

May 2026

Title: Micromobility Device Rebate Program

Concept: This legislation would establish a micromobility rebate pilot program to provide rebates at 20% of retail costs for micromobility vehicles (e-bikes, e-trikes, e-scooters and neighborhood electric vehicles) limited to jurisdictions with an adopted micromobility strategy. Qualifying micromobility strategies and plans may include safety action plans, e-bike safety programs, and micromobility infrastructure (i.e. CVLink and the South Bay Local Travel Network).

Background: The California Air Resources Board (CARB) implemented an e-bike incentive program in 2024, which provided vouchers to low-income Californians to help replace car trips with e-bikes, increase access to e-bikes, and reduce greenhouse gas emissions. The e-bike incentive program was terminated in November 2025, and its remaining budget was reallocated to CARB's Clean Cars 4 All program, leaving Californians without access to micromobility rebates despite high demand.

Why is this bill needed?: The State is falling behind on meeting greenhouse gas emissions (GHG) reduction targets and electric vehicle adoption goals at a time when the phase out of federal tax EV rebates will leave a gap in the EV market. National Household Travel Survey 2017 California data showed that over 50% of vehicle trips are 3 miles or less. In addition, housing development and population growth will further strain local infrastructure and increase congestion unless the State takes action to influence significant mode shift. Micromobility is an affordable, easy solution that addresses these gaps, offering an accessible, adaptable, zero-emission vehicle that captures most daily local trips. E-bikes, the largest category of micromobility, continue to grow in popularity and outsell best-selling electric vehicle models on the US market. Rebates should be provided to all zero-emission power-assisted micromobility devices, including e-bikes, e-trikes, e-scooters, neighborhood electric vehicles (NEVs), and more to meet a full range of user needs and abilities. Jurisdictions with adopted micromobility strategies possess suitable conditions to implement a micromobility rebate program due to demonstrated commitment to transportation sustainability, resilience, and safety. Establishing micromobility strategies as a requirement for jurisdictions to participate in a micromobility rebate program will incentivize communities to implement multimodal transportation systems and foster healthy and safe environments for micromobility usage. For example, a rebate program will complement ongoing implementation of the South Bay Local Travel Network, which will establish infrastructure to safely accommodate micromobility vehicles and encourage micromobility adoption in a region where 70% of vehicle trips are under 3 miles. **[CVAG can add CV Link comments here]** Increasing access to micromobility will encourage Californians to adopt clean mobility options, thus helping the State meet its climate, GHG, and VMT reduction targets.

Details: We propose that a micromobility rebate program be a new iteration of CARB's Clean Vehicle Rebate Program in qualifying jurisdictions. Qualifying micromobility devices should not exceed operating speeds of 25 miles per hour. Funding should be apportioned according to categories of micromobility devices (e-bike, NEV, e-scooter, etc.), and voucher values should not exceed 20% average retail price of each device type. Set-aside vouchers of escalated values should be made available for low-income households. Provisions should also be made to allocate a small percentage of the program funding to support related programs such as safety, educational, and promotional programs. The rebate pilot program will encourage the participation of local governments, small local businesses, retailers, and non-profits organizations that provide services to individuals who use micromobility devices.

Possible supporters: Mobility groups, environmental and clean air groups, electric transportation groups, local municipalities and local government organizations

Possible opponents: none



What is Micromobility?



Cargo Bike/E-Bike



Neighborhood Electric Vehicle (NEV)
or Street Legal Golf Cart



Tricycle/E-Trike



Cargo Bike/E-Bike



Seated E-Scooter



Bicycle/E-Bike



Scooter/E-Scooter