



February 10, 2023

House Committee on Climate, Energy, and Environment  
Subject: Support for House Bill 2571

To Chair Marsh, Vice-Chairs Levy and Levy, and Members of the House Committee on Climate, Energy and Environment:

The Community Cycling Center is excited to offer our support for HB 2571 today, and we hope the bill can be further strengthened by including tiered income benefits.

The Cycling Center's mission is to broaden access to cycling and its benefits, and our vision is to help build a vibrant community where people of all backgrounds use bicycles to stay healthy and connected. We view bicycle ridership and infrastructure as critical pieces to mitigating the effects of climate change.

It is well documented that transportation is a leading source of greenhouse gasses, producing 28% of total carbon emissions in the United States. According to recent data from Oregon's Department of Environmental Quality, nearly 50% of toxic air pollutants in our state come from vehicle exhaust, well above the national average.

Transportation in our society at large is fundamentally inequitable, which, in part, has led to disproportionately devastating environmental effects in our country's poorest zip codes. Research demonstrates that automobile-reliant transportation systems are driving poor health outcomes, increased pollution, and detrimental environmental impacts, especially for low-income communities and communities of color. None of this is news to you.

Enter the e-bike, which holds the literal and metaphoric power to fundamentally shift (pun intended) the way our communities meet their daily transportation needs. People are catching on to the benefits of e-bikes as a viable alternative to automobiles. In 2020 alone, [Americans purchased approximately half a million e-bikes](#), double the amount of electric cars purchased during the same period.

With HB2571, Oregon has the opportunity to advance a decarbonized transportation system by offering an incentive program for e-bike purchase. Our state can look to the leadership of California, Colorado, Connecticut, Hawaii, Massachusetts, Rhode Island, and Vermont to determine best practices based on incentive programs currently underway.

We echo John MacArthur's recommendation to build in tiered income benefits to help ensure that families living on lower incomes have access to the benefits of this program.

We are also curious how a rebate program can be structured in a way that accommodates the thin cash margins that bicycle shops often operate on and look forward to being part of that ongoing conversation.

Thank you for this opportunity to offer our support of HB 2571.

Sincerely,

Steph Routh  
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Community Cycling Center  
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