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# 191814

Ordinance

## Authorize competitive solicitations to implement the Portland Clean Energy Community Benefits Fund's Climate Investment Plan Strategic Program 6: Comprehensive E-bike Access and Support not to exceed \$20 million over five years

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. The Bureau of Planning and Sustainability (BPS) shapes Portland's future and advances climate protection for a more prosperous, healthy, equitable, and resilient city now and for future generations.
2. To meet Portland's climate action goals, there is an urgent need to fund and accelerate greenhouse gas emission (GHG) reductions and sequestration, especially within low-income communities and communities of color.
3. In November 2018, Portland voters created the Portland Clean Energy Community Benefits Fund (PCEF) program, which invests in community-originated climate action projects that advance racial and social justice (Ballot Measure 26-201). City Council codified non-taxation elements of Ballot Measure 26-201 in Portland City Code Chapter 7.07.
4. The purpose of PCEF is to provide a consistent, long-term funding source and oversight structure to invest in climate action projects that align with Portland's climate action goals and that support environmental justice and environmental, social, and economic benefits for all Portlanders, including the development of a diverse and well-trained workforce and contractor pool to perform work that reduces or sequesters GHGs.
5. In 2020, City Council declared that a human-made climate emergency threatens our city, our region, our state, our nation, humanity, and the natural world, and that such an emergency calls for an immediate mobilization effort initiating greater action, resources, and collaboration that prioritizes frontline communities to restore a safe climate and established a City-wide target of net zero carbon

Introduced by

[Commissioner Carmen Rubio](#)

Bureau

[Planning and Sustainability \(BPS\)](#)

Contact

Seetha Ream-Rao

PCEF Transportation

Decarbonization

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Requested Agenda Type

Regular

Date and Time Information

Requested Council Date

July 3, 2024


- emissions before 2050 (Resolution No. 37494, as amended “Climate Emergency Declaration”).
6. In its Climate Emergency Declaration, City Council also resolved to advance climate justice and climate action initiatives that are led by the community, especially frontline communities and youth from frontline communities, and accelerate investments in projects that benefit these communities in ways that are restorative, reparative, and build present and future well-being and wealth.
  7. In July 2022, City Council adopted the Climate Emergency Workplan to implement its Climate Emergency Declaration (Resolution No. 37585).
  8. In October 2022, City Council amended the PCEF code to strengthen and streamline the PCEF program. The amendment broadened eligible funding recipients and funding areas and required the development of a five-year Climate Investment Plan (CIP) to direct PCEF’s investments (Ordinance No. 191046, the CIP is defined in PCC 7.07.030(D)).
  9. The CIP outlines PCEF’s planned investments to ensure funding decisions will have a lasting impact on Portland’s GHGs and frontline communities.
  10. From December 2022 through July 2023, BPS staff worked with the PCEF Committee to develop the inaugural CIP. Development involved extensive community outreach, public workshops, and focused roundtable sessions to gather input from subject matter experts and community members. BPS staff received over 1,000 unique comments across the community visioning and public comment periods.
  11. The CIP guides investment of \$750 million between 2023 and 2028. The CIP serves to outline performance measures and goals, educate community members, and provide certainty to businesses, nonprofit organizations, government, and residents who are critical to PCEF’s success. It includes 16 strategic programs and allocations for community responsive grants in accordance with PCC Chapter 7.07. The CIP supports actions identified in the Climate Emergency Workplan.
  12. On July 20, 2023, the PCEF Committee unanimously recommended the CIP to City Council for adoption. On September 27, 2023, City Council adopted the CIP, Ordinance No. 191463, to fund 16 strategic programs and the Community Responsive Grant program. That includes Strategic Program 6: Comprehensive E-Bike Access and Support.
  13. In the City’s most recent carbon emissions inventory released July 2023, , the transportation sector in Multnomah County made up 44% of carbon emissions; the reduction of fossil fuel car trips is essential to achieving Portland’s net-zero goal.
  14. The 2019 Oregon Department of Transportation - Oregon Household Activities Survey included 4,516 households; it showed that the average daily trip in the Portland Metropolitan Region was six miles, 80% of which were completed with a car. This is well within the range of any e-bike.

15. Research by the Rocky Mountain Institute shows that increasing e-bike usage can reduce emission releasing vehicles trips by 59% within 10 years.
16. In addition to carbon reduction, e-bikes have many other benefits. E-bikes are substantially cheaper to own and operate than fossil fuel vehicles, providing significant financial benefits. Households will sometimes forgo an additional vehicle, using an e-bike instead. E-bikes also provide important health benefits with reductions air pollutants, principally in the particulate matter (PM2.5) and nitrogen oxides (NOx), both of which harm the respiratory system. These may lead to increased risk of asthma or chronic lung diseases; heart attacks; strokes; certain cancers; and vascular, neurological, and pulmonary disease.
17. The City of Portland is committed to equity while achieving net zero. The PCEF Comprehensive E-bike Access and Support program will support that commitment by providing incentives for e-bikes and adaptive e-bikes for low income and low-income Portlanders living with disabilities, provide for training of e-bike technicians, and pilot multifamily storage and charging of e-bikes in the city. Each of these programs will be designed with an equity and accessibility framework.

NOW, THEREFORE, the Council directs:

- A. The Chief Procurement Officer is authorized to perform one or more competitive solicitations in accordance with Portland City Code 5.33 for the purchase of services to administer and oversee Strategic Program 6: Comprehensive E-bike Access and Support.
- B. Upon Council acceptance of the Chief Procurement Officer's Report, Chief Procurement Officer is authorized to negotiate and execute one or more contracts for a cumulative amount not to exceed \$20 million for five years, provided each contract has been approved as to form by the City Attorney's Office.
- C. Contract award(s) will pertain to the following program responsibilities: Central Program Administrator, Rebate Payment Processor, Strategic Program Evaluator, E-Bike Mechanic/Technician Training Initiative, and Multifamily E-bike Charging and Storage Initiative.
- D. The Mayor and Auditor are hereby authorized to pay for the contracts from revenue generated by PCEF's Clean Energy Surcharge.

## Documents and Exhibits

 [Attachment 1: Comprehensive E-bike Access and Support Contract Roles](https://www.portland.gov/sites/default/files/council-documents/2024/attachment1_pcef-sp6.pdf)  
([https://www.portland.gov/sites/default/files/council-documents/2024/attachment1\\_pcef-sp6.pdf](https://www.portland.gov/sites/default/files/council-documents/2024/attachment1_pcef-sp6.pdf)) 148.76 KB

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council  
July 3, 2024

Auditor of the City of Portland  
Simone Rede

## Impact Statement

### Purpose of Proposed Legislation and Background Information

Portland voters passed the Portland Clean Energy Community Benefits Fund (PCEF) in November 2018.

The purpose of PCEF is to provide a consistent, long-term funding source and oversight structure to invest in climate action projects, in alignment with the City's climate action goals, that support environmental justice and environmental, social, and economic benefits for all Portlanders, including the development of a diverse and well-trained workforce and contractor pool to perform work that reduces or sequesters greenhouse gases (GHGs).

In October 2022, City Council amended the PCEF code to strengthen and streamline the PCEF program. The amendment required the development of a five-year Climate Investment Plan (CIP) to direct PCEF's investments. Council adopted the inaugural CIP on September 27, 2023, allocating \$750 million through Ordinance No. 19143 to fund 16 strategic programs and the Community Responsive Grant program.

All programs in the CIP are evaluated with PCEF's equity + climate framework, which considers benefits to frontline communities, community leadership, implementation feasibility, GHG emissions reductions, and accountability.

Strategic Program 6: Comprehensive E-Bike Access and Support (SP 6) is one of 16 strategic programs in the CIP. The program will provide funding for three types of programs.

1. **Provide incentives for a minimum of 6,000 electric and adaptive e-bikes** for Portlanders who have low and moderate incomes. This will include traditional e-bikes, cargo e-bikes, and adaptive e-bikes.
2. **Develop and implement training of 50 e-bike technicians/mechanics.**
3. **Pilot storage and charging of e-bikes in multifamily buildings** to develop a replicable blueprint for other multifamily buildings in Portland to provide residents with secure e-bike charging.

**The purpose of this legislation** is to authorize work to bid, negotiate, and execute all contract awards to develop and implement SP 6 as it was

approved in the CIP. The preliminary proposed scopes are detailed in Attachment 1. These may be implemented through one or more contracts.

The E-bike Incentive program goals include a reduction of an estimated 6,000-17,000 lifetime CO2e emissions, over 6,000 e-bikes purchased, and support for new jobs in this emerging field. Detailed program goals are as follows:

- Significantly higher utilization of e-bikes by PCEF priority populations.
- Improved access and awareness about e-bike mobility options.
- Reduced GHG emissions and air pollutants from single-occupant vehicle use.
- Increased mental and physical well-being due to greater outdoor physical activity.
- Increased workforce opportunities in the sales and service of e-bikes at bike retailers throughout Portland.
- Training of 50 new e-bike repair technicians.
- Increased e-bike storage and charging in multi-family buildings via pilot program.

### Financial and Budgetary Impacts

The \$20 million five-year budget for SP 6 is a portion of the \$750 million in resources allocated in PCEF's 2023 CIP. This funding is secured from the collection of the Clean Energy Surcharge by the Portland Revenue Bureau, as authorized in PCC Chapter 7.07.035. The amount is inclusive of revenue already collected as well as projected revenues generated during the FY 2023-2028 period.

Request for proposals (RFP) for contracted roles in SP 6 will be coordinated in partnership with Procurement Services staff from Office of Management and Finance. The Bureau of Planning and Sustainability (BPS) staff will administer the implementation of the program with existing authorized and budgeted positions.

Private nonprofit and for-profit organizations and other government entities are eligible applicants. The form of contract resulting from the solicitation may be a contract, an Interagency Agreement (IAA), an Intergovernmental Agreement (IGA), or a combination of these, depending on successful bidders.

This ordinance does not result in any changes in current or future revenues.

Program Scope	Estimate Allocation
Central Program Administrator	\$19,400,000
Rebate Payment Processor (value include rebates)	
Multifamily E-Bike Storage and Charging Pilot	

### Third-Party Evaluator

E-Bike Mechanic/Technician Training	\$600,000
Totals	\$20,000,000

## Community Impacts and Community Involvement

SP 6 is a response to community needs and is informed by consumers, retailers, and organizations working to increase access to multi-mobility solutions. The program was developed as part of the CIP which was informed by extensive and intentional outreach and engagement. Soliciting feedback through workshops, surveys, subject-matter roundtable discussions, events, and public comment submissions. The CIP process took nine months, resulting in more than 1000 community comments and survey responses, nine workshops, and three roundtables. An equity + climate framework was used in evaluating strategic program opportunities, ensuring that the following values were elevated in design and implementation:

- Low-income Portlanders are prioritized throughout the program, with strategies to ensure that benefits go to historically under-resourced communities that have not previously benefited from climate action opportunities.
- Portlanders living with disabilities will have an opportunity to engage with this program, which includes strategies for ensuring physical and financial access to the rebates and incentives.
- The workforce and contractor goals of SP 6 are intended to grow and diversify the number of workers and businesses that provide repair services for these e-bikes. This will also provide a training curriculum and program that can be used by bicycle shops throughout the greater Portland Metropolitan Area to train repair technicians for these jobs.

## Budget Office Financial Impact Analysis

This ordinance allows the bureau to solicit requests from the community to implement the PCEF Strategic Program 6: Comprehensive E-bike Access and Support not to exceed \$20 million over five years. This is part of the larger CIP of \$750 million that guides climate investments between 2023 and 2028. It is worth noting that non-profits, for-profits, and government entities are eligible applicants for this strategic program.

## Document History

**Item 596 Time Certain in [June 26, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/6/26)  
(<https://www.portland.gov/council/agenda/2024/6/26>)**

City Council

Passed to second reading

Passed to second reading July 3, 2024 at 9:30 a.m.

**Item 625 Regular Agenda in [July 3, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/7/3)  
(<https://www.portland.gov/council/agenda/2024/7/3>)**

City Council

Passed

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Mingus Mapps Yea

Commissioner Rene Gonzalez Yea

Mayor Ted Wheeler Absent