



# Electric Bicycle Incentives Project

## Public Work Group Meeting

Wednesday, November 30, 2022  
4:00 pm – 6:00 pm PDT

# Agenda

- 1) Background
- 2) Past Workgroup Recap
- 3) Policy Considerations
  - a) Income Limits
  - b) Eligible retailers and electric bicycles
  - c) Incentive Amounts
- 4) Program Implementation
- 5) Topics to Discuss at Later Work Groups
- 6) Timeline
- 7) Next Steps

# Background

# Process for E-Bike Program

- Established by CARB in November 2021
- Held 3 workgroups on solicitation development and 3 on program implementation, so far
- Launched solicitation for administrator in April 2022; announced selection in August
- Grant has been signed and Pedal Ahead will begin work on December 1, 2022!
- Consumer-facing program aiming to launch in Q1 2023

# Federal Poverty Limits (FPL) 2022

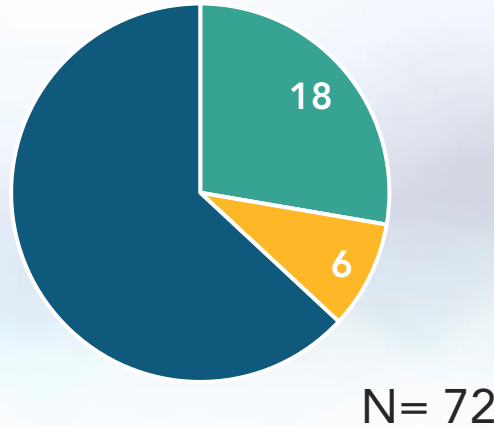
Number of people in household	100% FPL	225% FPL	300% FPL
1	\$13,590	\$30,578	\$40,770
2	\$18,310	\$41,198	\$54,930
3	\$23,030	\$51,198	\$69,090
4	\$27,750	\$62,438	\$83,250

Note: these figures are updated annually

# Past Workgroup Recap

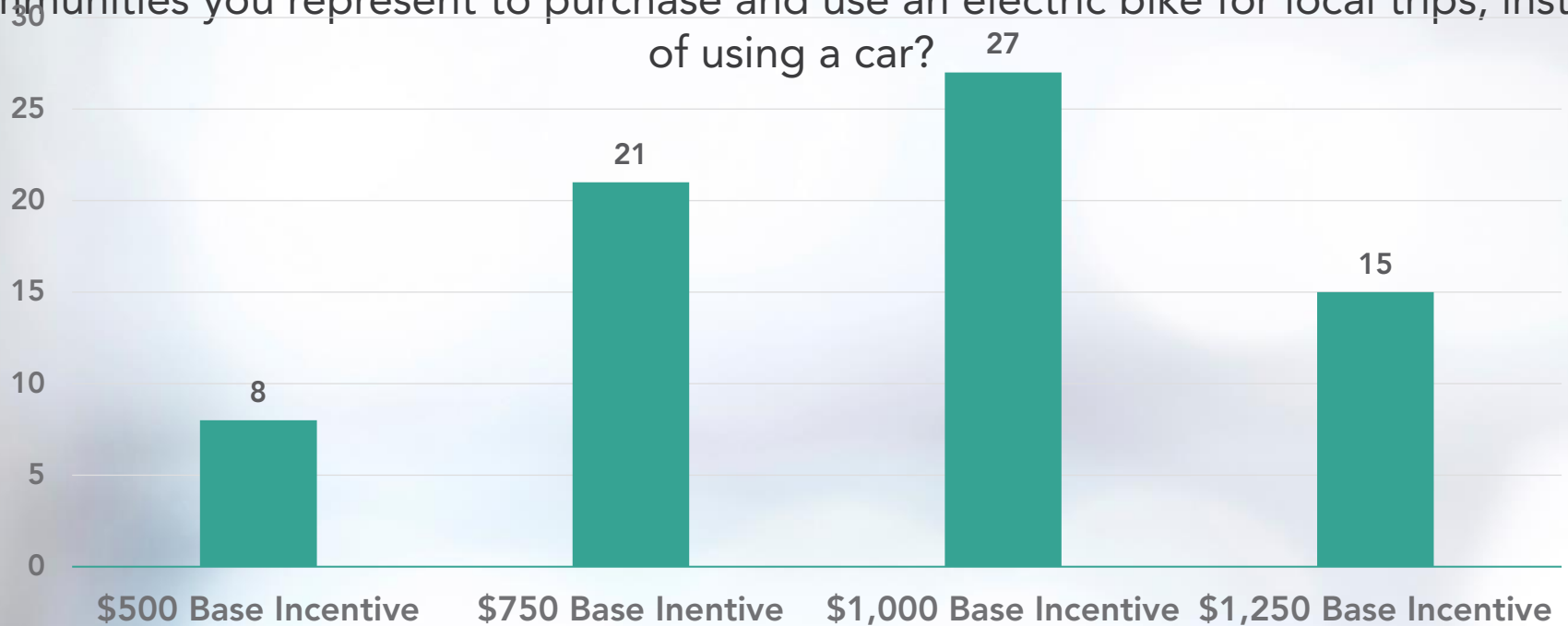
# Poll Results (From September 28, 2022)

Should CARB provide a larger incentive for participants with a lower income threshold (below 225% Federal Poverty Limit) or an applicant that lives in a Disadvantaged Community (as defined by CalEnviroScreen)?



# Poll Results (Continued)

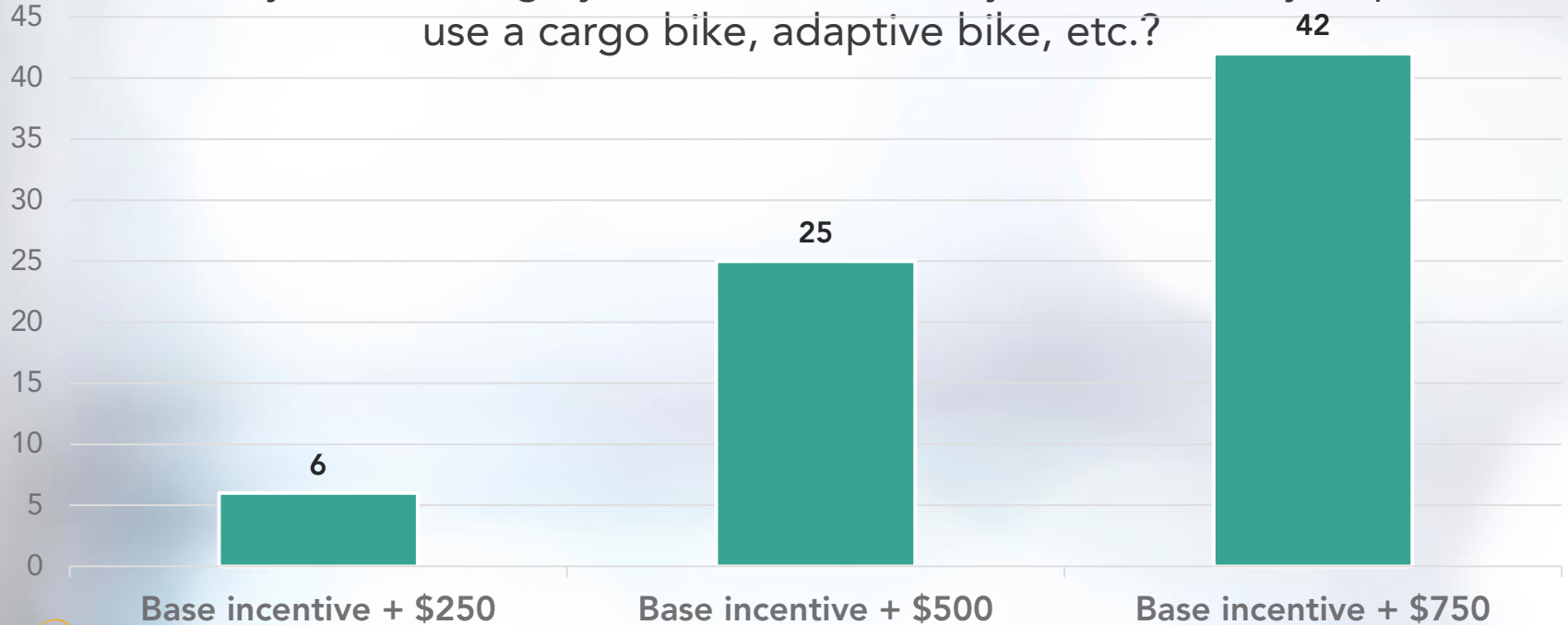
What is the LOWEST incentive level that is most likely to encourage you or the communities you represent to purchase and use an electric bike for local trips, instead of using a car?





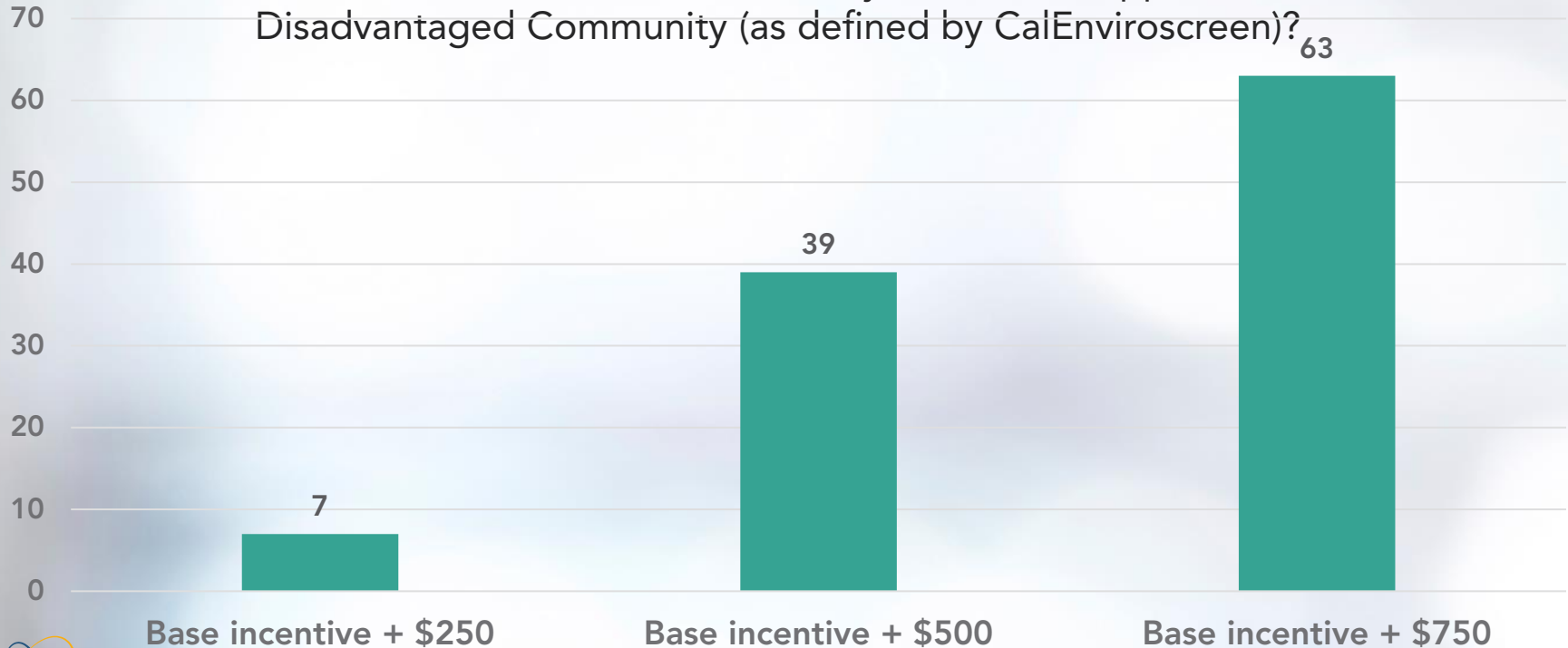
# Poll Results (Continued)

For participants with special e-bike needs, what is the LOWEST additional incentive that is most likely to encourage you or a member of your community to purchase and use a cargo bike, adaptive bike, etc.?



# Poll Results (Continued)

What is the LOWEST additional incentive CARB should consider for participants with a lower income threshold (below 225% Federal Poverty Limit) or an applicant that lives in a Disadvantaged Community (as defined by CalEnviroscreen)?



# Policy Considerations

# Income Eligibility

- Align with the Clean Vehicle Rebate Project's Increased Rebate (CVRP), Clean Cars 4 All (CC4A), and Financing Assistance (CVAP) income limits
  - Income limit of 300% FPL

# Participating Retailers

- Local bike shops
- Online e-bike retailers with a physical presence in California
  - Physical store front
  - California based manufacturing
  - Corporate office is based in California

# Eligible Electric Bicycles

- Include all e-bike classes as defined by AB 1096 (Chiu, 2015)
  - Class definitions:
    - Class 1: Limited to a top speed of 20 miles per hour, with pedal assist only.
    - Class 2: Limited to a top speed of 20 miles per hour, but have both pedal assist and a throttle.
    - Class 3: Have a top speed of 28 miles per hour, with pedal assist only

# Eligible Electric Bicycles

- Similar to the Clean Vehicle Rebate Project, electric bicycles will have to be vetted to be eligible for the incentive.
- Electric bicycles eligible for the program will have to have a base manufacturer-provided warranty of at least two years.

# Incentive Amounts

- Research is still on-going
- Other programs provide incentives of about \$1,000 to low-income consumers for electric bicycles
- Still considering bump-ups for special e-bikes and DAC residents/individuals with very low incomes



# Program Implementation

# Application Processing

- Implement a hybrid needs-based approach
  - Applications will be accepted on a first-come first serve basis; however, funds will automatically be reserved for priority applicants
  - Applicants who do not meet one of those criteria may experience longer wait times for applications to be processed.

# Priority Criteria

- Proposed priority criteria
  - Applicants that either live in a disadvantaged community or low-income community (as defined by CalEnviroScreen 4.0); or
  - Have an income of at most 225% of the Federal Poverty Limit (Income in a 4-person household = \$62,437.50); or
  - Participate in one or more the public assistance programs on the Clean Vehicle Rebate Project's Categorical Eligibility List (e.g., CalWORKs/TANF, Section 8 for Very Low and Extremely Low-Income classifications, Medicaid, etc.)

# Set-Aside

- Ensure funding for priority applicants
- Close applications for non-priority applicants once 50% of funding is reserved
  - This ensures about \$5M for priority applicants only

# Topics to come

- Incentive amounts
- Additional incentive for safety gear (e.g., helmets, locks, lights, safety vest, etc.)
- E-bike cost limits (both a lower bound and an upper bound)

# Comments and Questions



Use the raised hand function (#2 if calling in by phone).



Please state your name and affiliation before asking a question or making a comment.

# Next Steps

- Develop terms and conditions and process for applying
- Develop the application platform
- Work group in January to discuss incentives and other topics

# Contact Us

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