



Contents

Program Goals..... 2

Background 2

 COVID-19 Impacts on Commuting 2

E-Bike Incentive Desert 3

Alternative Clean Mobility Options..... 4

Eliminating Barriers..... 4

 Sweat Factor 4

 Physical Requirements..... 4

 Time and Distance..... 4

 Cost Barrier 4

 Other Barriers 5

Rebates for All..... 5

 Two Rebate Categories: Standard and Low Income 5

FAQ..... 6

 Q: Can I get a rebate for the purchase of a traditional, non-electric bike? 6

 Q: Can I get a rebate for an e-scooter or e-skateboard? 6

 Q: Can I get a rebate for an electric motorcycle? 7

 Q: Does my e-bike have to have pedals? 7

 Q: Why don't used e-bikes qualify for rebates? 7

 Q: Do I have to purchase my e-bike at a bike shop?..... 7

 Q: How will 511CC measure VMT reduced? 7

 Q: Will rebates only be available to people who already own cars?..... 7

 Q: Will rebates only be available to people who commute to a place of work? 8

 Q: What if I want to sell my e-bike?..... 8

Electric Bicycle Definitions and Relevant Facts..... 8

Promotional Opportunities..... 9

Eligibility, Specifications, Terms and Conditions..... 9

Funding 11

 Addressing Equity 11

 Funding Source 11

 Distribution of Funds..... 12

 Total Rebates by Jurisdiction 13

 TRANSPAC 14

 TRANSPLAN 15

 SWAT 16

 WCCTAC 17

Application Questionnaire 18

 Application Disclaimer 18



Electric Bicycle Rebate Pilot Program

Program Goals

The goal of the **Electric Bicycle Rebate Program** is to reduce greenhouse gas emissions and local traffic congestion and improve air quality in Contra Costa County by replacing vehicle miles traveled with bicycle miles traveled. This goal will be accomplished by increasing the adoption rate of electric bicycles in Contra Costa by lowering the purchase cost barrier for residents. Electric bicycles (e-bikes) are clean fuel vehicles that provide the rider with pedal assistance from an electric motor and rechargeable battery. This relatively new zero-emission mobility option is quickly gaining traction among adults of all ages and of varying physical abilities. E-bikes are much less expensive to own, operate, and maintain than cars, vans, and trucks; and require minimal effort compared to using a traditional bike. The **Electric Bicycle Rebate Program** provides an opportunity for 511 Contra Costa (and its rebate recipients, acting as ambassadors) to promote electric micromobility as a new commute alternative, increase the visibility of e-bikes, and normalize the mode to further increase county-wide adoption beyond the limits of the program. E-bikes can provide a commute alternative to driving a single occupant vehicle (SOV) (or hailing an Uber/Lyft vehicle) to travel independently to local destinations such as work, volunteer activities, classes, errands, transit centers, and social outings.

Contra Costa has significant infrastructure to support cycling including an off-street bike path network that is nearly countywide (Iron Horse, Delta De Anza, Contra Costa Canal, Ygnacio Canal, Ohlone Greenway, Lafayette- Moraga, and other trails), on-street facilities that are continually expanding, e-bike-friendly ferry service to San Francisco, 12 BART stations, and one Amtrak station (commuter rail stations typically drive up cycling rates). Despite the infrastructure, the bike-to-work rate in Contra Costa is one of the lowest in the Bay Area. The Electric Bicycle Rebate Program is designed to help unlock the latent demand for cycling in Contra Costa.

Background

According to 2018 US Census data, 79% of Contra Costa residents commute by car, truck, or van. While Contra Costa residents tend to have longer average commutes than the normal US worker, even those who work close to home usually drive even though their commutes are bikeable distances.

COVID-19 Impacts on Commuting When the COVID-19 shelter in place order forced most workers to stop commuting for several months, air quality and traffic congestion saw marked improvements. As businesses reopen with mandatory social distancing protocols, commuting alone in cars is very likely to increase. Transit ridership has decreased drastically, down 70-90% in major cities.

The IBM Institute for Business Value [surveyed](#) more than 25,000 U.S. adults in April, after the shutdown, and found that more than 20 percent of those who regularly took public transit, pre-COVID-19, “now said they no longer would, and **another** 28 percent said they will likely use public transportation less often.” More than 17 percent said they would use their personal vehicle more because of COVID-19, “with approximately 1 in 4 saying they will use it as their exclusive mode of transportation going forward.”



The [CDC is recommending](#) that employers offer incentives to encourage employees to commute using non-shared modes, such as driving alone, walking, or biking. **Biking is an alternative commute option that provides the safety of social distancing while not contributing to air pollution or traffic congestion.** A post- COVID-19 increase in SOV commuting would contribute to both.

Emerging [research](#) shows that bicycling increased dramatically during the shutdown, and many cities have responded with quick-build or demonstration bicycle infrastructure improvements such as the Slow Streets projects in Oakland and other parts of the Bay Area, the nation, and around the world.

There is an immediate opportunity to take advantage of bicycling’s increased popularity and build momentum around cycling as an appealing alternative to driving for local trips.

The ultimate solution to reducing greenhouse gas emissions from the transportation sector will require widespread adoption of zero-emission electric vehicles, including e-bikes and other forms of micromobility, to replace vehicles with internal combustion engines. To that end, various federal, state and local government, as well as energy provider rebates and tax incentive programs are currently available to Contra Costa residents to help offset the purchase price of new electric or hybrid electric vehicles. Purchasing a new vehicle, however, remains a cost prohibitive investment for many, so the adoption of **more affordable** clean mobility options such as e-bikes and electric mopeds should be incentivized as well.

Bikeshare and scootershare programs have helped reduce VMT in many major cities across the US, including San Francisco, Oakland, and San Jose. These programs, however, are not publicly available in Contra Costa County as it is primarily suburban. Only one city in Contra Costa, Richmond, has plans to launch a public bikeshare program in 2020.

The California Air Resources Board’s review of greenhouse gas emission reduction strategies in the [2017 Climate Change Scoping Plan Update](#) revealed that even with a 10-fold increase of EV sales, California cannot meet its climate goal target unless there is also a 25% per capita reduction of SOV trips.

E-Bike Incentive Desert

Only one funding incentive is available, with stringent restrictions, for the purchase of new electric bicycles. California’s [Clean Cars for All](#) program (in which [BAAQMD](#) participates) receives funding from the [Greenhouse Gas Reduction Fund](#) to provide cash incentivizes for drivers to *retire* their older, less efficient, and higher polluting cars and replace them with new electric, hybrid, or alternative fuel models. In 2019, California [Senate Bill 400](#) amended the Clean Cars for All program to allow its rebates to be used toward “mobility options” that include the purchase of an electric bike or use of a bikeshare program. Access to this funding incentive requires the retirement of a qualifying vehicle and is restricted by income and census tract qualifications. **Individuals who earn more than \$51,040 per year (while**

living in the Bay Area) and drive cars that are 14 years old or newer do not qualify for the *only available* electric bike incentive program.

Alternative Clean Mobility Options

The expansion of electric personal mobility options, including e-bikes, provides consumers with excellent, lower-cost and pollution-free modes for local, non-freeway trips. These devices can reduce local street congestion and parking challenges by replacing short and medium-distance car trips, including first/last-mile trips to transit. Plus, an increased adoption rate by residents could help cities and the county meet climate goal targets.



Eliminating Barriers

Numerous reasonable barriers prevent average commuters from using a traditional bicycle for commute trips.

Sweat Factor One legitimate challenge is the exertion required and the consequent sweat involved in pedaling a traditional bike. Many worksites do not provide showers or locker rooms for employees to store wet clothes and freshen up after cycling to work. While e-bikes *can* provide exercise when the pedal assist feature is turned off or on its lowest setting, they are designed for near effortless transport. Sweat-free bicycling could also improve the comfort level for residents of Contra Costa's interior regions where summertime temperatures average 87-91°.

Physical Requirements Traditional bicycling necessitates a minimum fitness level for success and enjoyment. Riding uphill, as is required to reach many Contra Costa destinations, makes biking even less attractive for people who are not in peak physical shape. Various power options, from full throttle to pedal-assist, allow e-bike riders to determine their preferred level of exertion, sweat, and speed.

Time and Distance A traditional bike takes the average rider 5-6 minutes to travel one mile over flat terrain, while an electric bike can cut commute times in half by covering the same distance in about 3 minutes. With battery ranges of 20-100 miles (depending on power mode, terrain, weight, and wind), longer e-bike commutes are more practical, as compared to pedaling the same distance on a standard bicycle.

Cost Barrier The purchase price for a new electric bike or moped typically ranges from \$1,000-\$2,500+. Providing a post-purchase rebate will help lower a significant barrier for many would-be e-bike commuters.

Note: Providing rebates for less expensive micro-mobility devices, such as electric scooters could enable an even larger portion of County residents to adopt pollution-free transportation and should be considered for a future pilot or a pilot expansion. With a wide variety





of scooter options, including foldable stand-up models which can be carried by hand on BART, scooters with seats, three wheeled models and more, electric scooters designed for adults range in cost, averaging \$300 to \$600+.

Other Barriers Some barriers are universal to cycling. 511CC’s [bike rack program](#) can help address the need for secure bike parking facilities by providing funding for employers to purchase bike racks and lockers for public use. 511CC strongly recommends the use of a high-security bike lock when parking any type of bike and advises riders to familiarize themselves with best practices, such as those described by [Bike East Bay](#), to avoid bicycle theft. While 511CC promotes bicycle safety [resources](#) and encourages the use of car-free multi-use trails for traditional bikes and class 1-2 e-bikes (where permitted), the agency acknowledges that significant and continuous roadway infrastructure improvements that enhance riders’ safety and comfort are vital. For those who feel unsafe riding bikes, 511CC encourages the use of public transit and other shared modes of transport.

Rebates for All

Clean air is vital to everyone, regardless of income or home address. Providing (and advertising) financial incentives to all Contra Costa residents regardless of income level or home address, for the purchase of e-bikes could spark a micromobility boom that results in many fewer gas-powered cars on city streets. Everyone likes “scoring a deal” and getting a rebate for a “fun and exciting” electric bike could create brag-worthy buzz between friends and neighbors. The more people talk about and are seen riding electric bikes, the more normal the mode will seem and thus become.

*E-Bike Fever / E-Bike Ambassadors: “My family owns two e-bikes because our friends, the Lees, got them and let us test ride theirs. As soon as we purchased our bikes, our neighbors, Cindy and Greg, asked about them, took them for a spin, and within two weeks had bought two e-bikes of their own. Now we are all riding several times a week, and we all agree we bike a lot more than we ever did on our old, regular bikes. Strangers ask me about my e-bike every time I am stopped at a light or trail crossing; people are definitely interested!”
-Jackson, Pleasant Hill*

Two Rebate Categories: Standard and Low Income

Electric Bicycle Type (NEW)	Standard Rebate	Higher Rebate for Low Income Residents
Electric Bicycles Class I, II, III	\$150	\$300
Electric Bicycle Conversion Kit	\$150 (professional installation required)	\$300 (professional installation required)
Electric Moped	\$150	\$300



To address economic disparity in the county, a higher rebate will be provided for residents with verified low-income levels. Residents who report incomes of **less than or equal to 400% of the [Federal Poverty Rate](#)** will receive a larger rebate. (This funding qualifier will mirror BAAQMD’s Clean Cars for All financial eligibility requirement.) To receive a higher rebate, applicants will be required to submit proof of enrollment in a public assistance program or provide recent income verification documents, such as a W-9 and IRS Form 1040.

2020 Federal Poverty Guidelines Chart (Effective Jan. 15, 2020)	
# of Persons in Household	400% of Federal Poverty Level means that total household income is less than or equal to the following amount
1	\$51,040
2	\$68,960
3	\$86,880
4	\$104,800
5	\$122,720
6	\$140,640
7	\$158,560
8	\$176,480

511 Contra Costa’s Electric Bicycle Rebate Program is not intended to subsidize purchases of luxury e-bikes. Rebates will not be issued for models priced higher than \$5,000.

FAQ

Q: Can I get a rebate for the purchase of a traditional, non-electric bike?

A: No. This program serves as an awareness and education campaign about the relatively new transportation options afforded by **electric** micromobility. The purpose of this program is for 511CC to educate the public about electric bicycles, including highlighting the differences between electric and non-electric bikes. 511CC encourages traditional bicycling as a clean mobility option and incentivizes this mode choice through various *other* programs including the Summer Bike Challenge, Bike to Work Day, and the Drive Less commuter incentive.

Q: Can I get a rebate for an e-scooter or e-skateboard?

A: Not at this time. While 511CC supports the use of all micromobility options, due to concerns regarding safety, reliability, and current prohibitions against their use on regional bike paths, e-scooters and e-skateboards do not qualify for this rebate program. In addition, scooter-share data suggests that scooter trips tend to replace walking trips, not car trips. While this data may not translate directly to usage trends of privately owned scooters, the goal of this rebate program is to reduce local vehicle trips.



Q: Can I get a rebate for an electric motorcycle?

A: No. While 511CC supports the use of all types of electric vehicles over those with internal combustion engines, electric motorcycles are freeway capable and not considered micromobility, which is the focus of this program.

Q: Does my e-bike have to have pedals?

A: Yes. E-bikes must have pedals to qualify for a rebate.

Q: Why don't used e-bikes qualify for rebates?

A: 511CC supports sustainability, including the principles of *reduce*, *reuse*, and *recycle*. For this program, however, 511CC is taking measures to avoid misuse of public funds by removing the possibility of fraud resulting from the possible sharing of e-bikes to gain multiple rebates. In addition, 511CC wishes to discourage bicycle theft by those who may consider gaining a rebate by any means possible. For those who do not want to purchase a new e-bike, participants can receive a rebate by converting their traditional bicycle into an e-bike by purchasing a new e-bike conversion kit and having it professionally installed.

Q: Do I have to purchase my e-bike at a bike shop?

A: No, but it is recommended. 511CC encourages residents to shop locally and to support local business, but all purchase decisions will be left to the buyer. 511CC recommends purchasing products with a one-year warranty, at minimum. Purchasing bikes directly from local shops can have many advantages over those bought online or from big box stores. Bike shops sell fully-assembled bikes that undergo complete tune ups before they leave the store, while bikes that are ordered online often come partially assembled and buyers may have trouble with assembly. Bike shop staff can help buyers select a right-sized bike, and they usually offer free minor adjustments or tune ups in the future. Buyers may want to check with their local bike shop or bike mechanic to see if they will perform long term maintenance on a particular brand of bike before purchasing it online.

Q: How will 511CC measure VMT reduced?

A: People will apply for rebates by completing a questionnaire and travel survey that asks about expected usage (including mileage estimates and trip types) that would otherwise be made by car. 511CC will ask participants to submit a digital photo of their e-bike's odometer one-two months after the rebate is issued (a minimum mileage is not required). One year from purchase date, 511CC will email participants a follow up survey and request a second odometer photo. Participation in the one-year follow-up survey would be optional but encouraged. If rebate recipients fail to provide survey data, default assumptions will be used instead. [See page 11] Default assumptions may be adjusted during the program if data received from actual participants indicates average usage is significantly different.

Q: Will rebates only be available to people who already own cars?

A: No, for several reasons. 1) Many people who do not drive cars choose to use Uber/Lyft instead of using public transportation, particularly in areas where public transportation options are less robust and/or less convenient. TNC rides contribute to air pollution and traffic congestion and replacing those trips with e-bikes is a program goal. 2) A significant portion of transit users in the IBM Institute for Business Value COVID-19 [survey](#) indicated they intend to purchase a new vehicle to replace transit trips, but because of the financial implications of COVID-19, those purchases would be delayed. An e-bike rebate could cause potential car buyers to purchase a less expensive clean-air mobility option instead of a car. 3) E-bikes advertise themselves. The more people seen riding e-bikes, the more others will become aware of the mode; thus normalizing the option for (currently) atypical users.



Q: Will rebates only be available to people who commute to a place of work?

A: No. Rebates will be available for any Contra Costa resident 18 years of age or older. Verifiable commute trips are not a necessary requirement of this program since work trips are only one of many types of trips where an e-bike could be useful. E-bikes provide a clean mobility option for older and retired adults as well as for people with physical limitations who cannot ride a traditional bicycle. Post-COVID-19, many office workers may continue working from home, and an e-bike would still provide clean mid-day and weekend transportation for local trips.

Q: What if I want to sell my e-bike?

A: The rebate application requires participants to “pledge” to maintain ownership and operation of the rebated item for at least one year after purchase, barring any physical limitations (to the owner or the device) that may arise. To prevent a buying and selling “scam operation” from forming, rules will allow only one rebate per person and per household, and proof of residency will be required and recorded in an internal database. Rebates are not available for used e-bikes, used conversion kits, or used mopeds; and a sales receipt that shows CA sales tax is required. Ultimately, program participants will own and be entirely responsible for their e-bikes and consequently may do with them what they please, including selling them.

Electric Bicycle Definitions and Relevant Facts

Electric Bicycle is described in [CA Vehicle Code 312.5](#) as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. Electric bicycles are battery powered and must be recharged by plugging into a standard power outlet.

Class I Electric Bicycle is a low-speed pedal-assisted electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Class II Electric Bicycle, or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

Class III Electric Bicycle, or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and is equipped with a speedometer. Helmets are required and riders must be at least 16 years old.

Electric Bicycle Conversion kits can turn traditional bicycles into e-bikes by adding an electric motor to the front or back wheel. (Professional installation is required to qualify for a 511CC rebate.)

Mopeds have two or three wheels, an electric motor and automatic transmission. A moped may also include pedals if it is not entirely propelled by its motor. Its maximum speed is under 30 miles per hour on level ground. Mopeds must be registered (one time) with the DMV, and drivers must carry an M1 or M2 motorcycle license. Helmets required.

Helmet Law: All children under the age of 18 must wear a helmet while riding any type of bicycle, scooter, or skateboard. All adults and children must wear a helmet while riding Class III electric bicycles and mopeds. Adults are not required to wear helmets while riding Class I or II e-bikes, but helmets can

prevent severe injury and are highly recommended for use by all age groups while riding any kind of bicycle, scooter, or skateboard.

East Bay Regional Park District Trail Rules allow the use of Class I and II electric bicycles on select paved regional trails, but Class III e-bikes, mopeds, all electric scooters, and all electric skateboards are currently prohibited. All bikes must follow the 15 miles per hour speed limit, and riders must ring or call out before passing other trail users. Regional trails in Contra Costa that allow e-bikes: Alameda Creek Trail (paved only), Big Break Trail, Contra Costa Canal Trail, Delta De Anza Trail, George Miller Trail, Iron Horse Trail, Lafayette Moraga Trail, Marsh Creek Trail.



Promotional Opportunities

E-Bike Showcase Events & Bike Shop Partnerships

Working with local bike shops to host demo events (when possible) while promoting the rebate program could help educate consumers while supporting local businesses. Shops that offer additional e-bike discounts could be promoted by 511CC.

Left: E-bike demo/test ride event at a school district in British Columbia [Photo credit](#)

Eligibility, Specifications, Terms and Conditions

- ❖ Rebates are subject to funding availability. Submission of a completed application will not guarantee issuance of a rebate. Rebates will be issued on a first-come first-served basis as applications are received, until funding is depleted or the Program changes. 511CC will publicize on its website the number of rebates available by jurisdiction daily, so that residents can check, in real time, if rebates are still available before purchasing an e-bike. Applicants who are denied rebates because funds have been exhausted will be placed on a waiting list for up to one year and will be notified if additional funds become available. All incentives are final, and residents are not eligible to apply for larger incentives from the same program should they become available.
- ❖ Applicants must purchase an eligible electric bicycle or moped (or conversion kit, installed) **before** applying for a rebate. Purchase must not be earlier than October 1, 2020 and must be prior to rebate fund exhaustion or program termination.
- ❖ Applicants must be 18 years of age or older (and provide proof of age in the form of a driver's license or state-issued ID) and complete a rebate application.
- ❖ Businesses, non-profit organizations, and government entities are not eligible for rebates.
- ❖ Applicants must live in Contra Costa County and provide proof of residency by submitting a recent copy of one of the following: utility bill, cell phone bill, pay stub, property tax statement, etc.
- ❖ Applicants must submit a copy of the sales receipt that includes purchase date, purchase cost (must be less than or equal to \$5,000), proof that CA sales tax was applied to the transaction, and the model name /description of the e-bike. E-bike conversion kit rebates **also** require an installation receipt from a professional bike shop.
- ❖ E-bikes must have pedals to qualify for a rebate. Foot pegs do not qualify as pedals. (Effective 10/21/20)
- ❖ Applicants must provide the serial number (and a photo) of their e-bike or moped to receive a rebate. Because e-bikes may be on back-order, some applicants may not receive their e-bike



immediately upon purchase and thus will be unable to provide the serial number at the time an application is submitted. In these cases, the application will be approved by 511CC, and rebate funding will be reserved for a maximum of 21 days. Approved, reserved rebates will only be mailed upon receipt of the serial number.

- ❖ Applicants must agree to complete a post-rebate travel survey and submit a photo of the bike's odometer; a minimum mileage is not required.
- ❖ Applicants must pledge to maintain ownership and operation of the rebated item for at least one year after purchase, barring any physical limitations (to owner or device) that may arise.
- ❖ Limit: ONE rebate per household and per person.
- ❖ Electric bikes, conversion kits, and mopeds must be NEW at time of purchase. Used equipment does not qualify for rebates.
- ❖ If the pre-tax purchase price of the e-bike or conversion kit is lower than the qualified rebate amount, participants will receive a rebate for the purchase price.
- ❖ Children's electric bikes (or bikes advertised for children) are not eligible for rebates.
- ❖ Standard rebates will be issued in the amount of \$150. Applicants who provide verification of qualified of low-income status will receive rebates of \$300.
- ❖ To qualify for the (larger) low-income rebate, applicants must provide proof of low-income status (defined as total household income of \leq 400% of the [2020 Federal Poverty Guidelines](#)) by submitting proof of enrollment in a public assistance program such as: PG&E Care, Low Income Home Energy Assistance Program (LIHEAP); Women, Infants, and Children (WIC); CalFresh/SNAP (Food Stamps); CalWORKs (TANF) or Tribal TANF; Head Start Income Eligible (Tribal Only); Supplemental Security Income (SSI); Medi-Cal for Families (Healthy Families A & B); National School Lunch Program (NSLP); Bureau of Indian Affairs General Assistance; Medicaid/Medi-Cal (under age 65); Medicaid/Medi-Cal (age 65 and over); or other similar.
 - In lieu of submitting proof of enrollment in a public assistance program, applicants may submit a copy of their most recent Federal Tax Return (IRS Form 1040, U.S. Individual Income Tax Return). (If applicants do not have a copy of their most recent Federal Tax Return, they may submit an [IRS Form 4506-T](#) to request a transcript of their tax return.) **511CC requests that applicants omit social security numbers if submitting tax documents.**
 - Applicants who can be claimed as a dependent must provide qualifying proof of total household income to qualify for the higher rebate amount.
- ❖ Rebate payments will be made by check and will be issued (sent via Tranben) within 30 days following application approval, including receipt of the bike's serial number.
- ❖ User responsibility. Owners of electric bikes, conversion kits, and electric mopeds who receive a rebate from 511 Contra Costa are responsible for knowing and following all laws regarding use of said devices. Rebate recipients independently select and purchase their own e-bikes assume all liability and hold 511 Contra Costa and Contra Costa Transportation Authority harmless for any/all usage of or incidents involving rebated items.
 - Rebate recipients will sign a disclaimer indemnifying 511CC and CCTA from claims against collisions, crashes and accidents, and traffic violations; user error, defective e-bikes or mopeds, theft or loss of e-bike or moped, and theft or loss of rebate check.
 - Upon approval, 511CC will send rebate checks (or notice of rebate approval) with local biking information, CA helmet requirement information, and a list of bicycle safety education resources, such as those from the [League of American Bicyclists](#) and/or [Bike East Bay](#).
- ❖ 511CC reserves the right to deny a rebate to any individual deemed, in 511CC's sole discretion, to be violating the terms, conditions, and restrictions of the Program.
- ❖ No employees or elected officials of the 511 Contra Costa Program, CCTA, AMG, WCCTAC, TRANSPLAN, TRANSPAC, or SWAT is eligible to receive a rebate.



- ❖ **TAX LIABILITY and CREDITS:** 511CC and its partnering agencies are not responsible for any taxes which may be imposed on the customer as a result of the rebates provided by the Program.
- ❖ **DISPUTES:** Except where otherwise limited by law, 511CC reserves the right, in its sole discretion, to make final determinations regarding any disputed issues about the Program, including but not limited to eligibility and rebate amount.
- ❖ **PROGRAM CHANGES:** 511CC reserves the right to change, modify, or terminate the Program at any time without any liability except as expressly stated herein.
- ❖ **DISCLAIMER:** 511CC makes no guarantee, representations or warranties, expressed or implied, regarding the implementation or use of product purchased pursuant to this Program. Use of any product and acceptance of materials used is solely the customer's responsibility. 511CC does not endorse any specific products.

Funding

With a countywide budget of \$100,000, approximately 500 new zero-emission e-bikes will be introduced to the regional transportation network.

Assumptions:

- ❖ Countywide Rebate Budget: \$100K to be allocated by formula for residents of 4 RTPC subregions. (AMG staff will process applications and rebates and will invoice each sub regional office for rebates in those regions.)
- ❖ Enrollment target: Approximately 500 rebates for new e-bikes
- ❖ Annual Usage Assumptions: 50,000 e-bike roundtrips per year (2 round trips, per 50 weeks, per bike)
- ❖ Average trip length: six miles, round trip = 300,000 VMT reduced
- ❖ Funds used: \$100,000 would result in a minimum of 499 rebates/e-bikes (166 Higher Rebates of \$300 for low-income residents, and 333 Standard Rebates of \$150)

Addressing Equity The program budget will be divided by subregion into two equal funding pots from which to draw the Standard \$150 Rebates and the Higher \$300 Rebates for low-income households. The standard rebate funding pot will be further divided into pots for each city or county jurisdiction proportional to population. Each rebate category will last only until its funding pot has been exhausted. If after six months any funds remain in either a jurisdiction's funding pot or in the general low-income pool, those funds may be reallocated and made available to any applicant within the subregion on a first come, first served basis. Staff will track public interest by waiting list and will contact applicants if funds become available after six months. Residents will be kept on a waiting list for up to one year.

Funding Source Rebate funding for the pilot program will come from Measure J, Line 17 (MJ17) Commute Alternatives.

Measure J, Line 17: [Commute Alternatives](#) (page 18): *"This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit. Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and*



project recommendations shall be made by each subregion for consideration and funding by the Authority.”

Electric bicycles are clean fuel vehicles that provide adults of all ages (and with varying physical abilities) with a commute alternative to driving an SOV to local destinations such as work, volunteer activities, classes, errands, transit centers, and social outings. As such, this rebate program qualifies for MJ17 funding, as defined above.

Distribution of Funds

- ❖ One 511CC program administrator (AMG staff) will track funding, review/approve/reject applications, and issue rebate checks for all applicants, countywide.
- ❖ \$100,000 will be allocated equitably by subregion according to the [Measure J Expenditure Plan](#) (page 4) as follows:
 - Central / TRANSPAC: 29%
 - West / WCCTAC: 24%
 - Southwest / SWAT: 18%
 - East / TRANSPLAN: 29%.
- ❖ **Each subregion's allocated funding** will be divided equally to ensure that 50% of funding is reserved for low-income residents to receive the Higher Rebate amount. The remaining 50% of each subregion's share will be further earmarked for residents of each subregion's jurisdictions (cities and unincorporated communities), proportionally by [population](#). (See distribution tables on next pages.)

Total Rebates by Jurisdiction

TRANSPAC	LOW INCOME \$300 Rebates for residents of <i>any</i> TRANSPAC jurisdiction	48
	Total Standard Rebates available for <i>Clayton</i> residents	4
	Total Standard Rebates available for <i>Concord</i> residents	40
	Total Standard Rebates available for <i>Martinez</i> residents	11
	Total Standard Rebates available for <i>Pleasant Hill</i> residents	10
	Total Standard Rebates available for <i>Walnut Creek</i> residents	22
	Total Standard Rebates for TRANSPAC <i>Unincorporated</i> residents	9

TRANSPLAN	LOW INCOME \$300 Rebates for residents of <i>any</i> TRANSPLAN jurisdiction	48
	Total Standard Rebates available for <i>Antioch</i> residents	33
	Total Standard Rebates available for <i>Brentwood</i> residents	18
	Total Standard Rebates available for <i>Oakley</i> residents	12
	Total Standard Rebates available for <i>Pittsburg</i> residents	21
	Total Standard Rebates available for TRANSPLAN <i>Unincorporated</i> residents	12

SWAT	LOW INCOME \$300 Rebates for residents of <i>any</i> SWAT jurisdiction	30
	Total Standard Rebates available for <i>Danville</i> residents	12
	Total Standard Rebates available for <i>Lafayette</i> residents	7
	Total Standard Rebates available for <i>Moraga</i> residents	5
	Total Standard Rebates available for <i>Orinda</i> residents	5
	Total Standard Rebates available for <i>San Ramon</i> residents	23
	Total Standard Rebates available for SWAT <i>Unincorporated</i> residents	8

WCCTAC	LOW INCOME \$300 Rebates for residents of <i>any</i> WCCTAC jurisdiction	40
	Total Standard Rebates available for <i>El Cerrito</i> residents	8
	Total Standard Rebates available for <i>Hercules</i> residents	8
	Total Standard Rebates available for <i>Pinole</i> residents	6
	Total Standard Rebates available for <i>Richmond</i> residents	38
	Total Standard Rebates available for <i>San Pablo</i> residents	10
	Total Standard Rebates available for WCCTAC <i>Unincorporated</i> residents	7



TRANSPAC

Total Rebate Program Budget (ex: \$100K) Allocations by Subregion, Jurisdiction/Population, and Rebate Category	
Central / TRANSPAC receives 29% of Total Rebate Program Funding	\$ 29,000
50% Reserved from total funding for Higher Rebates of \$300 for Low-Income residents of any TRANSPAC jurisdiction. Distributed on a first come, first served basis, while funds last.	\$ 14,500
Total number of Higher Rebates available for Low-Income residents of TRANSPAC jurisdictions	48
50% of total funding to be divided by population percentage by jurisdiction for Standard Rebates of \$150 Distributed on a first come, first served basis, while funds last.	\$ 14,500
TOTAL TRANSPAC population	311,458
Population: Clayton	11,337
Percentage of Sub Regional Funding	4%
Total funding for Standard Rebates for Clayton (\$150ea)	\$ 580
Total number of Standard Rebates available for Clayton residents	4
Population: Concord	130,143
Percentage of Sub Regional Funding	42%
Total funding for Standard Rebates for Concord (\$150ea)	\$ 6,090
Total number of Standard Rebates available for Concord residents	40
Population: Martinez	37,106
Percentage of Sub Regional Funding	12%
Total funding for Standard Rebates for Martinez (\$150ea)	\$ 1,740
Total number of Standard Rebates available for Martinez residents	11
Population: Pleasant Hill	34,267
Percentage of Sub Regional Funding	11%
Total funding for Standard Rebates for Pleasant Hill (\$150ea)	\$ 1,595
Total number of Standard Rebates available for Pleasant Hill residents	10
Population: Walnut Creek	70,860
Percentage of Sub Regional Funding	23%
Total funding for Standard Rebates for Walnut Creek (\$150ea)	\$ 3,335
Total number of Standard Rebates available for Walnut Creek residents	22
Population: Unincorporated (Pacheco, Clyde, Vine Hill, CC Centre, Northgate, Shell Ridge, San Miguel, Saranap, Reliez Valley, Alhambra Valley)	27,745
Percentage of Sub Regional Funding	9%
Total funding for Standard Rebates for TRANSPAC Unincorporated (\$150ea)	\$ 1,305
Total number of Standard Rebates available for TRANSPAC Unincorporated residents	9



TRANSPLAN

Total Rebate Program Budget (ex: \$100K) Allocations by Subregion, Jurisdiction/Population, and Rebate Category	
East / TRANSPLAN receives 29% of Total Rebate Program Funding	\$ 29,000
50% Reserved from total funding for Higher Rebates of \$300 for Low-Income residents of any TRANSPLAN jurisdiction. Distributed on a first come, first served basis, while funds last.	\$ 14,500
Total number of Higher Rebates available for Low-Income residents of TRANSPLAN jurisdictions	48
50% of total funding to be divided by population percentage by jurisdiction for Standard Rebates of \$150 Distributed on a first come, first served basis, while funds last.	\$ 14,500
TOTAL TRANSPLAN population	334,325
Population: Antioch	112,530
Percentage of Sub Regional Funding	34%
Total funding for Standard Rebates for Antioch (\$150ea)	\$ 4,930
Total number of Standard Rebates available for Antioch residents	33
Population: Brentwood	65,118
Percentage of Sub Regional Funding	19%
Total funding for Standard Rebates for Brentwood (\$150ea)	\$ 2,755
Total number of Standard Rebates available for Brentwood residents	18
Population: Oakley	42,461
Percentage of Sub Regional Funding	13%
Total funding for Standard Rebates for Oakley (\$150ea)	\$ 1,885
Total number of Standard Rebates available for Oakley residents	12
Population: Pittsburg	74,321
Percentage of Sub Regional Funding	22%
Total funding for Standard Rebates for Pittsburg (\$150ea)	\$ 3,190
Total number of Standard Rebates available for Pittsburg residents	21
Population: Unincorporated (Bay Point, Bethel Island, Byron, Discovery Bay, Knightsen)	40,973
Percentage of Sub Regional Funding	12%
Total funding for Standard Rebates for TRANSPLAN Unincorporated (\$150ea)	\$ 1,740
Total number of Standard Rebates available for TRANSPLAN Unincorporated residents	12



SWAT

Total Rebate Program Budget (ex: \$100K) Allocations by Subregion, Jurisdiction/Population, and Rebate Category	
Southwest / SWAT receives 18% of Total Rebate Program Funding	\$ 18,000
50% Reserved from total funding for Higher Rebates of \$300 for Low-Income residents of any SWAT jurisdiction. Distributed on a first come, first served basis, while funds last.	\$ 9,000
Total number of Higher Rebates available for Low-Income residents of SWAT jurisdictions	30
50% of total funding to be divided by population percentage by jurisdiction for Standard Rebates of \$150 Distributed on a first come, first served basis, while funds last.	\$ 9,000
TOTAL SWAT population	219,070
Population: Danville	43,876
Percentage of Sub Regional Funding	20%
Total funding for Standard Rebates for Danville (\$150ea)	\$ 1,800
Total number of Standard Rebates available for Danville residents	12
Population: Lafayette	25,604
Percentage of Sub Regional Funding	12%
Total funding for Standard Rebates for Lafayette (\$150ea)	\$ 1,080
Total number of Standard Rebates available for Lafayette residents	7
Population: Moraga	16,946
Percentage of Sub Regional Funding	8%
Total funding for Standard Rebates for Moraga (\$150ea)	\$ 720
Total number of Standard Rebates available for Moraga residents	5
Population: Orinda	19,009
Percentage of Sub Regional Funding	9%
Total funding for Standard Rebates for Orinda (\$150ea)	\$ 810
Total number of Standard Rebates available for Orinda residents	5
Population: San Ramon	83,118
Percentage of Sub Regional Funding	38%
Total funding for Standard Rebates for San Ramon (\$150ea)	\$ 3,420
Total number of Standard Rebates available for San Ramon residents	23
Population: Unincorporated (Alamo, Dougherty Valley, Blackhawk, Diablo, Norris Canyon, Castle Hill, Acalanes Ridge)	30,517
Percentage of Sub Regional Funding	14%
Total funding for Standard Rebates for SWAT Unincorporated (\$150ea)	\$ 1,260
Total number of Standard Rebates available for SWAT Unincorporated residents	8



WCCTAC

Total Rebate Program Budget (ex: \$100K) Allocations by Subregion, Jurisdiction/Population, and Rebate Category	
West / WCCTAC receives 24% of Total Rebate Program Funding	\$ 24,000
50% Reserved from total funding for Higher Rebates of \$300 for Low-Income residents of any WCCTAC jurisdiction. Distributed on a first come, first served basis, while funds last.	\$ 12,000
Total number of Higher Rebates available for Low-Income residents of WCCTAC jurisdictions	40
50% of total funding to be divided by population percentage by jurisdiction for Standard Rebates of \$150 Distributed on a first come, first served basis, while funds last.	\$ 12,000
TOTAL WCCTAC population	234,078
Population: El Cerrito	24,953
Percentage of Sub Regional Funding	10.7%
Total funding for Standard Rebates for El Cerrito (\$150ea)	\$ 1,320
Total number of Standard Rebates available for El Cerrito residents	8
Population: Hercules	25,530
Percentage of Sub Regional Funding	10.9%
Total funding for Standard Rebates for Hercules (\$150ea)	\$ 1,320
Total number of Standard Rebates available for Hercules residents	8
Population: Pinole	19,505
Percentage of Sub Regional Funding	8.3%
Total funding for Standard Rebates for Pinole (\$150ea)	\$ 960
Total number of Standard Rebates available for Pinole residents	6
Population: Richmond	111,217
Percentage of Sub Regional Funding	47.5%
Total funding for Standard Rebates for Richmond (\$150ea)	\$ 5,760
Total number of Standard Rebates available for Richmond residents	38
Population: San Pablo	31,413
Percentage of Sub Regional Funding	13.4%
Total funding for Standard Rebates for San Pablo (\$150ea)	\$ 1,560
Total number of Standard Rebates available for San Pablo residents	10
Population: Unincorporated (Crockett, East Richmond Heights, El Sobrante, Kensington, Montalvin Manor, North Richmond, Rodeo, Tara Hills)	21,460
Percentage of Sub Regional Funding	9.1%
Total funding for Standard Rebates for WCCTAC Unincorporated (\$150ea)	\$ 1,080
Total number of Standard Rebates available for WCCTAC Unincorporated residents	7



Application Questionnaire

Google Form application: <https://forms.gle/ckb2HrU7viTbQmar7>

Application Disclaimer:

By checking YES in the box below, you are agreeing to the following statements:

User responsibility: Owners of electric bikes, new professionally installed conversion kits, and electric mopeds who receive a rebate from 511 Contra Costa are responsible for knowing and following all laws regarding use of said devices. The following entities and their employees are held harmless and assume no liability for any rebated items nor incidents involving their usage: 511 Contra Costa, Contra Costa Transportation Authority, the four Regional Transportation Planning Committees: TRANSPAC (Transportation Partnership and Cooperation), TRANSPLAN, and SWAT (Southwest Area Transportation Committee); the City of San Ramon, WCCTAC (West Contra Costa Transportation Advisory Committee), and Advanced Mobility Group (collectively known as "Rebate Providers"). Rebate recipients agree that Rebate Providers are not liable for all usage of and incidents involving rebated items including injury, death, or claims resulting from collisions, crashes, accidents, defective devices, and/or traffic violations. Furthermore, the Rebate Providers are not liable for the theft or loss of e-bikes / mopeds, nor for theft or loss of rebate checks.