

E-Bike Talking Points

If you own an electrical bicycle or plan to purchase one, please feel free to share your personal story as well!

Why E-Bikes?

- California's twenty million gas-powered vehicles are the state's leading source of pollution, accounting for over 100 million metric tons of carbon emissions into the atmosphere each year.
- Electric bikes represent a cheaper, greener, and more convenient alternative. They will be a critical part of California's transition away from selling gas-powered cars by 2035 and towards net zero emissions by 2045.
- E-bikes are 10 to 30 times more efficient than electric cars.
- There is proven, massive demand for electric bike incentives among constituents.
- E-bikes are much more affordable and cost-effective than cars. They do not require the purchase of gas and cost less than a penny per mile to charge.
- E-bikes — not cars — are the world's best-selling electric vehicle, or E.V.

Electric Bicycle Incentives Project Background

Currently, the Electric Bicycle Incentives Project pilot, run by the California Air Resources Board (CARB), has \$10 million in funding to provide statewide e-bike vouchers.

How many vouchers will this funding provide?

CARB will provide between 3,750–7,000 vouchers, depending on how many participants qualify for additional incentives. Current funding is a substantial victory but represents a drop in the bucket for California's 40 million residents and is dwarfed by the \$2.4 billion investment in monetary incentives for electric cars. CalBike's e-bike incentive interest list alone is composed of 17,602 members.

The Ask: \$50 million in funding for (EBIP)

- **Without the additional appropriation, the EBIP program will expire.** This program deserves saving:
 - The demand for this program is huge, growing, and outpaces current capacity.
 - Seniors, people with disabilities, people living in areas poorly served by transit, and low-income families could all benefit from having access to an e-bike.
- \$50M would help fund an additional 30,000 - 50,000 e-bike vouchers, which would be a game-changer for active transportation in California.

This would help California remain a leader, not a follower.

Other programs demonstrate empirical success and future potential.

- In [Denver](#), Colorado, \$4.9M in vouchers were allocated for their widely-praised incentive program. This funding was expected to last three years, but all the vouchers were claimed within six months. In the July 2022 voucher release, they were all gone after just 22 minutes.
- In [Berkeley](#), a recent initiative to provide 50 free e-bikes to low-income residents had 600 qualified applicants.
- A program similar to the statewide incentive program, run by [Peninsula Clean Energy](#), is its most popular program ever. PCE pulled back on outreach in the second year to prevent all the funds from being claimed in a few days.

Studies have shown that e-bikes are [effective in replacing car trips](#). A recent [study](#) of local programs in CA (including the PCE incentive) found an average VMT reduction of 12-44 kg CO₂ per participant. They are also helpful in [reducing GHG emissions](#) by producing 40 to 140 times fewer pounds of greenhouse gasses than a 30 mpg gas car. Studies have also found that people enjoy using e-bikes, especially the speed and ease of riding an e-bike, which can help promote trip replacement. E-bikes are great for physical and mental health and [surveys](#) have shown that most users tend to feel safe riding an e-bike.

Investing in additional e-bike vouchers could have a strong impact on reducing transportation costs for low-income families, and reducing congestion, air pollution, vehicle miles traveled, and GHG emissions by providing Californians a more affordable, efficient, and easier way to travel.

Please support allocating an additional \$50 million for the Electric Bicycle Incentive Project!