

City of Alexandria, Virginia
FY 2026 Proposed Operating Budget & CIP
Budget Questions & Answers

April 1, 2025

Question:

What is the status of staff's assessment of the viability of an e-bike voucher program for Alexandria residents, focusing on equitable qualification parameters? What are the costs associated with the creation, administration, and implementation of such a program? As an example, what would be the costs for a voucher pilot program in FY25 serving 100 residents? What would be the costs associated with investment and administration of an e-bike lending library?

Additionally, could staff provide insight from the City Attorney's Office on how the City could partner with a non-profit to implement the program and the costs involved? Could this also include an assessment of the costs for the City to invest in a small fleet of e-bikes and/or cargo e-bikes for staff use, including storage and charging at city buildings?

Response:

E-bike Rebate Program:

Since the City cannot administer an e-bike rebate program directly without state legislation authorizing it, a non-profit would need to be involved and the rationale behind the program would need to meet one of the categories behind VA Code sec. [15.2-953\(B\)](#). The City could grant the funds for the rebate to a nonprofit meeting these categories to administer such a rebate program. Currently, the Office of Climate Action is coordinating with the non-profit Virginia Clean Cities to administer a rebate program for the installation of EV chargers for multi-family dwellings and an e-bike rebate program could potentially be added to this scope of work. The City's staff time required to manage the relationship with the non-profit is estimated to cost \$5,000. Staff further estimate that the cost to the non-profit for administering this program would be approximately 20% (~\$30,000) of the total program, which would include setting up the program, promoting the program, answering questions about the program, and reviewing and issuing rebate requests.

Assuming a rebate of \$1,500 per e-bike, for 100 residents, the total cost of the rebates would amount to \$150,000. This mirrors the value of the rebate currently offered in DC to preferred applicants (applicants enrolled in SNAP, TANF, Medicaid, or DC Healthcare Alliance). Given that a typical e-bike costs \$3,000, this rebate would cover 50% of the purchase price.

The total cost of this program would be \$185,000.

Cargo Bike Lending Library:

Staff estimates that \$80,000 – \$100,000 would be needed to establish a public e-bike lending library with 12 e-bikes (a mixed fleet of bikes): \$30,000 – \$40,000 for accessories and the remaining \$50,000 for maintenance, operations (including any technology for the program), marketing and outreach, and program administration (including staff time). A location (or multiple locations) for the library would need to be identified given physical space constraints for storing the bikes and staff or a contractor would need to be identified for administering the program. This may result in additional costs that will require further assessment, as estimates of these costs are not readily available.

E-bike/Cargo bike fleet for City Employees:

Staff estimates a cost of \$40,000 for a fleet - assume 5 e-bikes at \$3,000 each and 5 cargo bikes at \$5,000 each. Approximately \$50,000 in additional funds would be needed to provide annual maintenance for the bikes, training for staff, and creating a storage and charging location in existing City Facility such as a City garage in Old Town or the Del Pepper Center garage. Depending on the storage location and whether charging outlets would need to be installed or modified. This may result in additional costs that will require further assessment, as estimates of these costs are not readily available.