

Connecticut eBike Program

Annual Report

10/31/2023

Janet Bowers, Transparency & Insights



Center for
Sustainable
Energy®

About CSE

Mission-driven national nonprofit

Center for Sustainable Energy® (CSE) is a national nonprofit that accelerates adoption of clean transportation and distributed energy through effective and equitable program design and administration.

- Administer cutting-edge programs valued at over \$4 billion for governments, utilities and the private sector across the U.S.
- Leader in data-driven incentive program design and administration, for:
 - Electric vehicle and EV charging incentive programs
 - Renewable energy incentive programs (solar and storage)
- Headquartered in San Diego with more than 250 employees across the nation

Objective and trusted

- Governments, utilities and the private sector trust CSE for its data-driven and software-enabled approach, deep domain expertise and customer-focused team.
- CSE's fee-for-service business model frees it from the influence of shareholders, members and donors, and ensures its independence.
- CSE's data and insights have informed policy at the local, state and federal level.

One mission —

DECARBONIZE.®

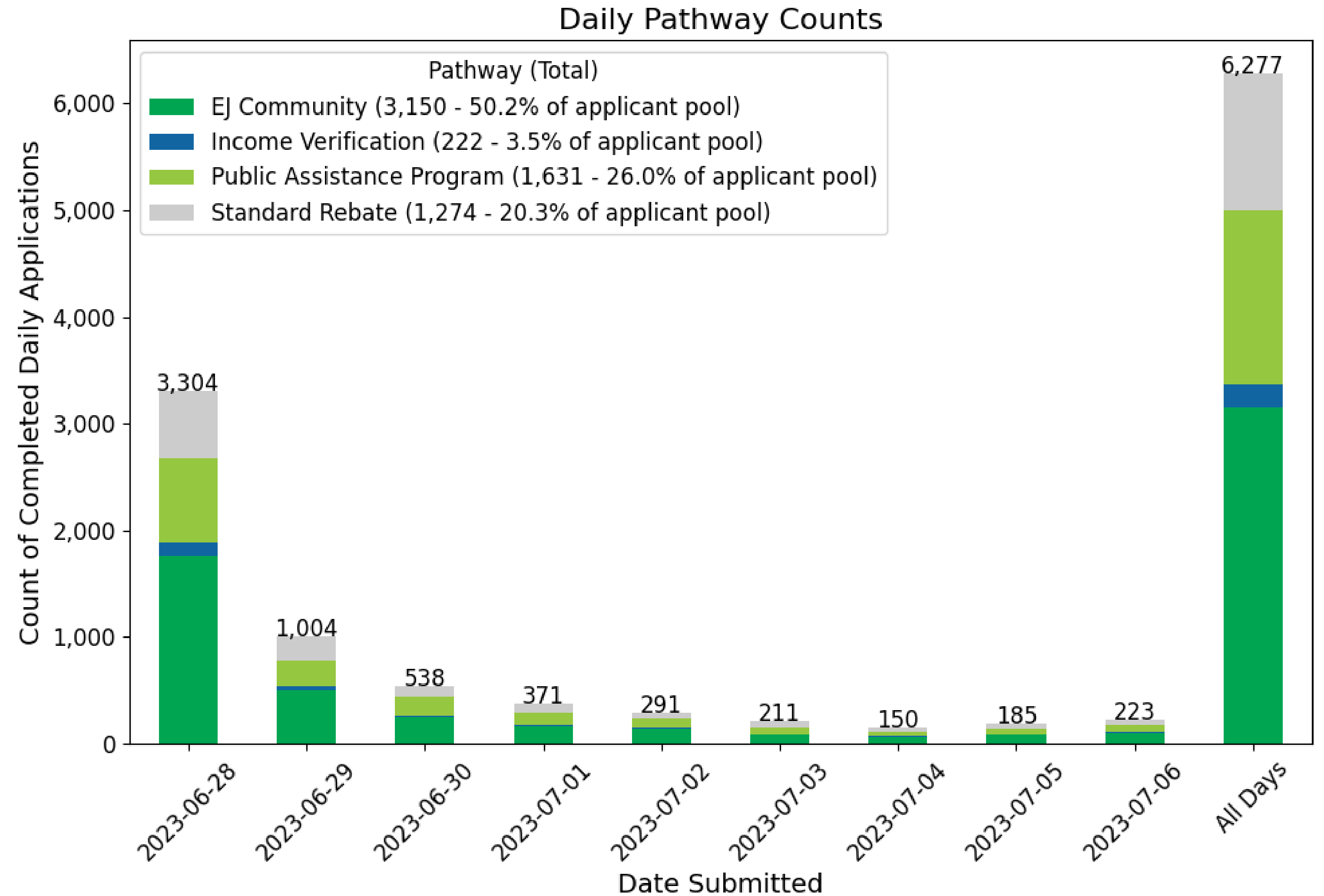
Our vision is a future with sustainable, equitable and resilient transportation, buildings and communities.



Center for
Sustainable
Energy®

Part 1: Application Data

Distribution by Eligibility Pathway for first 10 days of program

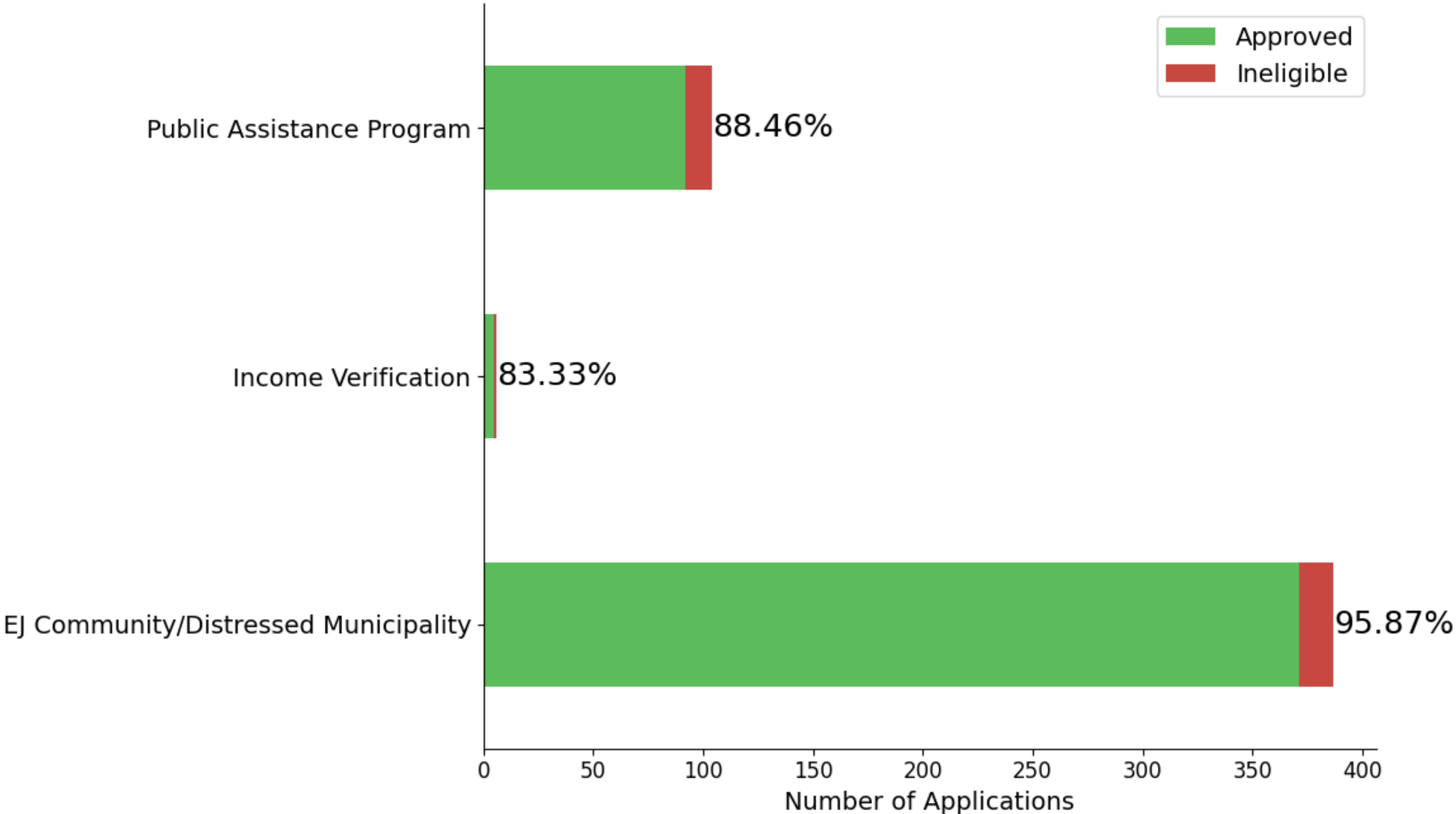


Program Application and Acceptance Statistics

Voucher+ Type	Approved	Cancelled	Ineligible	All
EJ Community/Distressed Municipality	371	1	16	388
Income Verification	5	0	1	6
Public Assistance Program	92	0	12	104
Cancelled	0	5,775	2	0
All	468	5,776	31	6,275

Program Approval Rates by Qualification Pathway

- All voucher recipients were approved through one of the three eligibility pathways
- The most-often used pathway was EJ community (over 350 applications), with 96% approval.

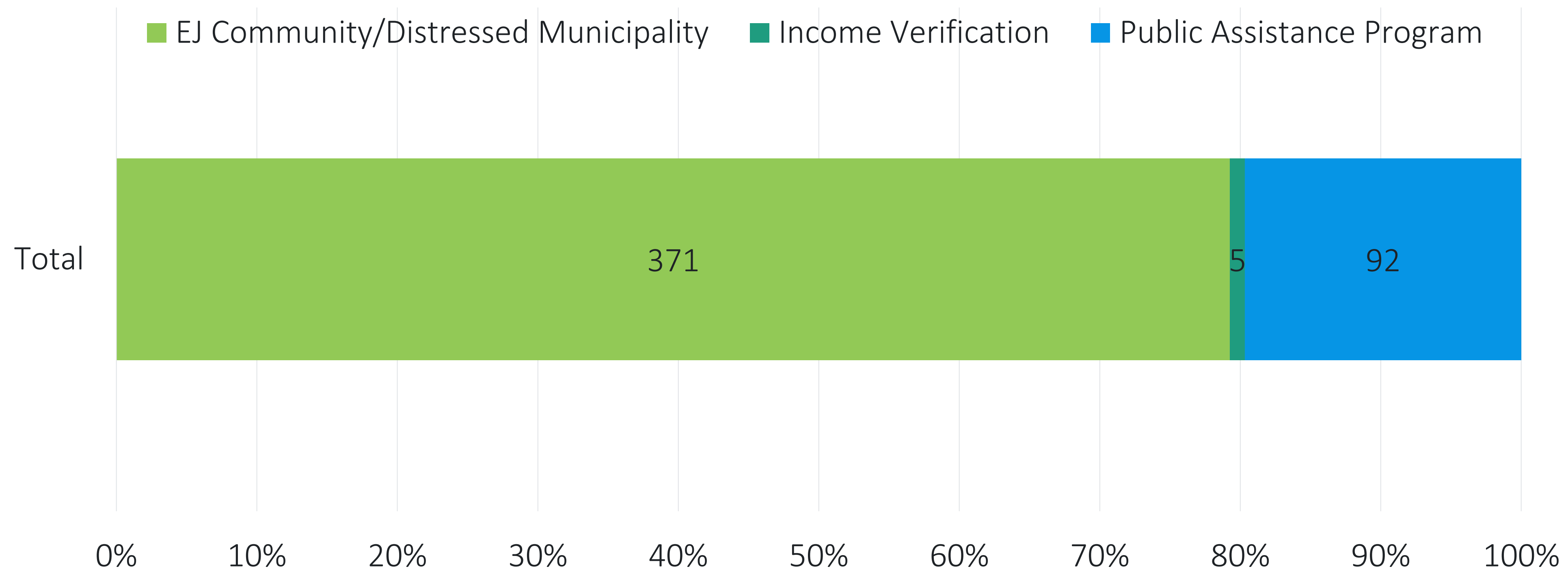


Count of Voucher+ Applications Directed to Same Address

Voucher+ Type	EJ Community/Distressed Municipality	Income Verification	Public Assistance Program	Total
apps/HH Category				
1 app/HH	287	5	88	380
2 apps/HH	74	0	4	78
3 apps/HH	6	0	0	6
4 apps/HH	4	0	0	4
More than 4 per HH	0	0	0	0
Total	371	5	92	468

Note: HH stands for Household; 2 apps/HH indicates two Voucher+ records were issued to an address.

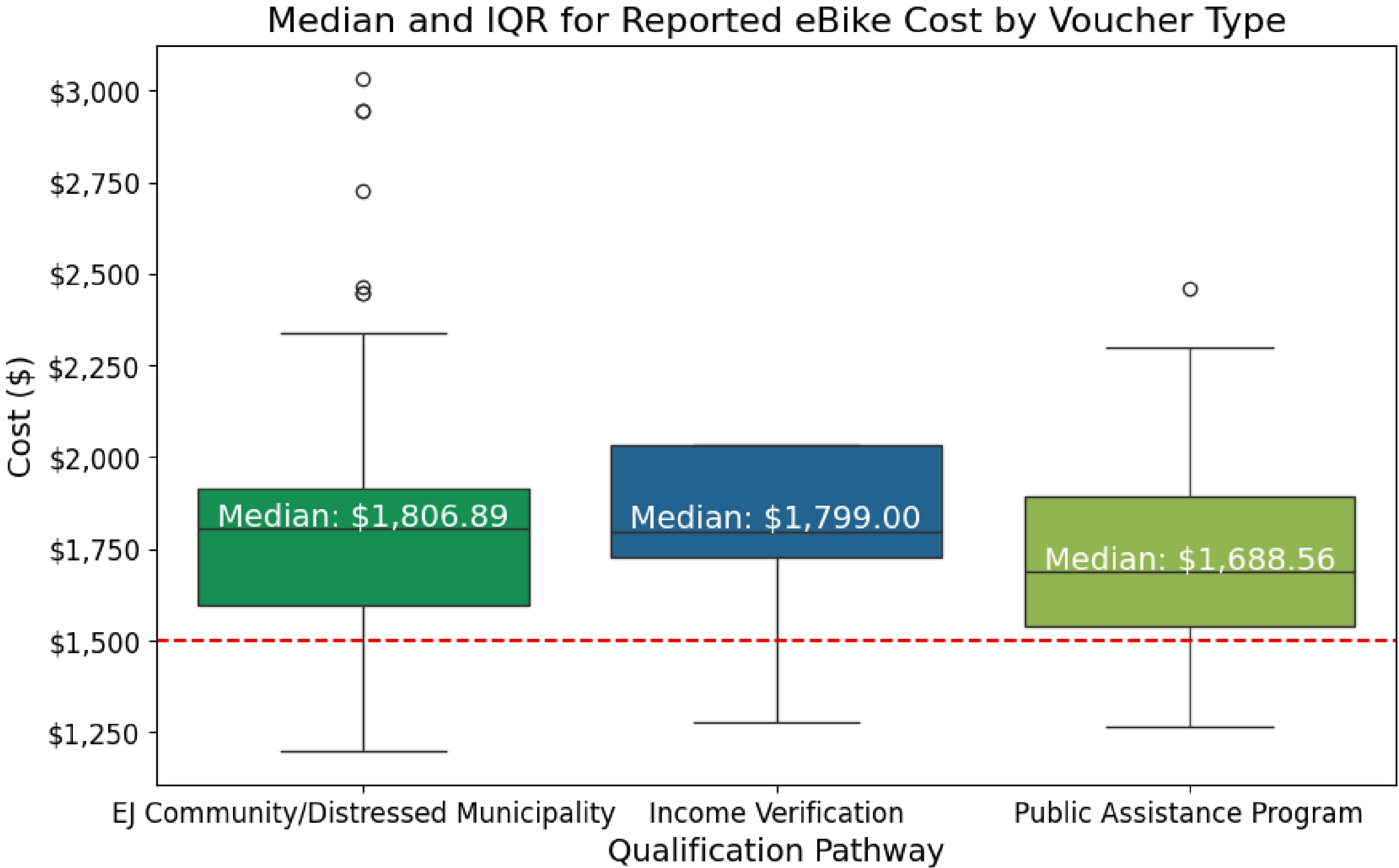
Program Composition by Eligibility Pathway



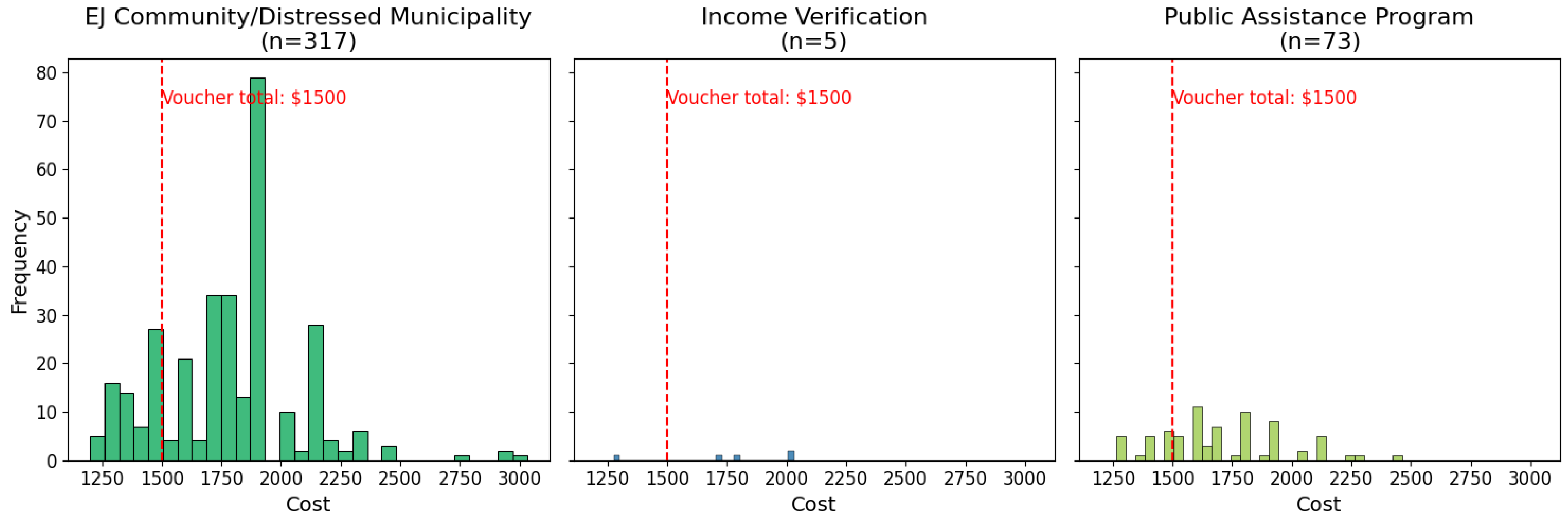
Part 2: Point of Sale Data

Range of eBike Prices Paid By Qualification Pathway

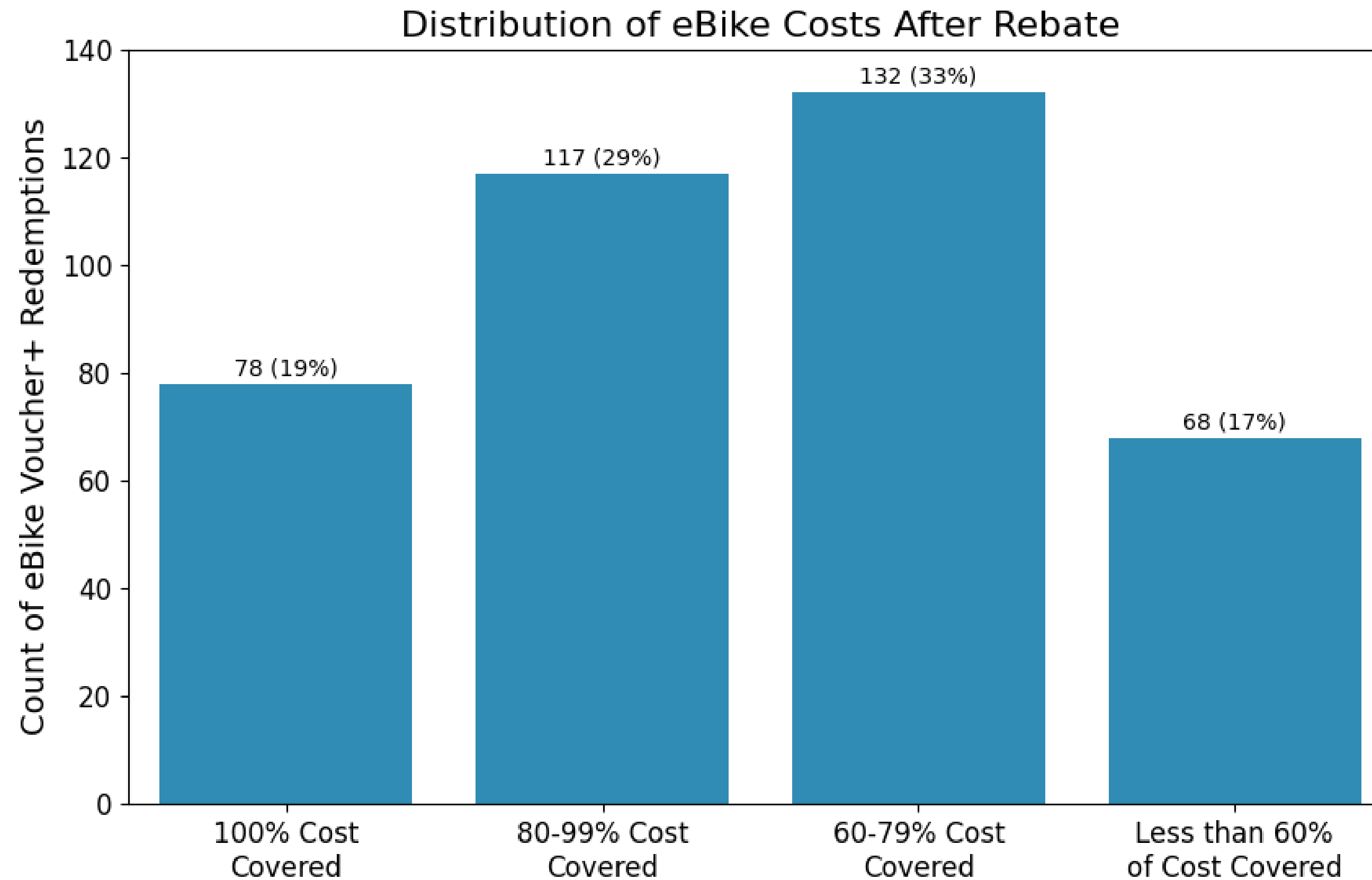
- Data indicates that applicants who are part of a Public Assistance Program paid a slightly lower median price per eBike than those in the other two categories.
- All three median prices were slightly above the \$1500 rebate (although prices reported include taxes and any other accessories)



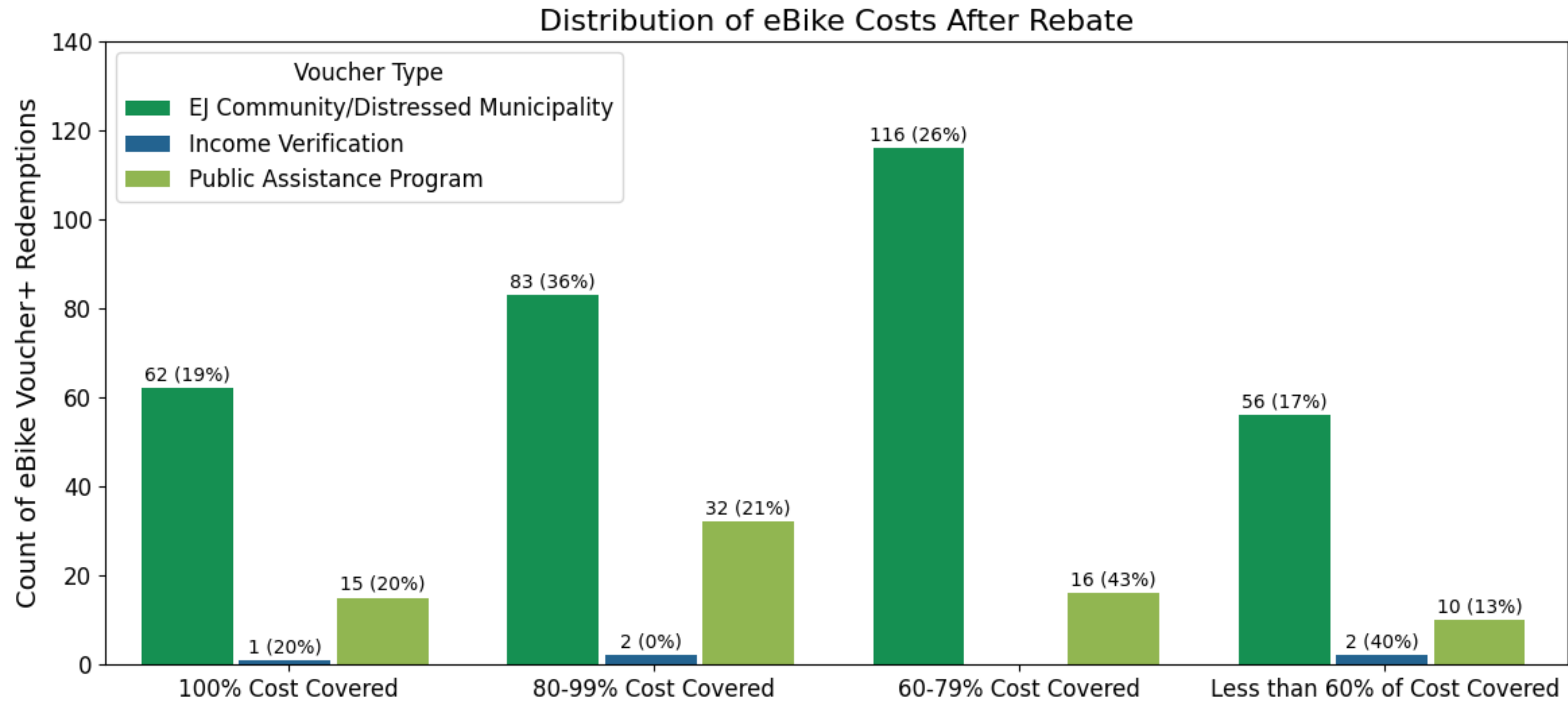
What was Distribution of Prices Paid by Eligibility pathway?



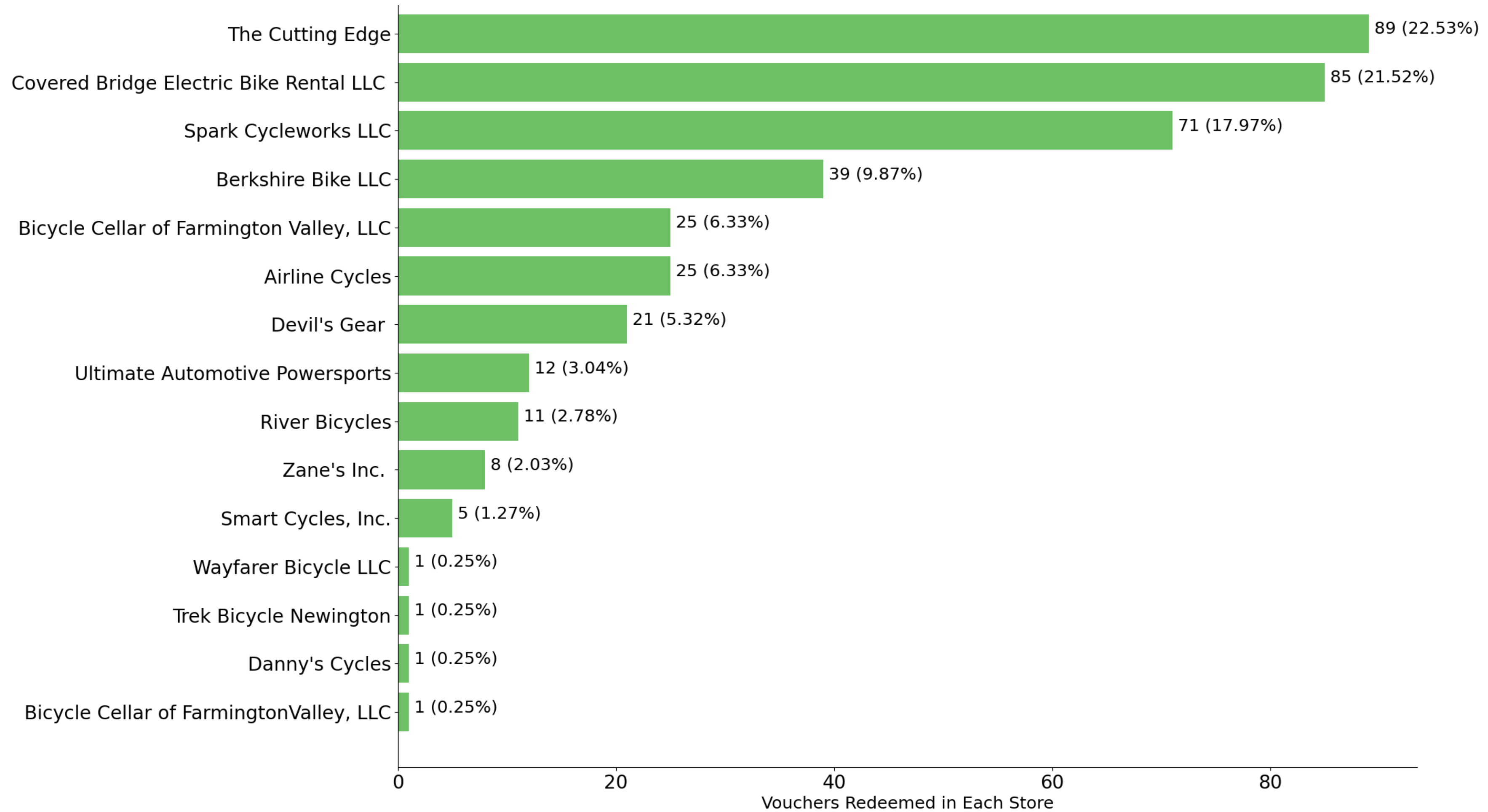
What Percent of Recipients Purchased eBikes costing less than \$1500?



Percentage of eBikes Costing Less Than \$1500 by Pathway

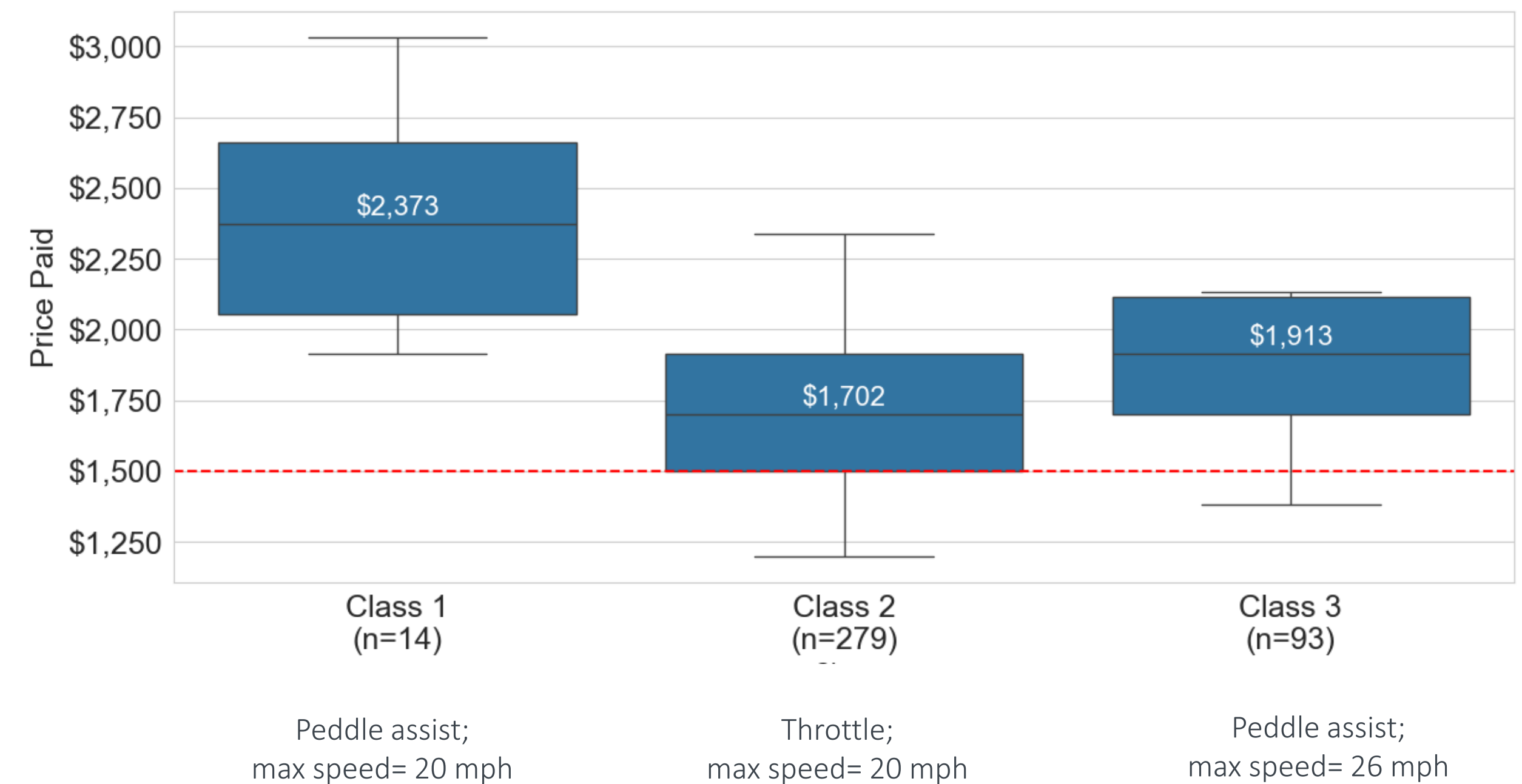


eBike Retailer Participation Rates



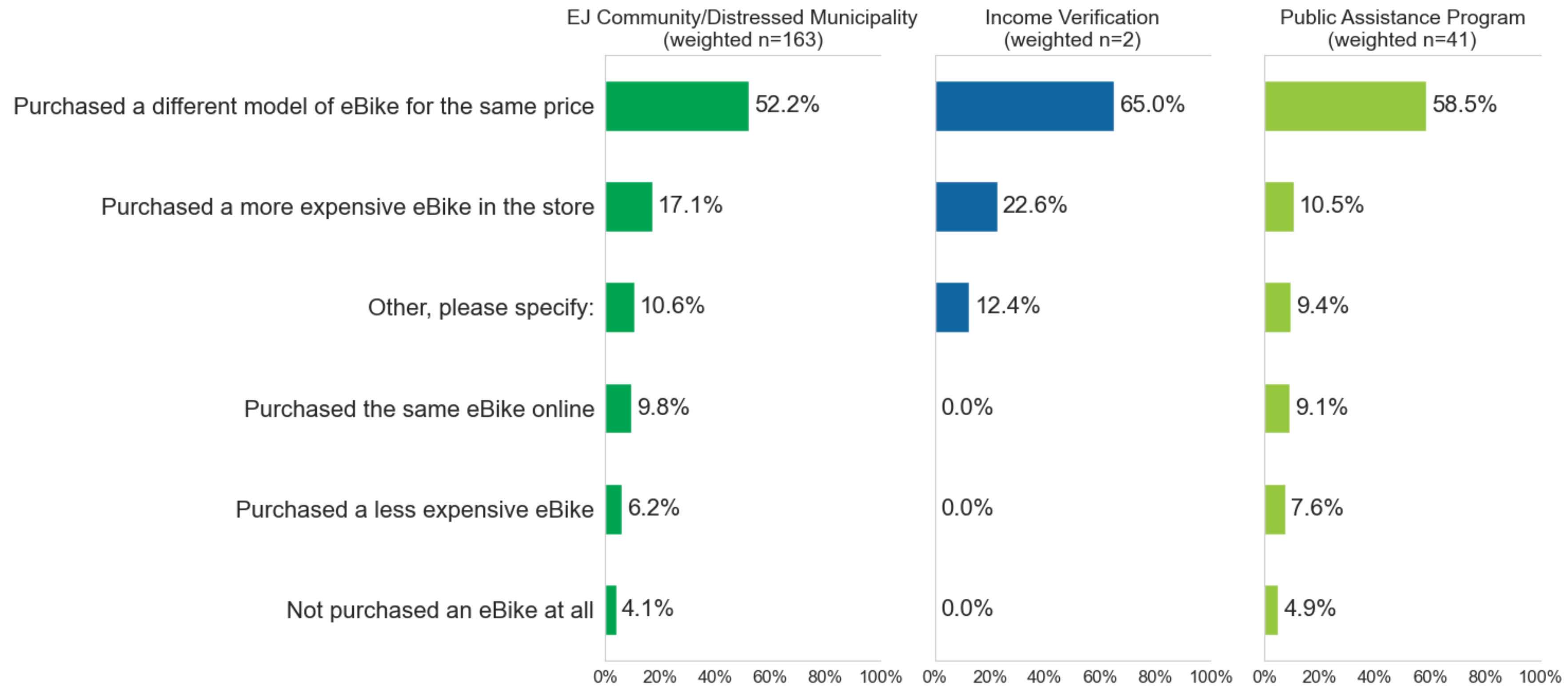
Range of Prices Paid By eBike Class

- The lowest median price was Class 2: throttle up to max speed of 20 mph.
- Approximately 25% of the bikes purchased in this class fell under the \$1500 voucher amount.
- A few bikes Class 3 bikes were also purchased for under \$1,500.

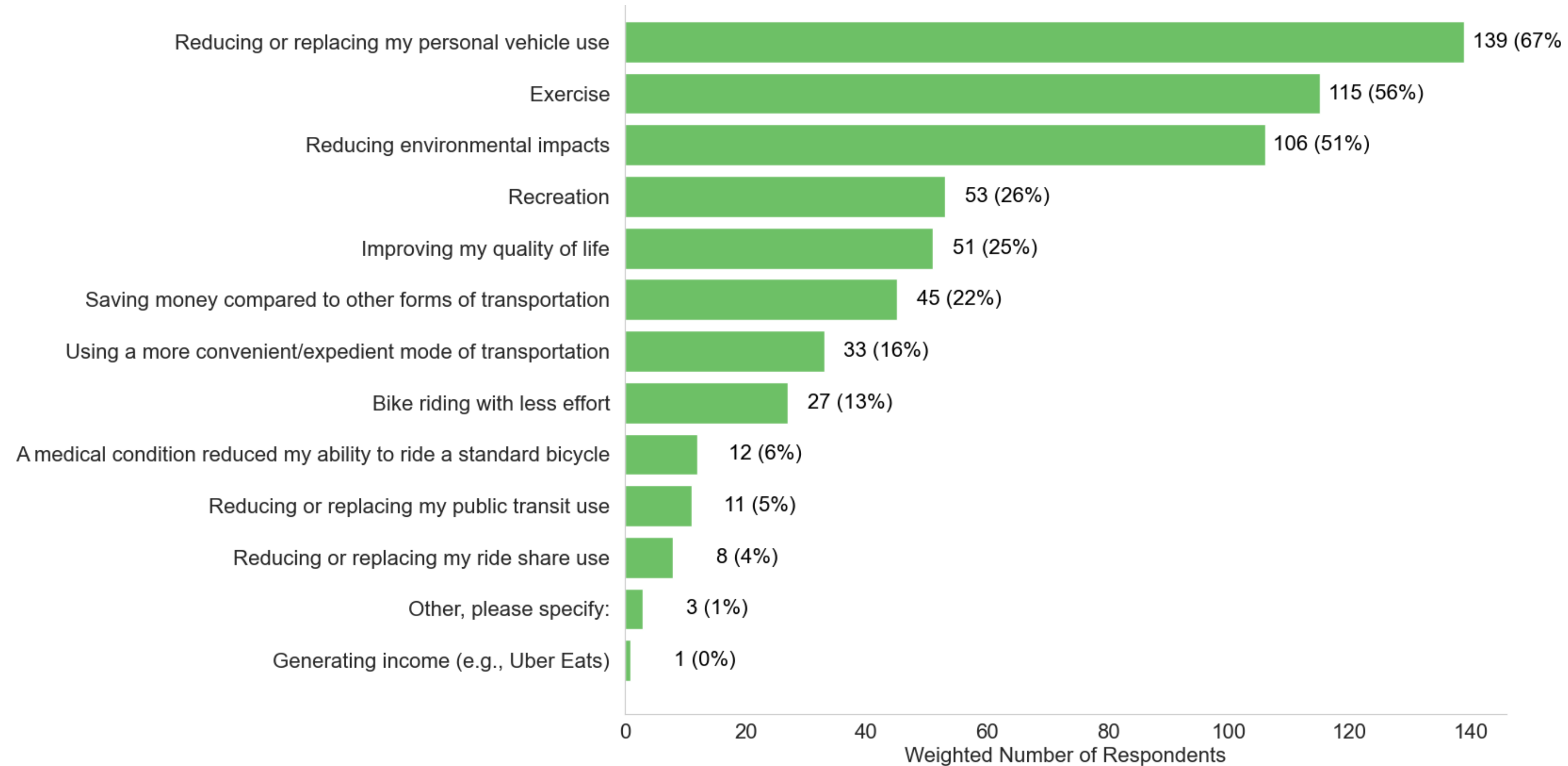


Part 3: Survey Data

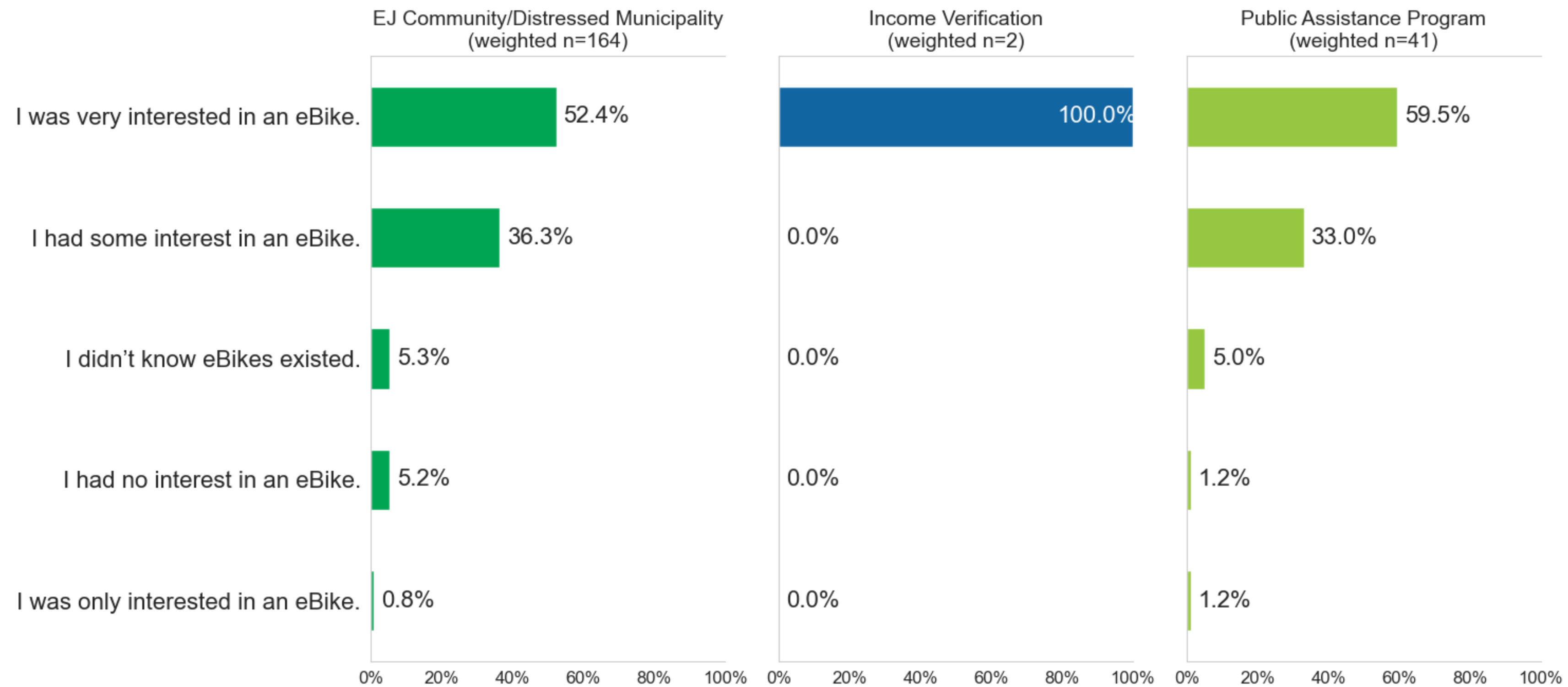
If your incentivized eBike was not available to purchase *in store*, what would you have done?



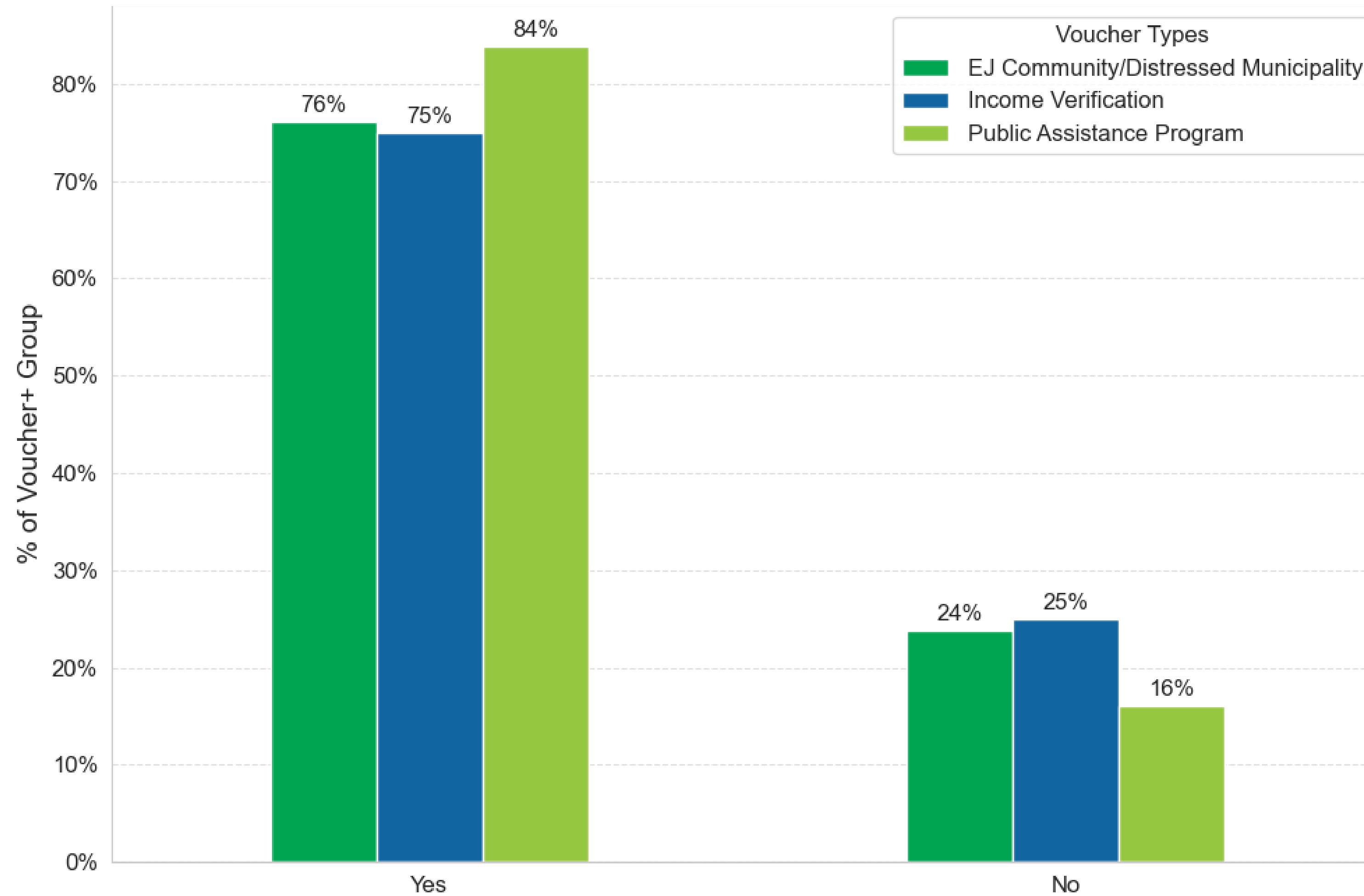
What are your top three reasons for purchasing an eBike?



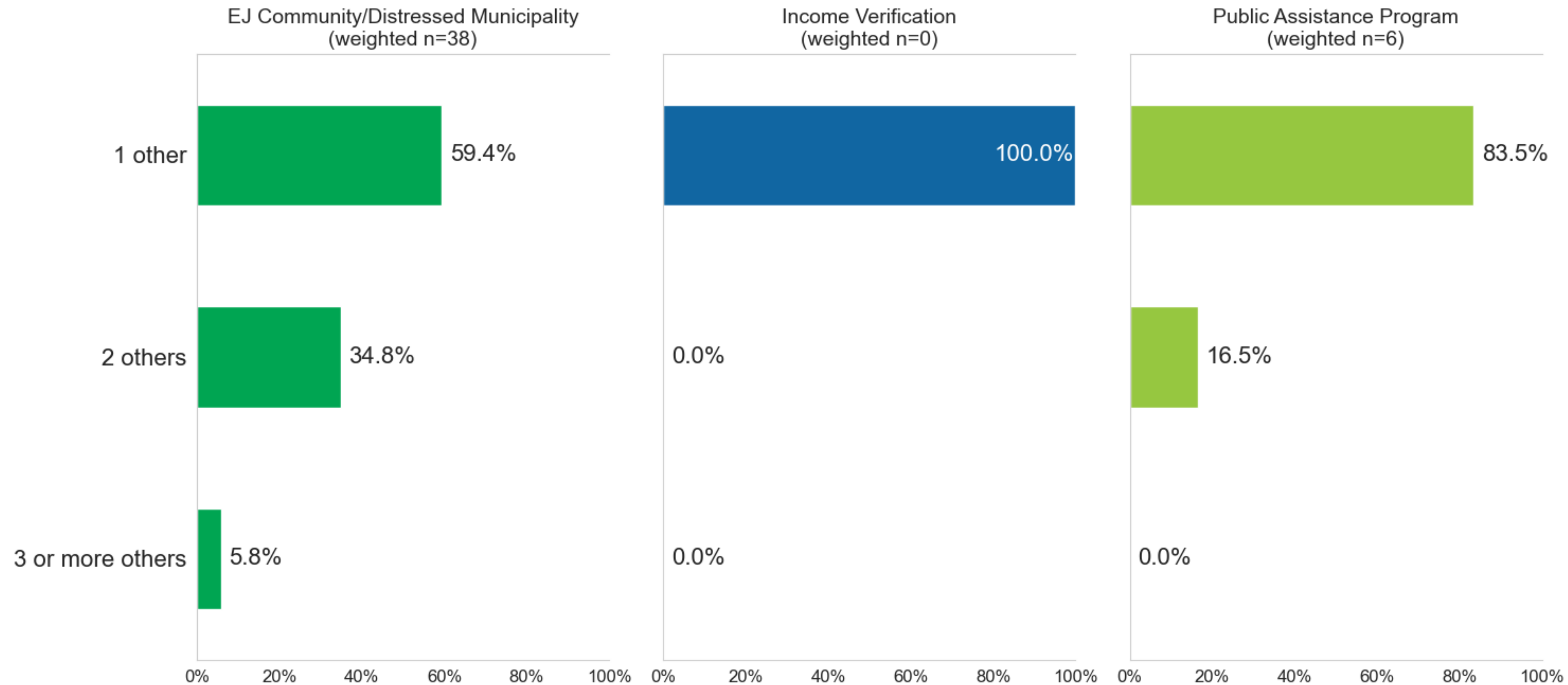
At the start of your bike search, which of the following statements best reflects your interest in purchasing an eBike?



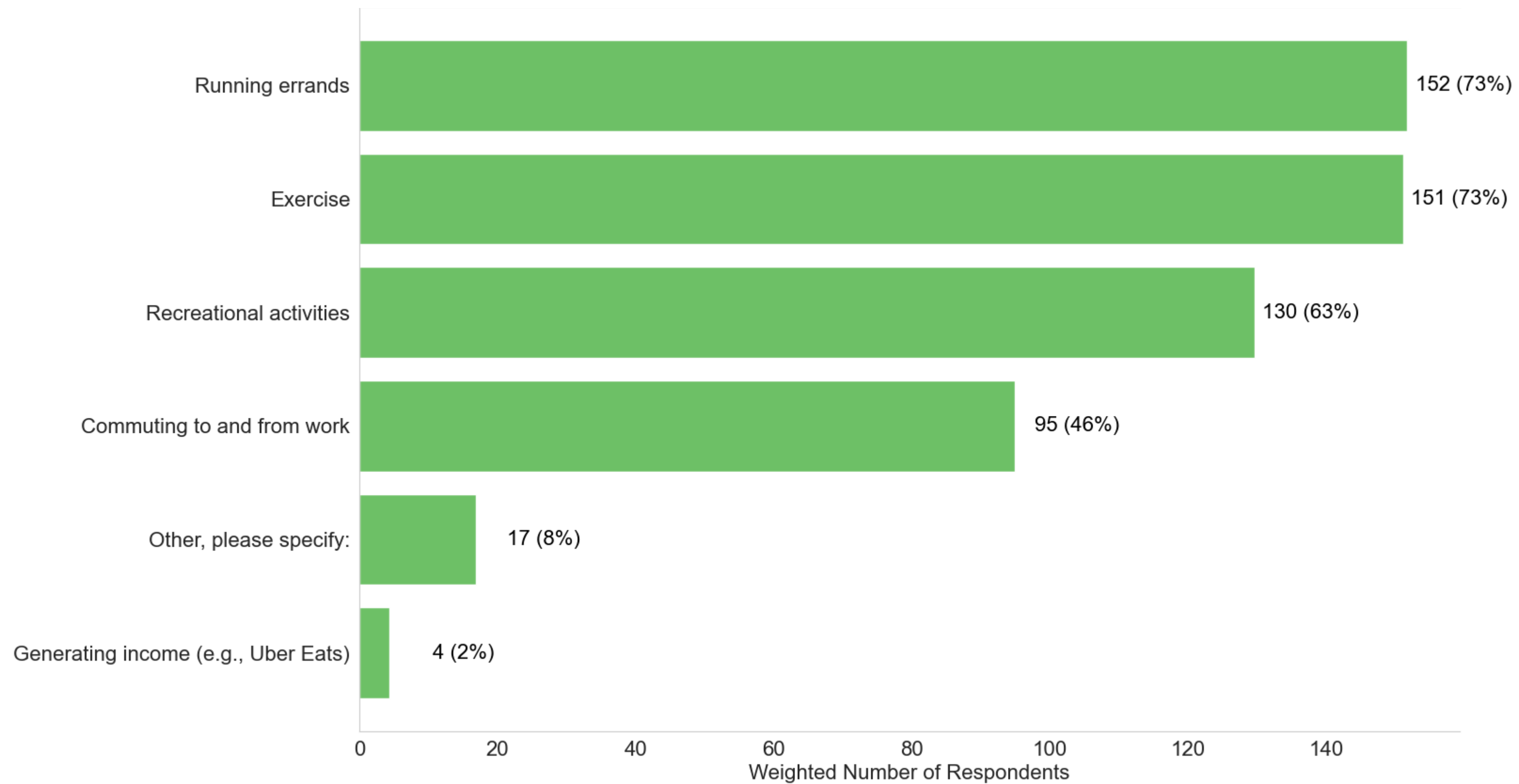
Is this the first eBike you have owned?



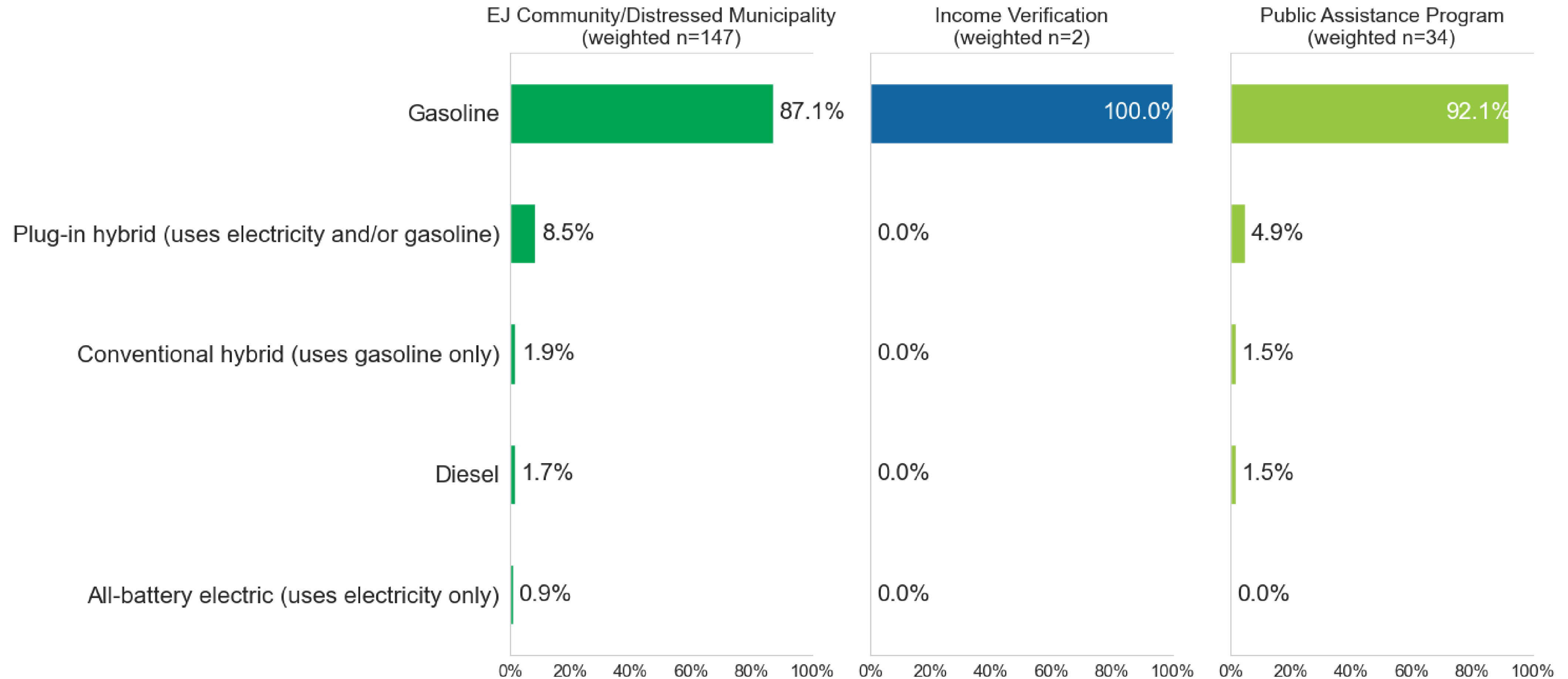
If this is not the first eBike your family has owned, how many eBikes had your family previously owned?



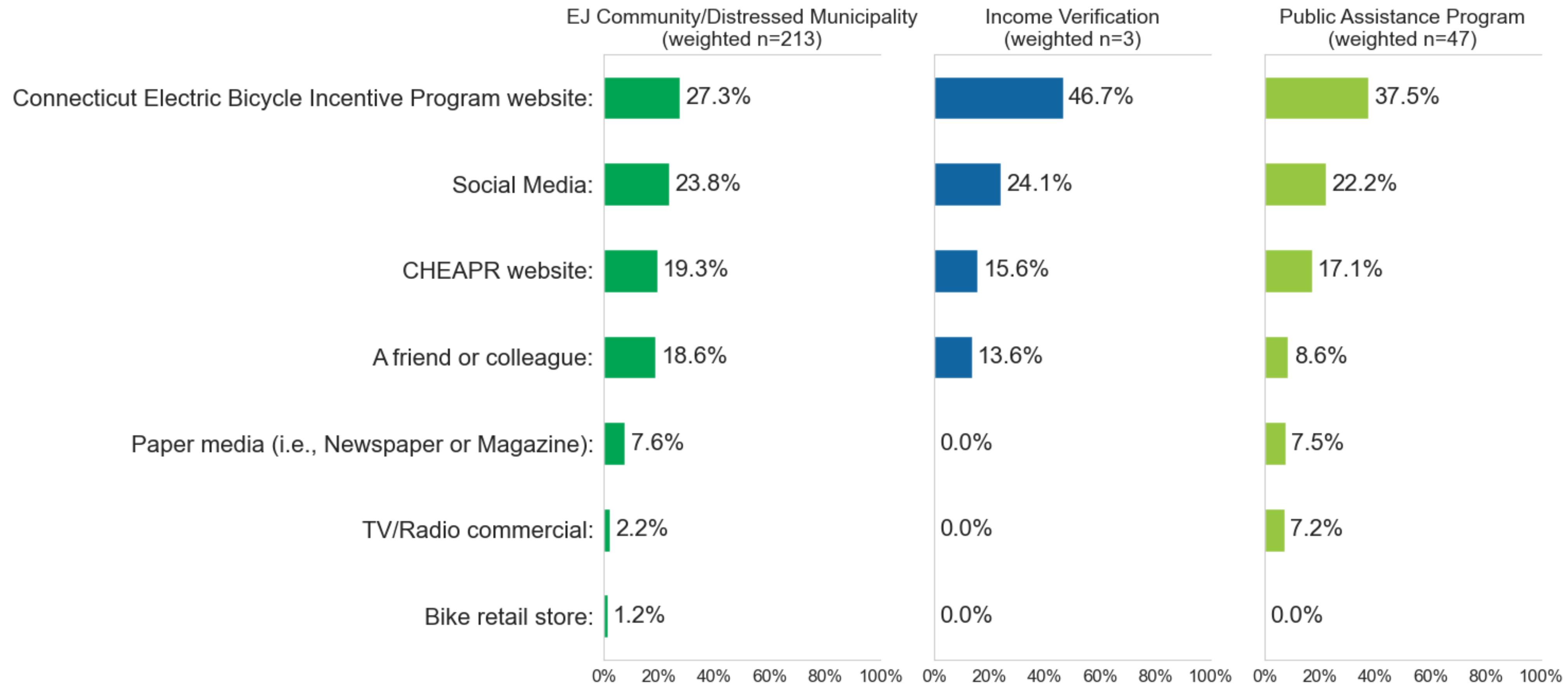
What are your top three USES for your eBike?



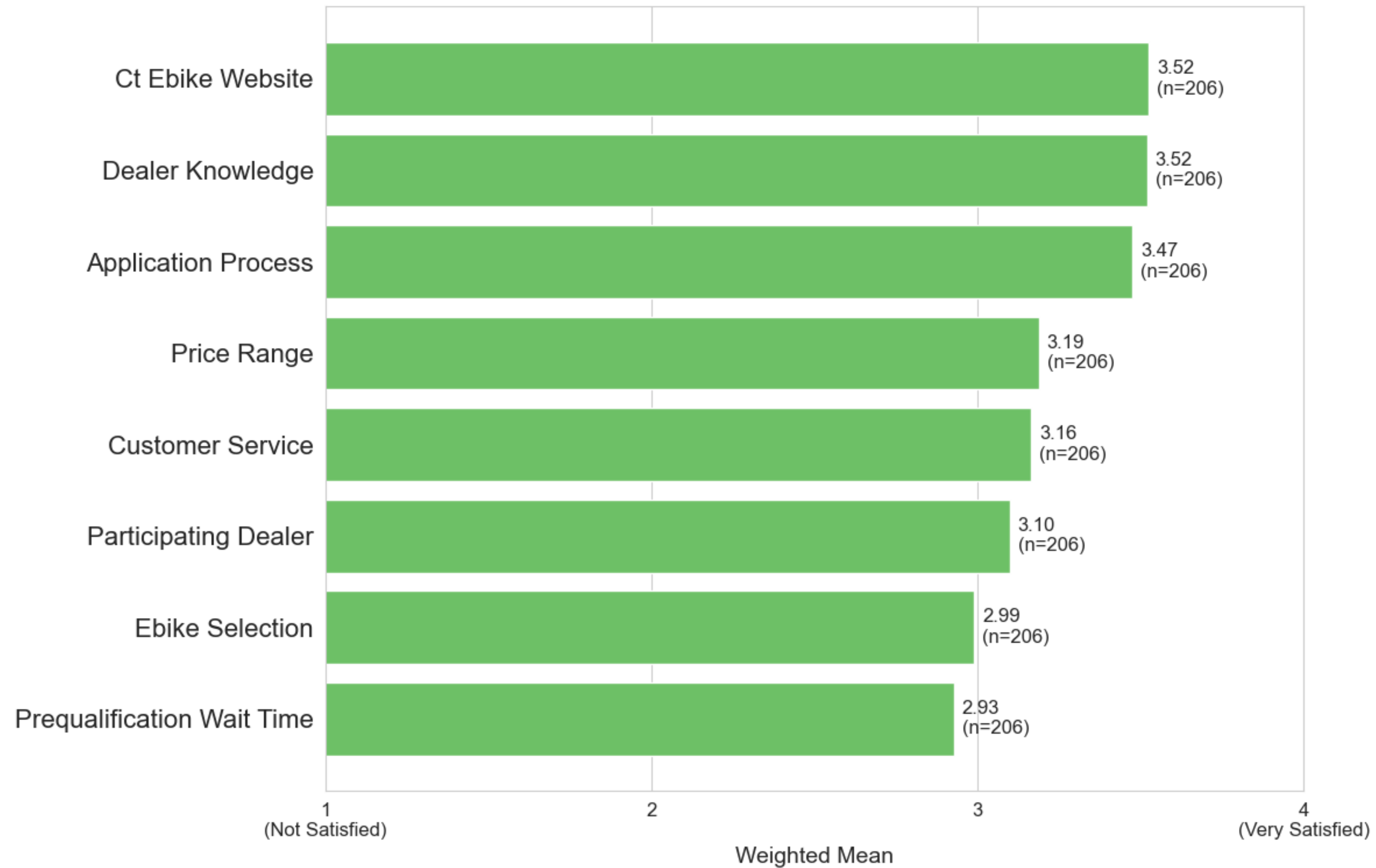
What type of vehicle would you have been driving if you didn't get the eBike?



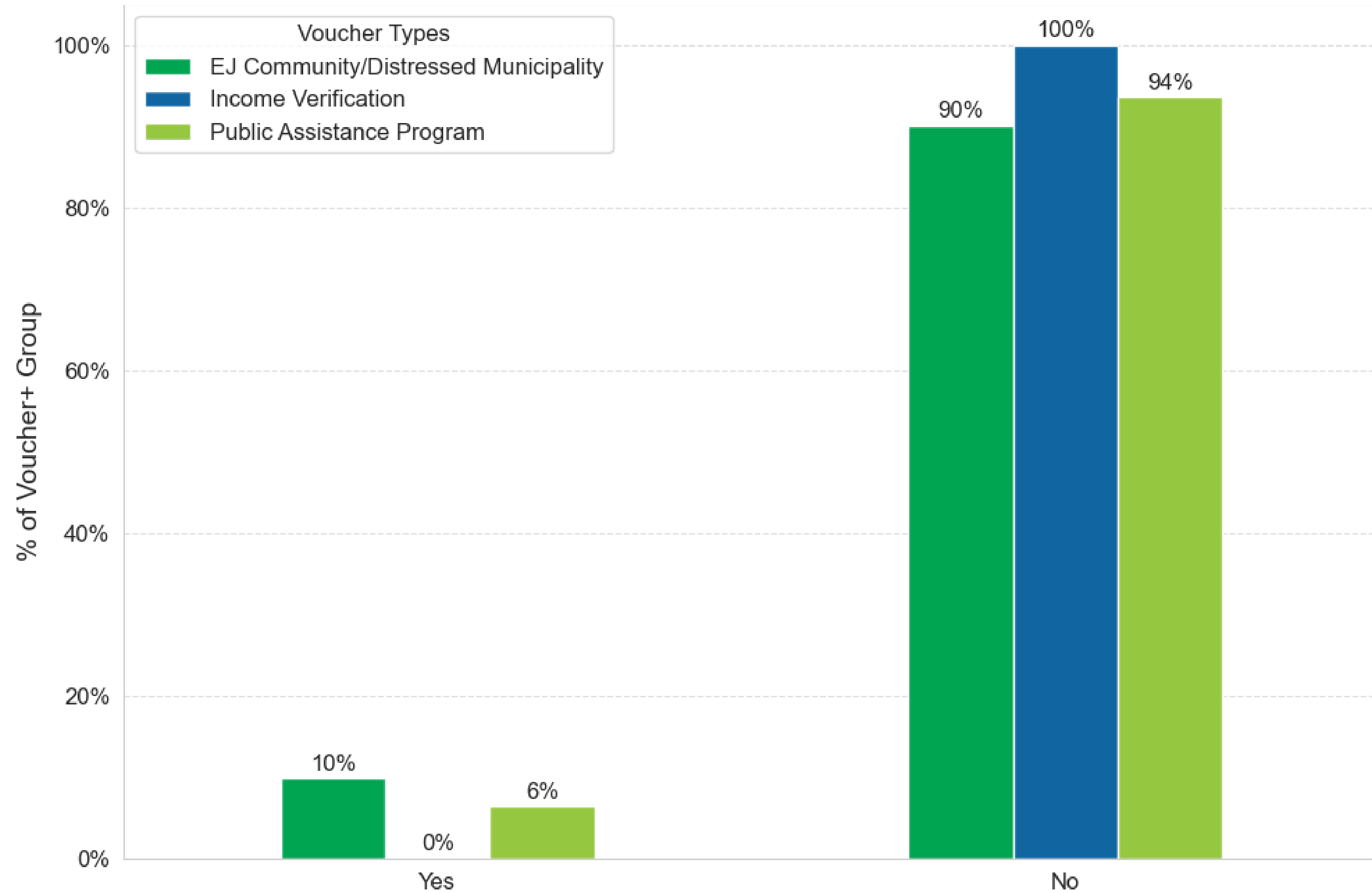
How did you hear about the CT eBike program?



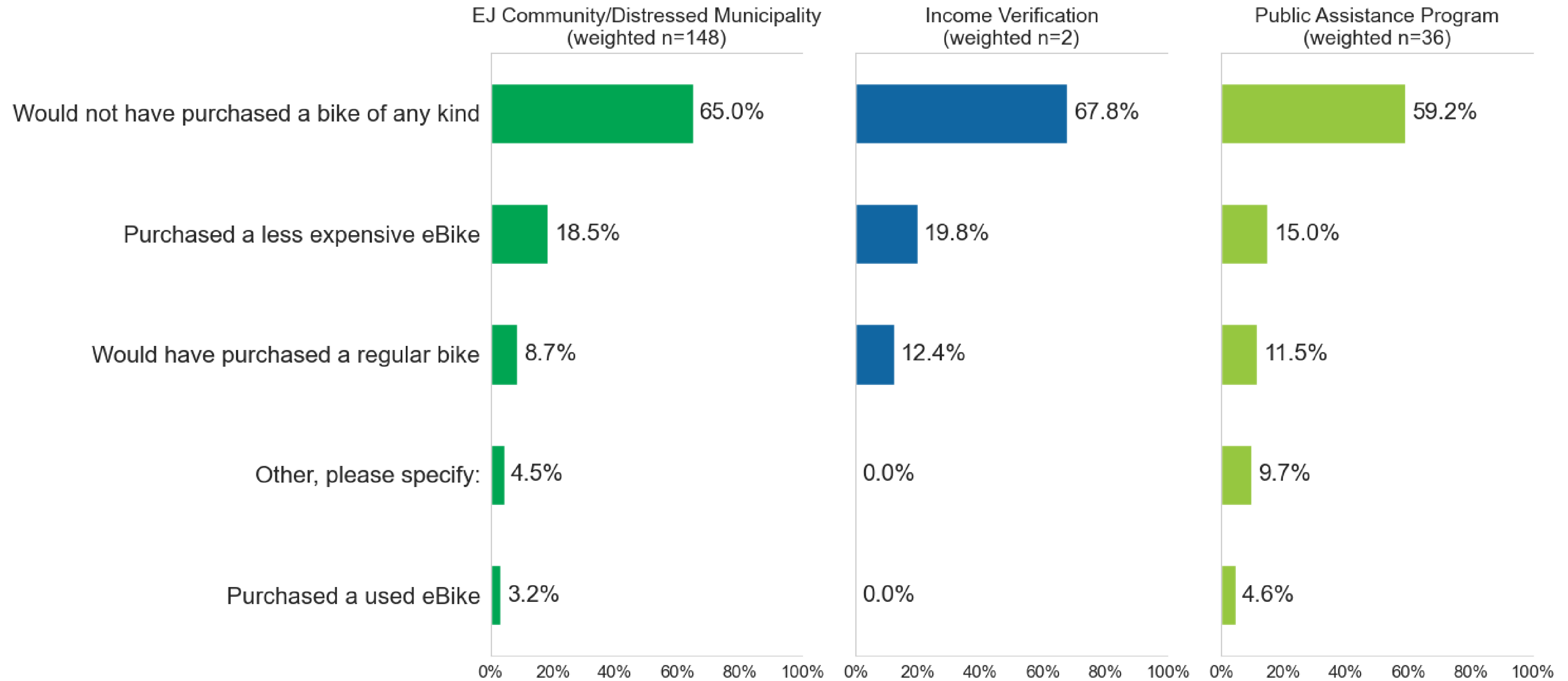
How satisfied were you with each part of the program?



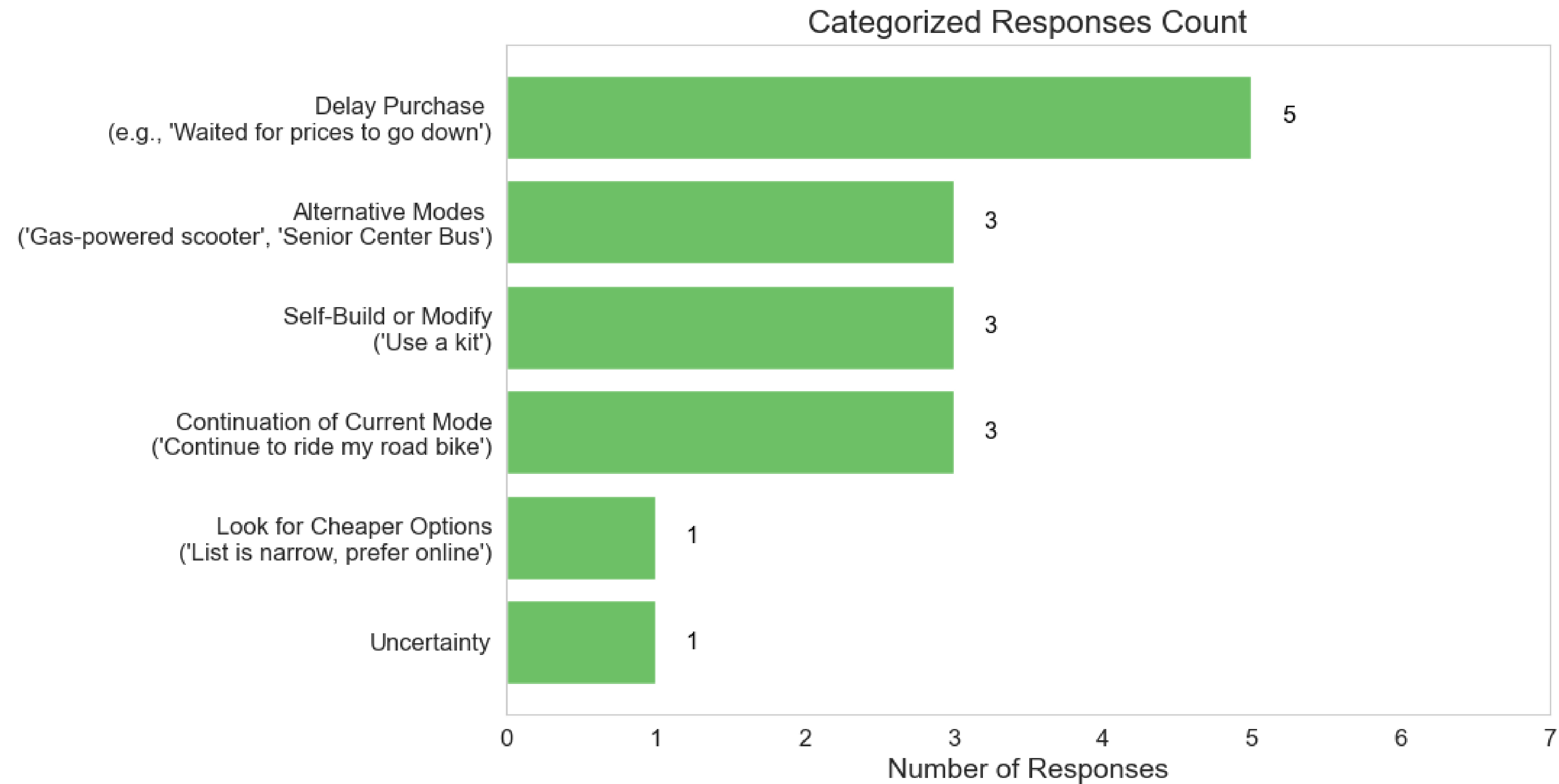
Would you have purchased your eBike without the CT eBike incentive?



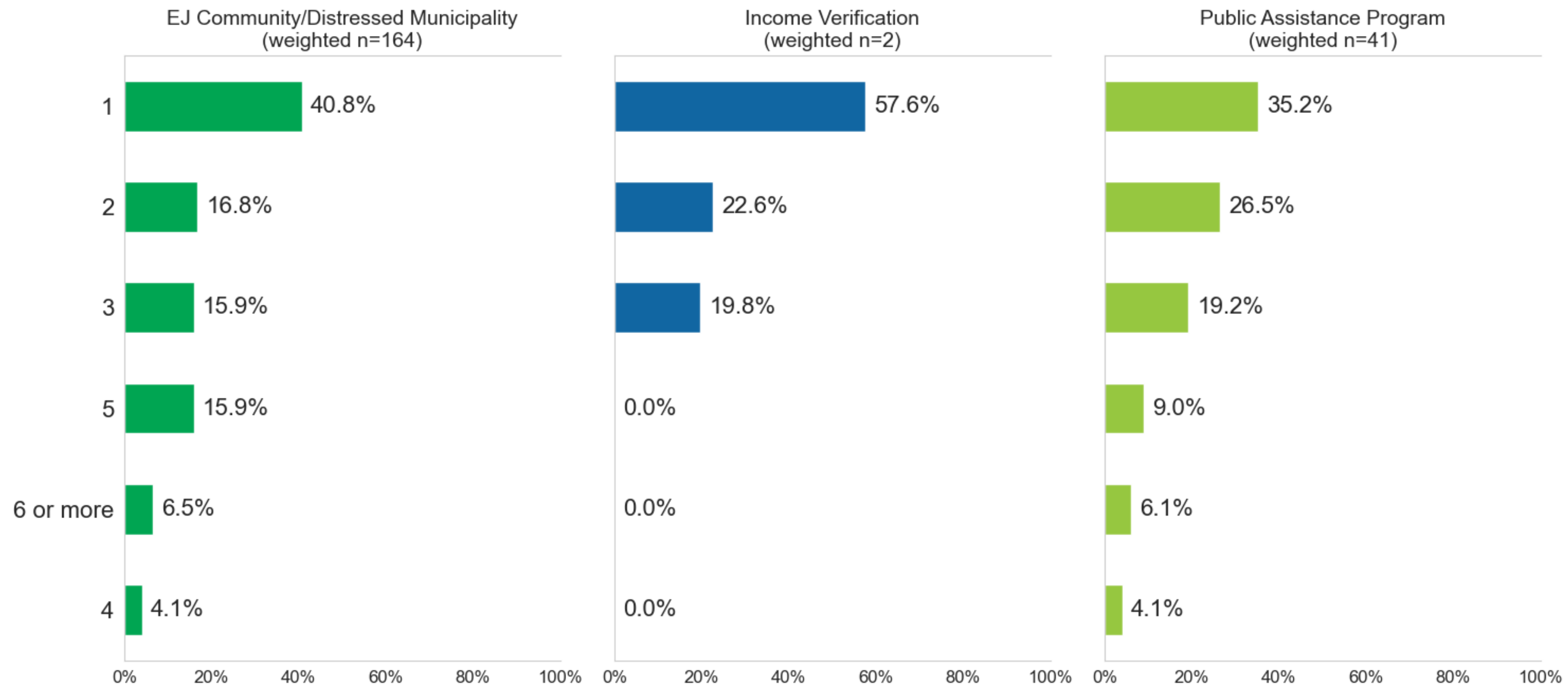
If the CT eBike incentive did not exist for your eBike, what do you think you would have done?



Responses for “Other”: What would you have done if the incentive was not available?

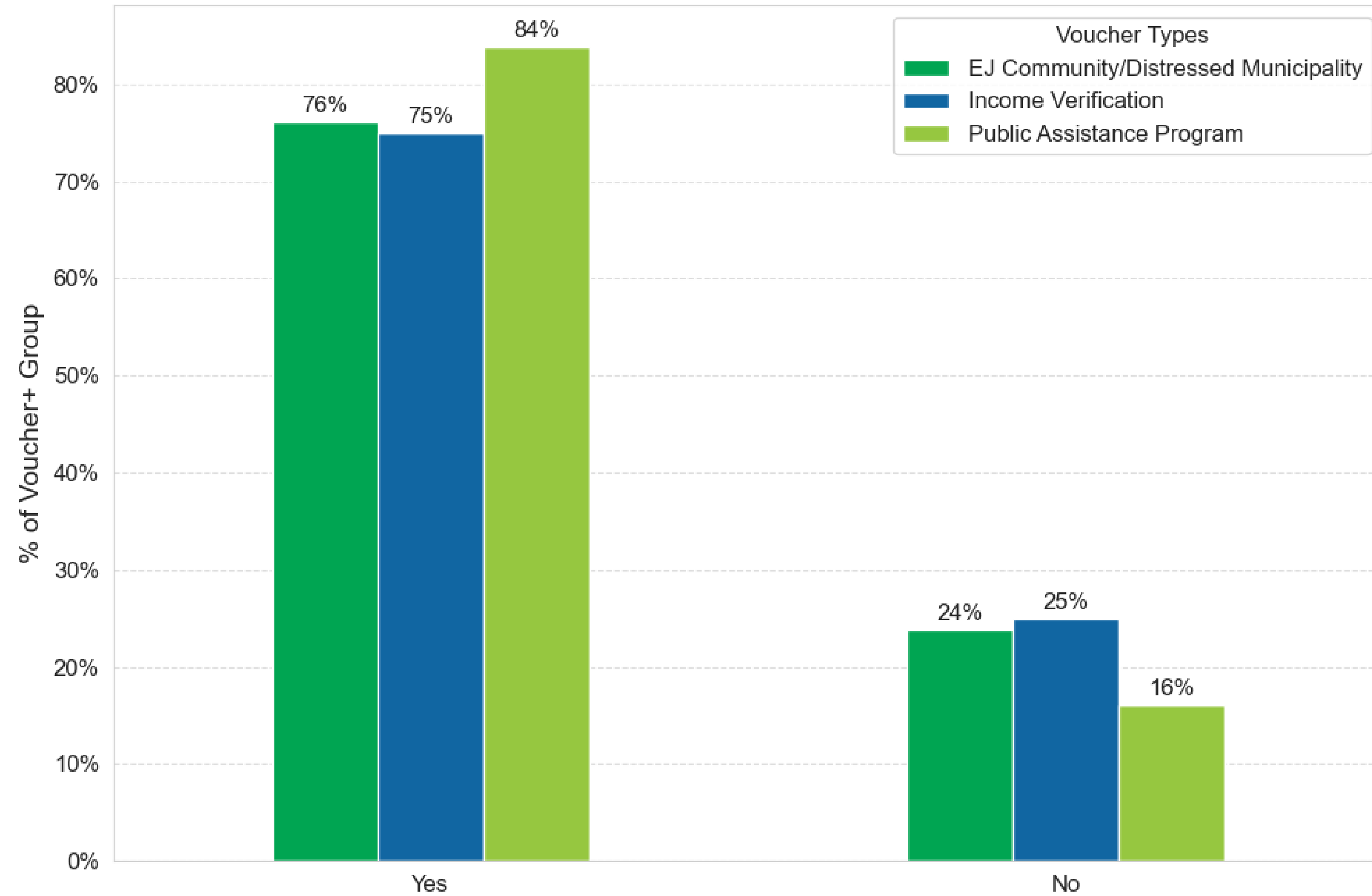


Including yourself, how many people currently live in your household?



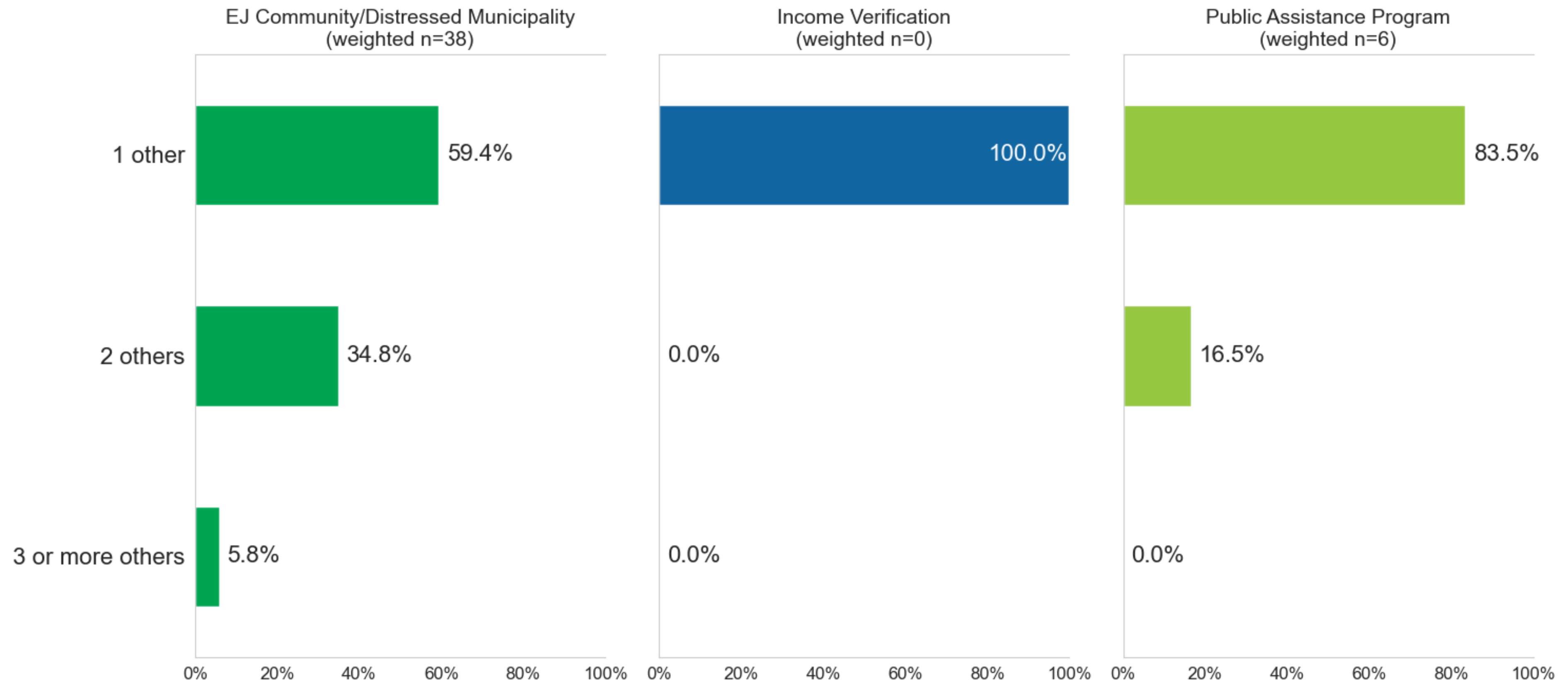
Weighted survey responses; n= 207.

Are you the only one in your household who uses your eBike?



Weighted $n = 207$; additional riders $n = 45$

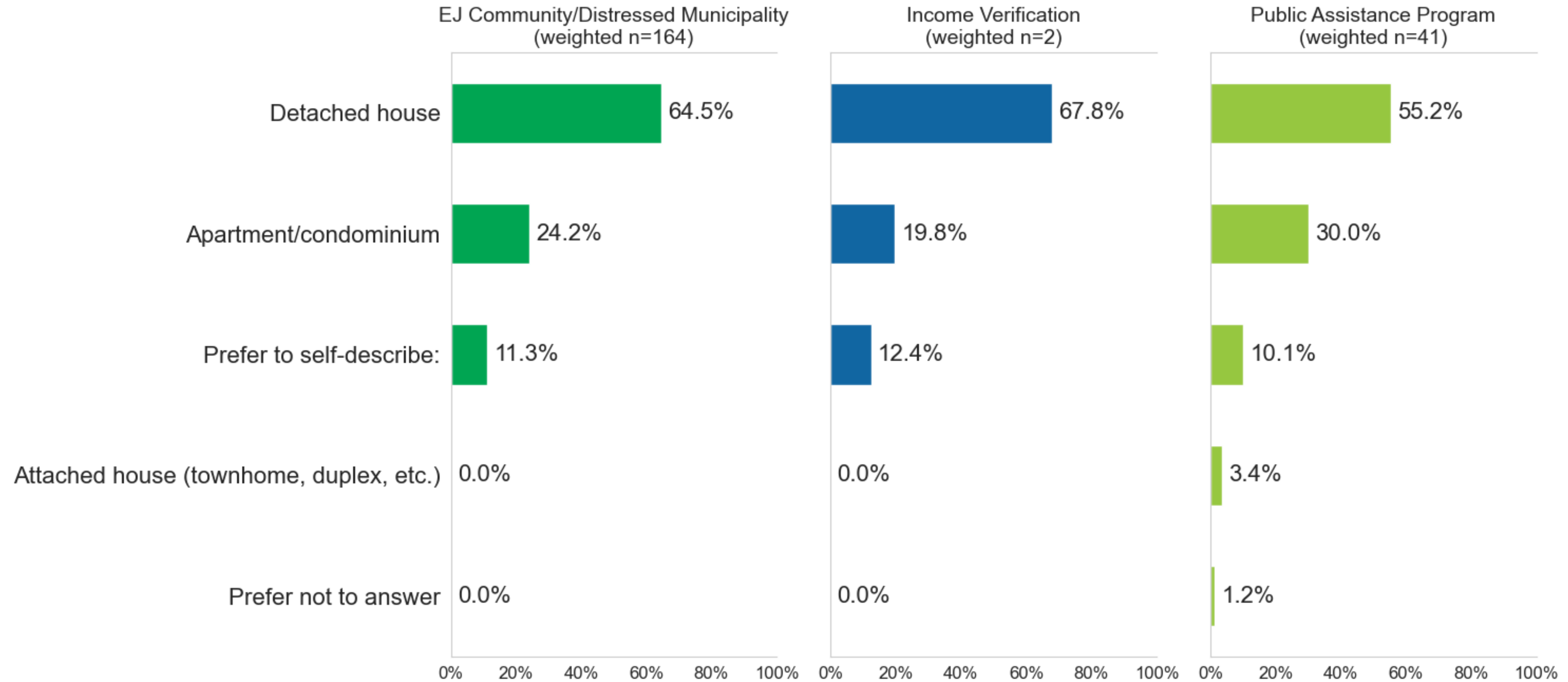
How many other people in your household use your eBike?



Weighted $n = 207$; additional riders $n = 45$

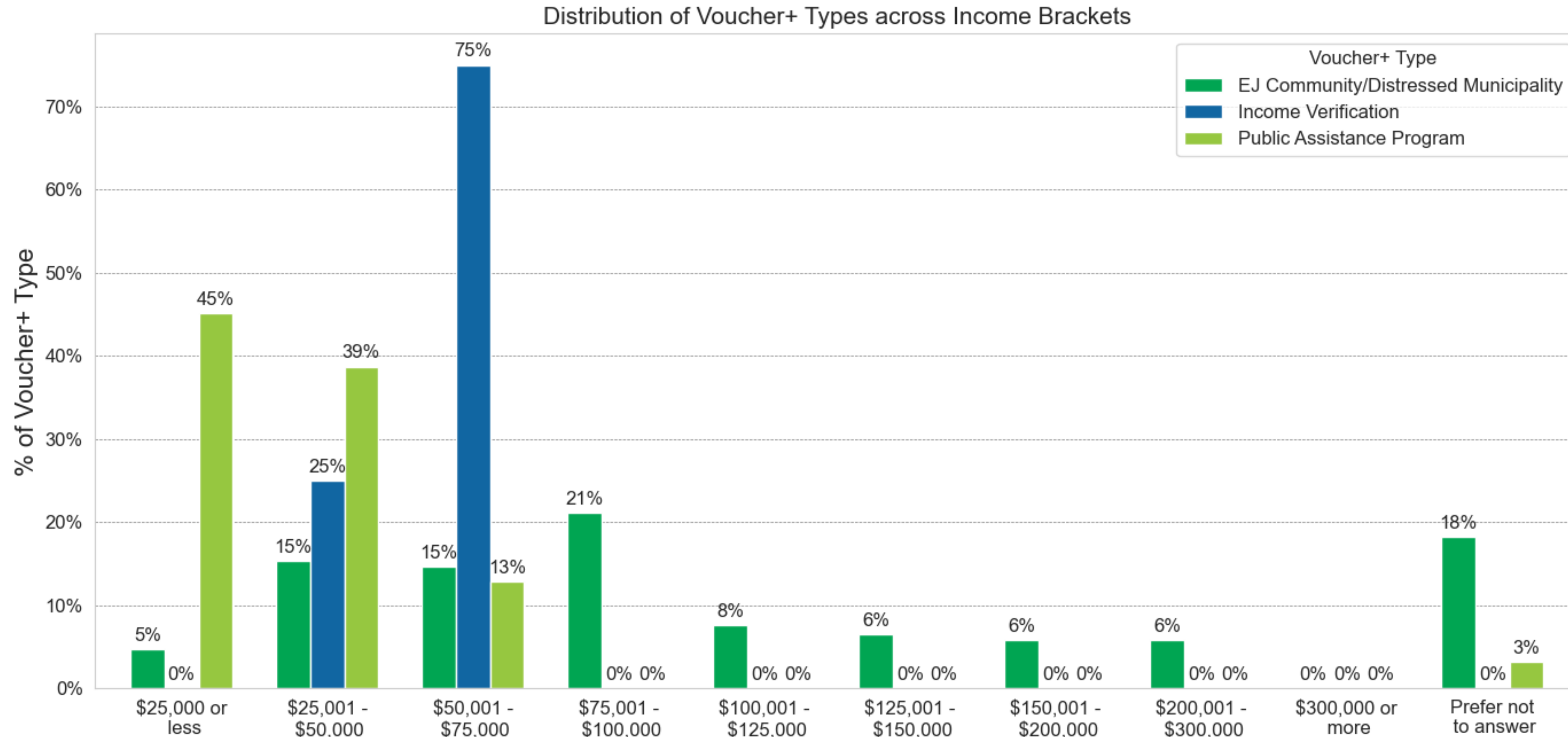
Part 4: Demographic and Household data from survey

Type of Residence



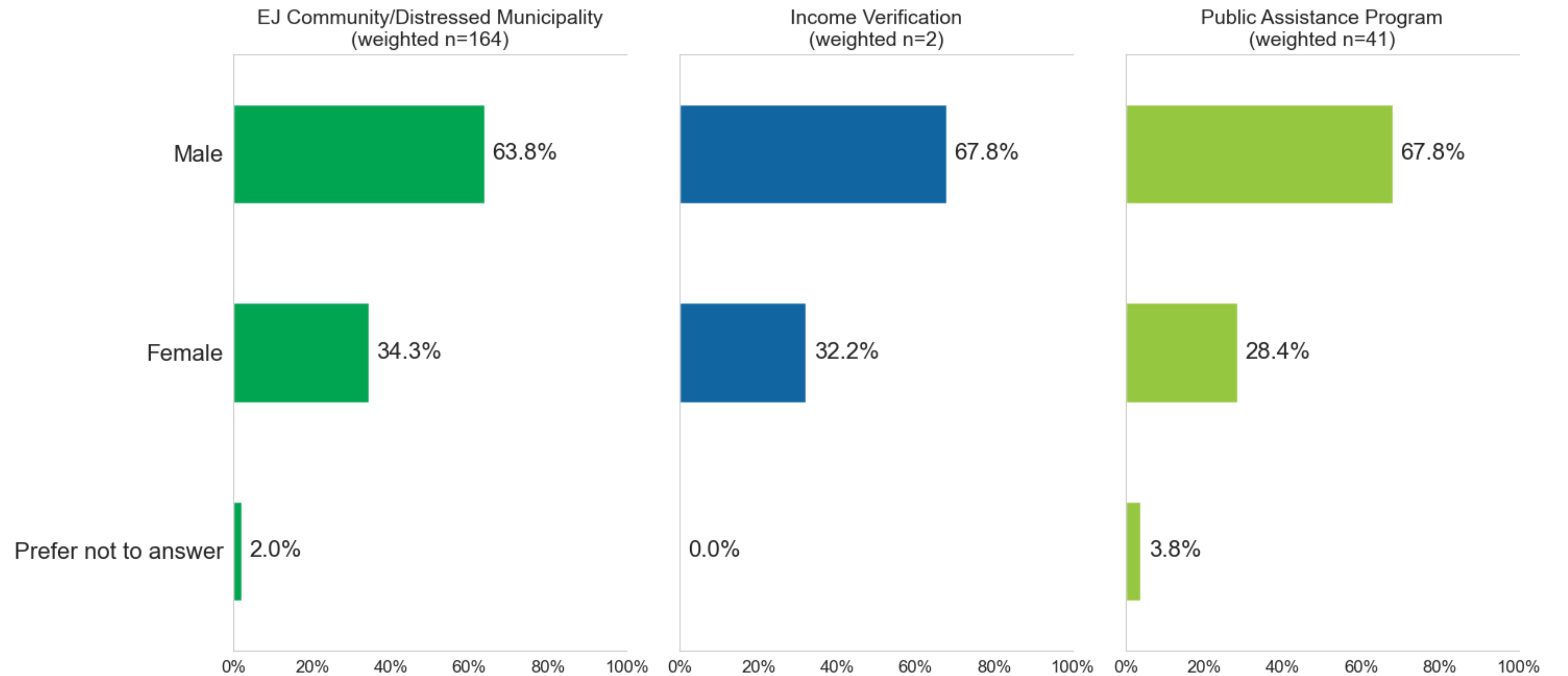
Weighted survey responses; n= 207.

What is your adjusted gross income as reported on your most recent tax return filing?



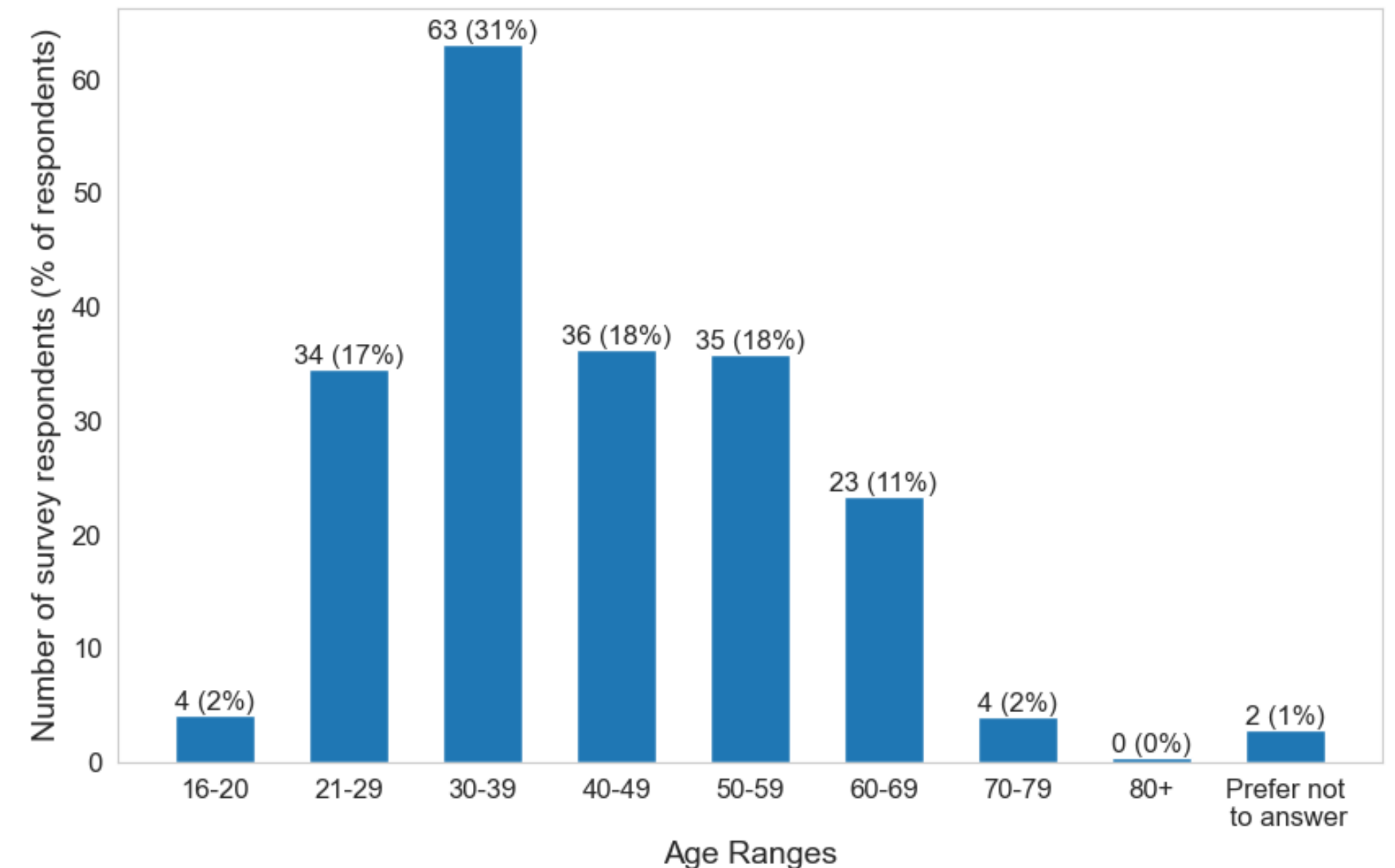
Survey Respondent Gender by Pathway

- The ratio of male to female voucher recipients was quite similar among all three pathways.
- In all three pathways, males comprised roughly 2/3 of all voucher recipients.

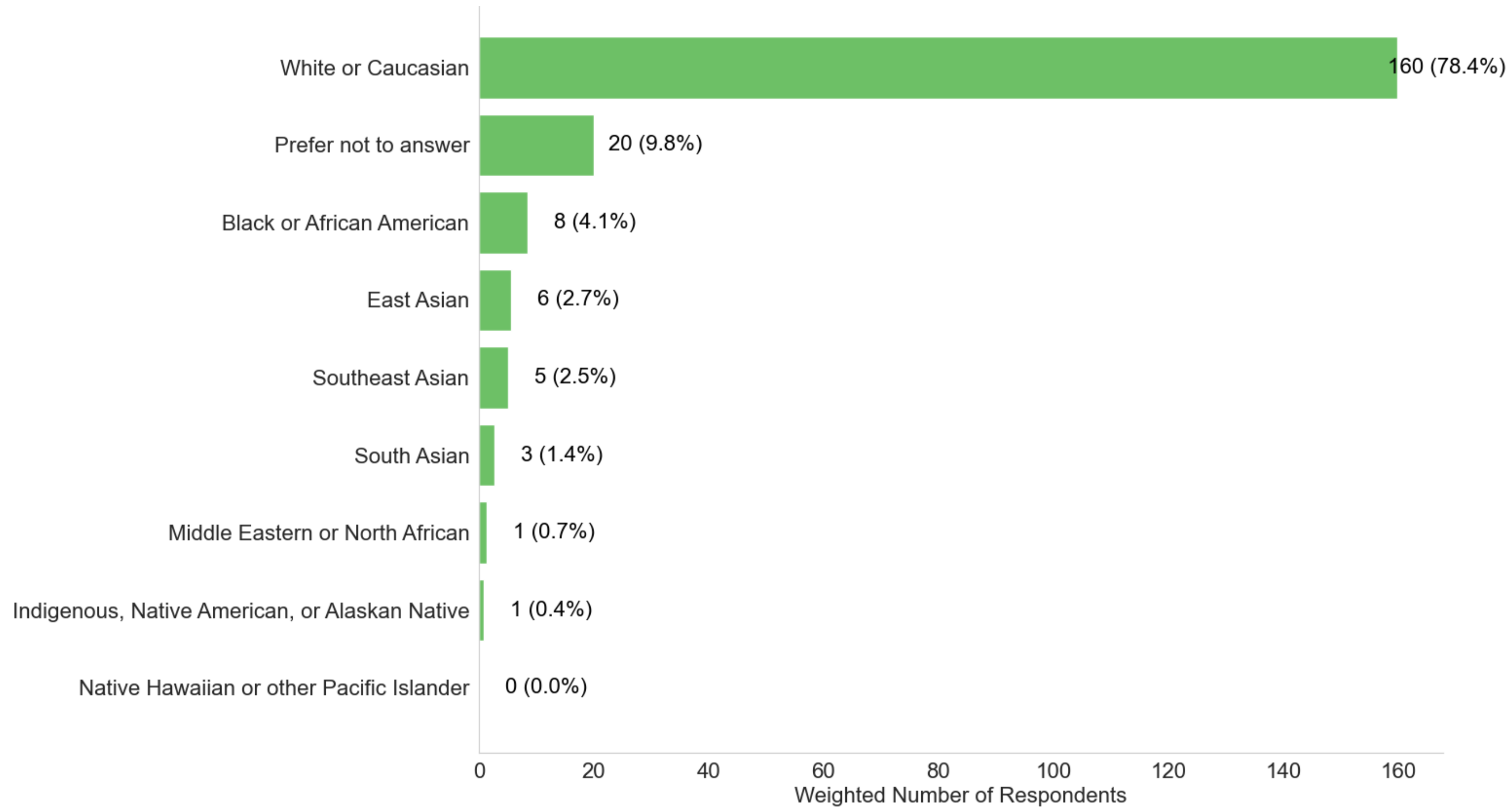


Survey Respondent Age Ranges

- The largest percentage of voucher recipients (31%) reported ages between 30-39.
- The remaining vouchers were relatively evenly distributed to persons between the ages of 21-29 or 40-59.
- Helpful to see that 4 persons in the 70-79 were able to take advantage of the program.



Race and Ethnicity



Are you Hispanic or Latino/a?*

