

## **Request for Information (RFI)**

### **Electric Bicycle (E-Bike) Program**

**July 6, 2022**

#### **Action:**

Interested parties to this Request for Information (RFI) are invited to respond to any of the questions in this document, which is being issued by the Connecticut Department of Energy and Environmental Protection (DEEP) for the development of an electric bicycle rebate and/or voucher program.

#### **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)<sup>1</sup>. 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.

#### **Purpose:**

To inform its E-bike rebate and/or voucher program development efforts as required by Section 7 of the Act, DEEP is issuing this RFI to obtain data and feedback necessary to design and implement an E-bike rebate and/or voucher program. The E-bike rebate and/or voucher program must maximize the air quality benefits, associated with the deployment of E-bikes, and prioritize providing rebates and/or vouchers to residents of EJ communities and LMI residents of Connecticut. DEEP also seeks to identify any additional burdens or other barriers to the

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<sup>1</sup> 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.

implementation of an E-bike program that meets the requirements of the Act. In general, this RFI is intended to solicit information on:

- (1) Potential opportunities and challenges for implementing an E-bike program;
- (2) Best practices from other E-bike incentive programs;
- (3) Suggestions on how DEEP can identify and prioritize EJ communities and LMI individuals/households;
- (4) How an E-bike program can maximize the air quality benefits with a focus on EJ communities and LMI individuals/households;
- (5) Public and private partners that may aid in implementation of an E-bike program; and
- (6) Any other information that may assist DEEP in this effort.

## **Connecticut Air Quality and Impacts of Mobile Sources on Health and Environmental Effects:**

Connecticut fails to meet both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). EPA is in the process of reclassifying Connecticut as being in “severe” non-attainment for the 2008 ozone standard in Fairfield, New Haven and Middlesex counties. The [2018 Connecticut GHG Emissions Inventory](#), issued by DEEP in 2021, determined that Connecticut is not on track to meet its 2030 and 2050 Global Warming Solution Act targets and must reduce transportation emissions by roughly one-third in this decade. The transportation sector is responsible for over 67% of nitrogen oxide (NOx) emissions, an ozone-related precursor, in Connecticut and is the single largest sector contributing to greenhouse gas (GHG) emissions. Failing to meet the health-based standards for ozone has subjected generations of Connecticut residents to adverse health and economic impacts. Connecticut cities frequently rate as some of the most challenging to live in for people with asthma. To attain the ozone standards, Connecticut needs significant emission reductions from the transportation sector. The State must reduce GHG emissions from the transportation sector to achieve Connecticut’s economy-wide GHG reduction targets of at least 45 percent below 2001 levels by 2030, and 80 percent below 2001 levels by 2050, as required by section 22a-200a of the Connecticut General Statutes.

## **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. While any 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.
- (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.

### **Comment Period:**

DEEP will accept comment on this RFI until July 27, 2022 at 5:00PM. Comments should be emailed to [DEEP.mobilesources@ct.gov](mailto:DEEP.mobilesources@ct.gov) with the subject “*Response to E-Bike Request for Information*”.

## **Confidentiality:**

If a Respondent wishes to submit commercially sensitive or financial information to the Department that is of a confidential nature, please recognize that the Connecticut Freedom of Information Act governs the public's access to information. This law generally requires the disclosure of documents in the possession of the State upon request of any citizen, unless the documents are specifically exempt from disclosure. An example of an exemption is a "trade secret" as defined by section 1-210(b)(5) of the Connecticut General Statutes. Information claimed as confidential must be isolated from other material in the Respondent's submission and labeled "CONFIDENTIAL." Respondents must also provide the legal basis for a confidentiality claim, describe what efforts have been taken to keep the information confidential, and provide whether the information sought to be protected has an independent economic value by not being readily known in the industry. With your legal support and reasonable justification for confidentiality as described herein, the Department is better equipped to safeguard your confidential information should it become the subject of a Connecticut Freedom of Information Act inquiry.

## **Public Listening Session:**

DEEP staff will hold a public listening session on Thursday, July 21<sup>st</sup> from 1:00 PM-3:00 PM via Zoom. At the listening session, DEEP will provide brief introductory remarks and look to hear from stakeholders on recommendations and views related to the design of Connecticut's E-bike rebate and/or voucher program. DEEP requests interested persons to contact [Walter.Barozzi@ct.gov](mailto:Walter.Barozzi@ct.gov) by July 15<sup>th</sup> to reserve time to speak at the listening session.

### Zoom Meeting Info:

<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)

+1 312 626 6799 US (Chicago)

+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>

## **Contact for Further Information:**

Walter Barozzi

Department of Energy and Environmental Protection

Mobile Sources Group

[Walter.Barozzi@ct.gov](mailto:Walter.Barozzi@ct.gov)

## Website

DEEP has launched a website with all of information included within this notice, which can be found at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/Electric-Bicycles>

