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Electric Bicycle Rebate 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 and increasing mode awareness through word-of-mouth advertising. 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. Throughout 2021 and into 2022, SOV commuting is increasing while transit ridership remains far below pre-pandemic levels.

The IBM Institute for Business Value [surveyed](#) more than 25,000 U.S. adults in April 2020, 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.”



Biking is an alternative commute option that provides the safety of social distancing while not contributing to air pollution or traffic congestion.

Emerging [research](#) shows that bicycling increased dramatically during the 2020 shutdown, and many cities 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.

Promoting e-bikes capitalizes on bicycling’s continued popularity and builds 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 largely unavailable in Contra Costa County as it is primarily suburban. Richmond is the only Contra Costa city with a bikeshare program in 2022.

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

Aside from the 511 Contra Costa E-Bike Rebate Program, only one other funding incentive is currently available for Contra Costa residents, 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 incentives 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.** MTC plans to unveil another **very limited** e-bike rebate program in 2022 that will be available for a very small percentage of Contra Costa residents. Qualifications for this program include mandatory home AND work zip codes in Richmond and San Rafael as well as household income limits.

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 \$800-\$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 program. 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	\$300
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 current tax return.

Number of People in Your Household	Maximum Household Income	Number of People in Your Household	Maximum Household Income
1	\$58,320	5	\$140,560
2	\$78,880	6	\$161,120
3	\$99,440	7	\$181,680
4	\$120,000	8	\$202,240

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 does 511CC measure VMT reduced?

A: Participants will complete a two-month follow up travel survey that asks about usage, including mileage estimates, frequency, and trip types. 511CC will ask participants to complete a one-year follow-up travel survey as well.

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 home address; 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 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.

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 e-bike vendors to host demo events 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: 511CC sponsored EV and E-bike Ride & Drive event at Diablo Valley College, 2021

Eligibility, Specifications, Terms and Conditions

Applicant Eligibility

1. Applicants must be at least 18 years of age and live in Contra Costa County.
2. Businesses, non-profit organizations, and government entities are not eligible for rebates.
3. Applicants who receive a 511 Contra Costa (511CC) E-Bike Rebate are not eligible for additional e-bike rebate incentives funded by the Contra Costa Transportation Authority, such as rebates from the California Energy Commission E-Bike Rebate project.

Eligible E-Bikes

4. Electric bikes, e-bike conversion kits, and electric mopeds must be NEW at time of purchase.
5. Class 1, 2, and 3 e-bikes are eligible for rebates. E-bikes must have pedals to qualify for a rebate. Foot pegs do not qualify as pedals.
6. Children's electric bikes, or bikes advertised for children, are not eligible for rebates.
7. Mopeds must be 100% electric with a top speed of 30 MPH or less.

Application Process

8. Applicants must purchase an eligible electric bicycle, electric moped, or e-bike conversion kit (installed) **before** applying for a rebate. **Applicants must apply for a rebate within six months of the date listed on the e-bike sales receipt** and prior to rebate fund exhaustion or program termination.
9. Applicants must submit a photo of the sales receipt that includes the purchase date, purchase price, proof that CA sales tax was applied to the transaction, and the model name of the e-bike, conversion kit, or electric moped.
10. Applicants must provide proof of age in the form of a driver's license, state-issued ID, or passport.
11. Applicants must provide proof of Contra Costa County residency by submitting a photo of recently dated official correspondence such as a utility bill, cell phone bill, pay stub, property tax statement, etc. that shows the applicant's name and home address. P.O. Boxes will not be accepted as proof of residency.
12. Applicants must provide the e-bike's serial number as well as a photo of it on the e-bike itself. Applicants who purchase e-bikes on back-order may apply for a rebate before receiving their bike.



An application may be **conditionally approved** without a photo of the serial number, but rebate checks will not be issued until a photo of the serial number is submitted and received by 511CC.

13. Applicants will be required to participate in two post-rebate surveys.
14. Applicants must pledge to maintain ownership and operation of the rebated item for at least one year after purchase, barring any physical limitations (to applicant or device) that may arise.
15. Applicants will be notified of their application status by email within seven days of submitting a rebate application. If approved for a rebate, checks (issued by TranBen) will be issued in the name of the applicant and mailed within 30 days.
 - a. If a rebate applicant loses their rebate check and requests a new one, a service fee of \$18 will be deducted from the replacement rebate check.
16. Upon rebate approval, applicants will be provided with local biking information, CA helmet law information, and a list of bicycle safety education resources, such as those from the [League of American Bicyclists](#) and [Bike East Bay](#).
17. 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.

About the Rebates

18. Limit: ONE rebate per person; ONE rebate per home address.
19. Standard rebates will be issued in the amount of \$150.
20. \$300 rebates will be issued to applicants who provide documentation of qualified income, defined as total household income of less than or equal to 400% of current [Federal Poverty Guidelines](#).

Acceptable documentation includes **either** of the following:

- **Proof of enrollment in a public assistance program** such as
 - 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
 - Clipper Start
 - A copy of the first page of 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.)
 - Applicants should **omit social security numbers** when submitting tax documents.
 - Applicants who can be claimed as a dependent must provide qualifying proof of **total household income** to qualify for a \$300 rebate.
21. 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 full **pre-tax** purchase price. Applicants are responsible for paying sales tax.
 22. 511CC E-Bike 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. All incentives are final.



User Responsibilities

23. **USER RESPONSIBILITY:** Owners of e-bikes, conversion kits, and electric mopeds who receive a 511CC Rebate are responsible for knowing and following all laws regarding use of said devices. Rebate recipients independently select and purchase their own devices, assume all liability, and must agree to a disclaimer:
- **DISCLAIMER:** Owners of electric bikes, e-bike 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.
24. **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.
25. **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.
26. **PROGRAM CHANGES:** 511CC reserves the right to change, modify, or terminate the Program at any time without any liability except as expressly stated herein.

Funding

- ❖ Rebates will be paid by each of the 511 Contra Costa subregions according to applicants’ home addresses. (AMG staff, who manage the Central-East subregions, will process applications and invoice each sub regional office for rebates issued in those regions.)
- ❖ Participation goal: 500 rebates issued per calendar year
- ❖ Default Annual Usage Assumptions: 50,000 e-bike roundtrips per year (2 round trips, per 50 weeks, per bike [500 rebates])
- ❖ Average trip length: six miles, round trip = 300,000 VMT reduced
- ❖ Rebate Budget: \$100,000, with 50% awarded to participants with low incomes, could result in approximately 500 rebates/e-bikes (166 low-income \$300 rebates, 333 standard \$150 rebates).

Addressing Equity The yearly incentive budget will be divided within each subregion into two equal funding pots from which to draw the Standard \$150 Rebates and the Higher \$300 Rebates for low-income households.

Funding Source Rebate funding for the pilot program comes 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.