



## **ADDENDUM I**

**SUBJECT:** EECBG Low-income E-Bike Rebate Program, (RFQ 24-127, 6100018406), Scheduled to Close: Thursday, September 19, 2024; Date of Issue: Monday, August 19, 2024

**FROM:** Stacey L. Czachor, NIGP-CPP, CPPB  
Procurement Manager

**DATE:** August 30, 2024

**THIS NOTICE SHALL SERVE AS ADDENDUM NO. I - TO THE ABOVE REFERENCED REQUEST FOR QUALIFICATIONS**

**THE ABOVE MENTIONED REQUEST FOR QUALIFICATIONS IS HEREBY AMENDED AS FOLLOWS:**

**QUESTIONS SUBMITTED IN ACCORDANCE WITH SECTION 011, RESTRICTIONS OF COMMUNICATION:**

Question 1: Will the E-Bikes sold through the Low-Income E-Bike Rebate Pilot Program need to meet UL, CL or CE electrical standards?  
Post Covid, there has been an increase in "cheap" E-Bikes being imported into the US, with declared value under \$800. AKA: Dumping...  
The \$800 import threshold — known as the de minimis value — allows direct-to-consumer retailers, particularly from China, to sell lithium-ion batteries and E-Bikes without certificates of conformity. They can be sold well below market cost because no duties, federal, state, or local taxes are paid. Those products also can enter the U.S. market bypassing Consumer Product Safety Commission regulations because off-shore retailers are out of reach of the U.S. government and legal system. Many IBD's (Independent Bicycle Dealers) do not carry these products due to safety concerns, reliability, and lack of backend service/support. Most eBikes that meet these safety standards/requirements, and sold through IBD channels, retail well above \$1000. Therefore, many IBD's may not even consider participating in this program due to these liability concerns.  
How will this issue be addressed?

Response: Yes, as stated in the RFQ, Section 004 SCOPE OF SERVICE: E-Bikes for this project must be either UL 2849 or UL 2271 evaluated, tested, and certified.  
Also outlined in the RFQ, Section 003 BACKGROUND, the Low-Income E-Bike Rebate Pilot Program aims to promote sustainable transportation by assisting San Antonio residents in disadvantaged communities with e-bike ownership. The \$1,000 rebate is designed to aid in purchasing an e-bike but does not set a price limit. In RFQ Attachment A, Part Three, PROPOSED PLAN, Respondents must provide information, including pricing, on e-bikes they propose for the program. There are no specified price limits in the RFQ; Respondents

may list any e-bike that meets the criteria in Section 004 SCOPE OF SERVICE, Part 5, and wish to include in the program. Section 004 SCOPE OF SERVICE, Part 4, also speaks to the requirement that all bike shops must have a brick-and-mortar retail location in the City of San Antonio and no online sales are allowed.

Question 2: How will the Low-Income E-Bike Rebate Pilot Program handle reimbursement payments? More specifically, after vouchers have been submitted by participating retailers for payment, how long will retailers need to wait until they receive those payments?

Response: Section 004 SCOPE OF SERVICE, Parts 2 and 3, outlines the processes for vouchers and invoices. Once the participating retailer completes the invoice procedure and submits it to the City of San Antonio, payment will be prioritized and processed as quickly as possible. While we aim to expedite reimbursement, please note that the timeline cannot be guaranteed as City staff must verify and process the invoice.

*Stacey L. Czachor*

---

Stacey L. Czachor, NIGP-CPP, CPPB  
Procurement Manager  
Finance Department - Procurement Division