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9 February 2023

**Office of Representative Dacia Grayber**

Oregon State Legislature  
Salem, Oregon

I am writing in response to the proposed eclectic bicycle purchase incentive program. I am strongly in support of a statewide e-bike incentive in Oregon and hope to see it come to fruition given its likelihood to reduce vehicle miles traveled and promote transportation equity. With those goals in mind, I have the following feedback on the bill in its current mind.:

- Given the extreme popularity of the rebate program in Denver, Colorado, I believe that a \$6M budget will be insufficient for a statewide program, particularly without any restrictions on who can receive it. Because this funding is likely to be quickly exhausted, program longevity should be considered in the bill's text, including funding, renewal, and evaluation procedures.
- In order to incentivize new purchases and center transportation equity, the program should be restricted or provide tiered benefits to people below a certain income threshold or people in certain historically-disadvantaged areas.
  - A possible income verification technique is participation in an existing low-income program, which could be easily proven at the point of purchase.
- Due to the brick-and-mortar purchase requirement, major online-only retailers (Rad, VanMoof, etc.) should be given advance notice so they can set up local shops if they wish to participate in the program. This will allow recipients of the incentive the widest possible range of choices to fit their needs and budgets.
- Additional consideration should be given to ways that the program's benefits can be extended to rural communities with less access to brick-and-mortar shops.
- The bill requires the rebate recipient must maintain ownership of the e-bike for at least one year. Though I understand the concern that some individuals may sell their bike to benefit from the rebate, there is little evidence of this activity from other programs around the country and I feel that the bill creates an unrealistic requirement to verify and enforce this requirement.
- Consideration should be given to establishing an e-bike classification system in Oregon as part of this bill. Oregon is one of the few remaining states that has not adopted the popular 3-class model nor similar. Doing so would provide a stronger framework for e-bike sales and regulation.
- The bill should consider disallowing use of the incentive on full-suspension mountain bikes, which are significantly less likely to be used as a vehicle replacement rather than a recreational device.

As one of the leading researchers in this field, I am happy to provide further comment or consultation as this proposal evolves. A formal discussion of my recommendations for program design can be found in the May, 2021 White Paper: [Using E-Bike Purchase Incentive Programs to Expand the Market – North American Trends and Recommended Practices](#). Please let me know if I can be of any assistance.

Sincerely,

**Cameron Bennett**

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