



BUILDING A STRONGER L.A.

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April 22, 2024

The Honorable City Council
Office of the City Clerk
Room 395, City Hall
Mail Stop 160

Attention: Councilwoman Katy Yaroslavsky
Chairperson, Energy and Environment Committee

Honorable Members:

Subject: Council File No. 23-1056 – E-Bike Subsidy Program/Local
Rebates/Residential Charging Stations

Enclosed is a response to the subject referenced motions that requests the Los Angeles Department of Water and Power report to the Energy and Environment Committee.

If you have any questions or if further information is required, please call me at (213) 367-1338, or have your staff contact Mr. Paul Habib, Director of Legislative and Intergovernmental Affairs, at (213) 367-3846.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Adams', is written over a light blue horizontal line.

Martin L. Adams
General Manager and Chief Engineer

PH:tf

Enclosure

c/enc: Councilmember Tim McOsker, Energy and Environment Committee
Councilmember Nithya Raman, Energy and Environment Committee
Councilmember Bob Blumenfield, Energy and Environment Committee
Councilmember Eunisses Hernandez, Energy and Environment Committee
Mr. Paul Habib

Council File No. 23-1056 – E-Bike Subsidy Program / Local Rebates / Residential

Charging Stations

This report is submitted in response to a request by the Los Angeles City Council (Council) for the Los Angeles Department of Water and Power (LADWP) to report to the Council on the feasibility of an E-bike subsidy program with qualifications similar to existing federal, state, and local rebates for electric vehicles (EVs) and residential EV charging stations, with a focus on E-bikes that are likely to be used for utilitarian purposes and to replace vehicle trips, rather than for purely recreational purposes.

SUMMARY / BACKGROUND

The City of Los Angeles (City) is a leader in promoting EV ownership and continues to identify additional opportunities to promote decarbonization of the transportation sector to decrease the amount of fossil fuel-powered vehicle miles traveled (VMT) within the City. This motion aims to reduce VMT by exploring the potential to enhance equitable access to E-bike technology in the City. As an alternative method of decarbonized travel, E-bikes are more affordable and therefore generally available to a larger population.

In light of this, LADWP proposes that the responsibility for administering an E-bike subsidy program be entrusted to entities such as Los Angeles Department of Transportation or the Metropolitan Transportation Authority, given their deep involvement in the transportation sector. Alternatively, a third-party provider with experience in managing E-bike rebate programs could also serve as a viable option.

LADWP's suggestions for the administration of this program are informed by extensive research into existing rebate programs at both the state and municipal levels. We recommend the following key considerations:

- **Rebate Limits:** Establish a rebate that is in line with California Air Resources Board's program, while offering a standard rebate with additional incentives for the purchase of preferred classes of E-bikes, such as cargo E-bikes, and income-qualified participants, depending upon the availability of funds.
- **Application Priority:** To effectuate access to the rebate, it may be desirable to prioritize applications based upon income level by either establishing distinct funding pools for differing income levels or adjusting the queue of applications. Prioritizing applications may inadvertently increase administrative burdens and prolong customer reimbursement timelines. To address this, we recommend increasing processing resources to streamline the reimbursement process for all applicants.
- **Residence Requirement:** Mandate that the primary owner of the E-bike must permanently reside within the City, ensuring local participation.

- **Terms:** Clearly define eligibility criteria and proof of purchase requirements.

We propose creating a pilot program and allocating funds for a specific number of rebates. After the program is initiated, an analysis of the results would be performed to reduce or expand future versions of the program.

Moreover, we recognize the importance of maintaining an efficient customer reimbursement timeline. We suggest establishing a dedicated Rebate Processing Unit, evaluating staffing needs, providing educational webinars, and implementing an online interface tool to facilitate data collection and processing.

In conclusion, we believe that, by implementing these recommendations, the City can make significant strides toward promoting the widespread adoption of E-bikes and reducing VMT within the City. I am optimistic about the positive impact this program will have on our community and look forward to your thoughtful consideration.