750 in Oregon subsidy, 3-4% of cost.

This \$1200 of Oregon subsidy for ebikes is out of line with our other subsidy practices.

The purchaser is supposed to keep the ebike for a year, but in addition to having no income requirements the current version of the bill collects no identifying information on purchasers, nor are there residency requirements.

Why wouldn't my sons and their families pick up ebikes when they are visiting from out of state? At two hundred dollars apiece, it's worth a try. After all, if they find they don't use them they can easily sell them for more than their \$200.

Further, without revisions, the bills a perfect set up for re-sale on ebay, at Vancouver or Idaho bike shops or on street corners. Buy a bike and all the equipment for \$200.

We're glad to know there are revisions on the way.

We already know that [subsidies for electric car purchases tend to disproportionately benefit high income households](#), this will also be so for ebikes without income eligibility sidebars, which I understand are being developed.

Communities have developed similar programs. [Denver has vouchers for \\$300 or \\$500 not \\$1200 in their program](#) for most purchasers. Only low income and disabled are eligible for vouchers the size of those in this bill. The program requires proof of residency and income-qualified documentation. Their law does have problems, as it has three potential poverty standards. As a single-person household in Washington County, I would be income eligible with an income of \$40,605, \$59,650 or \$73,620. In other words, their program has a very odd income design, one can qualify at 60% of state median income, 200% of poverty for household size, or 80% of county AMI.

Corvallis has a similar, tighter program, capitalized at \$60,000, it is fully subscribed. At a minimum, eligible individuals must be at least 18-years of age, reside in Benton County, be a Pacific Power customer, and earn no more than 80% of area median income (AMI), based on family size and income. For a single person, that's income at or below \$53,250, that's a level at which one would not be eligible for a housing subsidy but it's a good example of how to design a bike subsidy program.

Thank you for your time, this is an important issue, we just need to get the policy right.

We read the bills and follow the money