Public Notice

Request for Information and Listening Session with Stakeholders
On July 6, 2022 the Department of Energy and Environmental Protection (DEEP) issued a Request for Information (RFI) and will be holding a Listening Session for Stakeholders as follows:

Electric Bicycle (E-Bike) Program
Listening Session with Stakeholders
Thursday, July 21st from 1:00 PM-3:00 PM via Zoom

Here is the meeting information for the E-Bike Listening Session: Join Zoom Meeting https://ctdeep.zoom.us/j/82481221170

Meeting ID: 824 8122 1170
One tap mobile
+13017158592, 82481221170# US (Washington DC)
+13126266799,,82481221170# US (Chicago)

Dial by your location
+1 301 715 8592 US (Washington DC)
+1 646 876 9923 US (New York)
+1 669 900 6833 US (San Jose)
Meeting ID: 824 8122 1170
Find your local number: https://ctdeep.zoom.us/u/kdOJfY8vQc

Public Listening Session:
DEEP will hold a public listening session on Thursday, July 21st from 1:00 PM-3:00 PM via Zoom. Following brief introductory remarks by DEEP, stakeholders will be able to provide input and feedback on any issues related to the design of Connecticut’s E-bike rebate and/or voucher program. At the July 21st Listening Session, DEEP will ask stakeholders to comment on any of the 14 questions posed in the RFI questions listed below. DEEP requests that anyone wishing to speak to register in advance by July 15, 2022 with Walter Barozi at Walter.Barozi@ct.gov.
Summary:
On May 10, 2022, Governor Lamont signed Public Act (PA) 22-25 (Act), An Act Concerning the Connecticut Clean Air Act. Section 7 of the Act requires DEEP to establish and administer a program to provide rebates and/or vouchers to residents of the state who purchase an electric bicycle (E-bike)\(^1\). The Act requires the DEEP Commissioner, in consultation with the CHEAPR advisory board, to establish and revise, as necessary, maximum income eligibility for E-bike rebates and/or vouchers. Any such rebate and/or voucher must be at least five hundred dollars, designed to maximize the air quality benefits associated with the deployment of e-bikes and prioritize providing vouchers to residents of environmental justice (EJ) communities, residents having household incomes at or below three hundred percent of the federal poverty level, and residents who participate in certain state and federal assistance programs (LMI). The Act limits the manufacturer's base suggested retail price (MSRP) for eligible e-bikes of not more than three thousand dollars for the period of July 1, 2022 to June 30, 2027.

RFI Questions:
To inform its E-bike rebate and/or voucher program development efforts, as required by Section 7 of the Act, DEEP is seeking information on several questions. At the While any and all information and views are appreciated, DEEP encourages commenters to provide the following information:

1. What are the best practices from other E-bike incentive programs? Including, but not limited to:
   a. Application processes (both on-line and in-person),
   b. E-bike Applicability,
   c. E-Bike retailer selection and inclusion,
   d. Opt-in for customers to authorize contact by E-bike vendors,
   e. E-bike Incentive levels,
   f. LMI income verification, and
   g. Participant surveys.

2. How should DEEP determine the air quality benefit from program participation?

3. How many manufacturers produce E-bikes with a base MSRP of $3,000 or less? Please include contact information, if available.

4. How many E-bike retailers are there in Connecticut? Please include contact information, if available.

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\(^1\) An E-bike is as defined in section 14-1(31) of the Connecticut General Statutes, as a bicycle equipped with operable foot pedals and an electric motor of fewer than seven hundred fifty watts of power that is either a class 1, class 2 or class 3 bicycle (e.g., maximum speed of 28 miles per hour). An E-bike does not include a dirt bike or an all-terrain vehicle.
(5) How many E-bike retailers are there in on-line? Please include contact information, if available.

(6) What is the industry standard E-bike warranty?

(7) What is the best industry E-bike warranty?

(8) What other E-bike customer experiences should DEEP take into account? (e.g., return policy? Battery reuse or recycling programs)

(9) How often are E-bike purchases financed?

(10) How should DEEP define “maximum income eligibility” for e-bikes?

(11) Should DEEP seek to protect LMI participants from unfair or abusive finance terms? If so, how should DEEP do this?

(12) If DEEP utilizes a voucher program, what length of time should be selected for the voucher expiration date?

(13) How should vouchers be authenticated?

(14) What other data/information would inform the development of an E-bike incentive program?

Other questions:
Please provide any other comments or suggestions that may assist DEEP in developing and implementing a E-bike incentive program in Connecticut.

Deadline:
DEEP will accept information, views and responses on the RFI questions until 5:00 PM on July 27, 2022. Answers should be emailed to DEEP.mobilesources@ct.gov with the subject “Response to E-Bike Request for Information”.

Contact for Further Information:
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