

IMPACT STATEMENT

Legislation title: Accept 2019 E-Scooter Findings Report and authorize next steps regarding a solicitation from shared micromobility providers to operate in a permanent program (Resolution)

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Purpose of proposed legislation and background information:

- The purpose of this resolution is to:
 - 1) Inform Portland City Council about PBOT's 2018 and 2019-2020 E-Scooter Pilot Programs by presenting it with a report on PBOT's findings, and
 - 2) To obtain City Council's authorization for PBOT to develop a solicitation for shared micromobility providers that considers community engagement and Council input.

Financial and budgetary impacts:

- There is no cost associated with this resolution and no additional funding is being requested. There may be future costs determined by whether and how PBOT seeks to execute contracts in the next 6-8 months with one to three shared micromobility companies to provide e-scooters in Portland.
- To date, the 2018 and 2019-2020 E-Scooter Pilot Programs have been funded by fees, surcharges, and penalties charged by PBOT to companies operating in Portland. While staff are supported by general transportation revenue (GTR), PBOT has been allocating staff costs to 8TR000002581 to track the program's expenditures and manage its budget.

Community impacts and community involvement:

- There have been more than 1.7 million e-scooter trips during the 2018 and 2019-2020 E-Scooter pilots and PBOT's research has shown that Portlanders primarily used e-scooters for transportation.
- E-scooters advance progress on PBOT's mode shift goals and have a positive impact on the community by replacing driving and ride-hailing trips, which reduces congestion and greenhouse gas emissions.
- PBOT's first-in-the-nation requirement for companies to provide life cycle assessments (LCAs) about the impacts of e-scooters has led to improvement in the industry, and identification of ways to further maximize the benefits of e-scooters in Portland.
- PBOT's deployment requirements have also ensured that residents in historically underserved areas, like East Portland, benefit from this new transportation choice. PBOT's requirements for companies to provide low-income plans has also benefited people who might not otherwise be able to afford this transportation option.
- PBOT has conducted community involvement about e-scooters in ways that include, but are not limited to:

- Targeted engagement of BIPOC community members and organizations, including Self Enhancement Inc. and affordable housing providers;
- Public presentations at PBOT’s Bicycle Advisory Committee, Bureau & Budget Advisory Committee;
- Public presentations and meetings with stakeholders such as Disability Rights Oregon, the Downtown Neighborhood Association, and TriMet’s Committee on Accessible Transportation (CAT);
- Emails from constituents, online complaint forms, phone calls, and a 2018 representative city-wide poll that showed 74% of people of color and 66% of people living on low incomes viewed e-scooters positively; and
- Engagement and education of e-scooter users about the rules of the road and how to ride safely in partnership with e-scooter companies through rider surveys, media articles, videos, in-app messaging, fliers and events.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

mjc 10/5/2020