



# COMPREHENSIVE E-BIKE ACCESS AND SUPPORT

Strategic Program 6  
June 26, 2024



THE BUREAU OF  
**PLANNING &  
SUSTAINABILITY**





# Agenda

## Climate Investment Plan

- CIP development process and adoption.
- Overview of Climate Investment Plan (CIP) funding areas.
- Implementing CIP – Intergovernmental agreements (IGA), Interagency agreements (IAA), request for proposals (RFP), and grants.

## SP 6: Comprehensive E-Bike Access and Support

- The need and opportunity.
- Program description – structure, decision making, eligible funding areas.
- Examples of projects – with measures and costs.
- Outcomes and goals.

## Invited testimony



# Key takeaways

- PCEF is diligently executing the Council-approved Climate Investment Plan, continuously adapting to stakeholder feedback.
- PCEF is a trailblazer for innovation in climate justice.
- PCEF continues to measure and track the potential and outcomes of investments.
- SP 6: Comprehensive E-Bike Access and Support provides access to an alternative transportation option for our communities.







# Climate Investment Plan

Sam Baraso, PCEF Program Manager



# Getting there together

TOPIC ROUNDTABLES

PANEL REVIEW

TECHNICAL EXPERTS (sector-specific partners, bureau partners)

COMMUNITY INPUT (virtual events, online surveys, in-person workshops)

PCEF COMMITTEE BRIEFINGS

DEC / JAN 2023

JAN/FEB 2023

MARCH 2023

MAY 2023

SEPT 2023



Kick-off: Project  
Overview and  
Accessibility



Community  
Vision and  
Priorities



Preliminary draft



Full draft for  
public comment



Climate  
Investment Plan  
at City Council



# Climate Investments

\$50 billion

- The **minimum** amount a PCEF Market Study estimates it would take to address residential buildings, small commercial buildings, tree canopy, and EV charging in Portland.

\$18 billion

- Of the \$50 billion minimum, \$18 billion is the amount it would take to provide climate resilience benefits to PCEF priority populations.
- With current PCEF funding, it would take over 120 years to reach this goal.

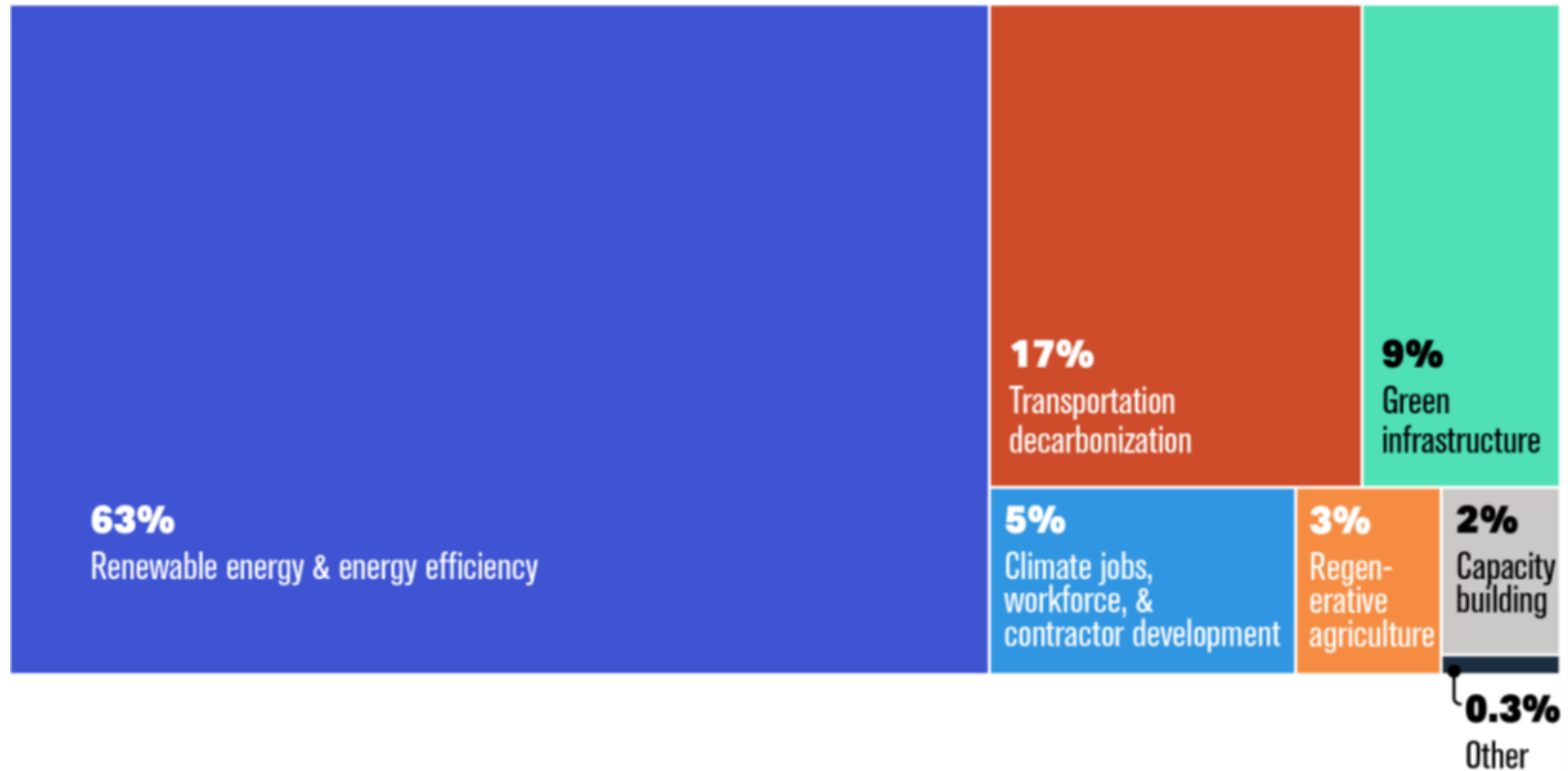
\$750 million

- What PCEF will invest in climate justice projects in Portland over five years.
- That is equal to \$150 million per year.



# Funding Categories and Allocations

2023-2028: PCEF will distribute \$750 million across 7 funding categories.



# Implementing CIP: Funding pathways

## Grants

- Community responsive grants – recommendations to council later this summer.

## Requests for proposals (RFPs)

- This spring/summer: SP 3 Single family, SP 10 Capacity building, and SP 6 E-bike program.

## IGAs and IAAs

- IAA examples: SP 8 Equitable tree canopy, SP 1 Regulated multifamily affordable housing, Portland Bureau of Transportation.
- IGA – SP 16 Climate friendly public schools.





# Timeline of implementation

Sample of near-term program rollout

## May 2024

- SP 3: Clean Energy in Single-Family Homes procurement authorization

## July 2024

- Community Responsive Grant (RFP 3) recommendations

## June 2024

- SP 10: Capacity Building Program
- SP 6: Comprehensive E-Bike Access and Support

## Summer 2024

- SP 14: Access to Fair and Flexible Capital





# SP 6: Comprehensive E-Bike Access and Support

Seetha Ream-Rao, PCEF Transportation Decarbonization Program Lead



# Need/Opportunity

## Need

- The transportation sector in Multnomah County makes up **44% of carbon emissions** making the reduction of fossil fuel car trips essential to achieving Portland's net-zero goal.
- Used and new **electric vehicles are cost prohibitive** for most low-income Portlanders, with the average prices being \$48,759 (new) and \$23,787 (used).

## Opportunity

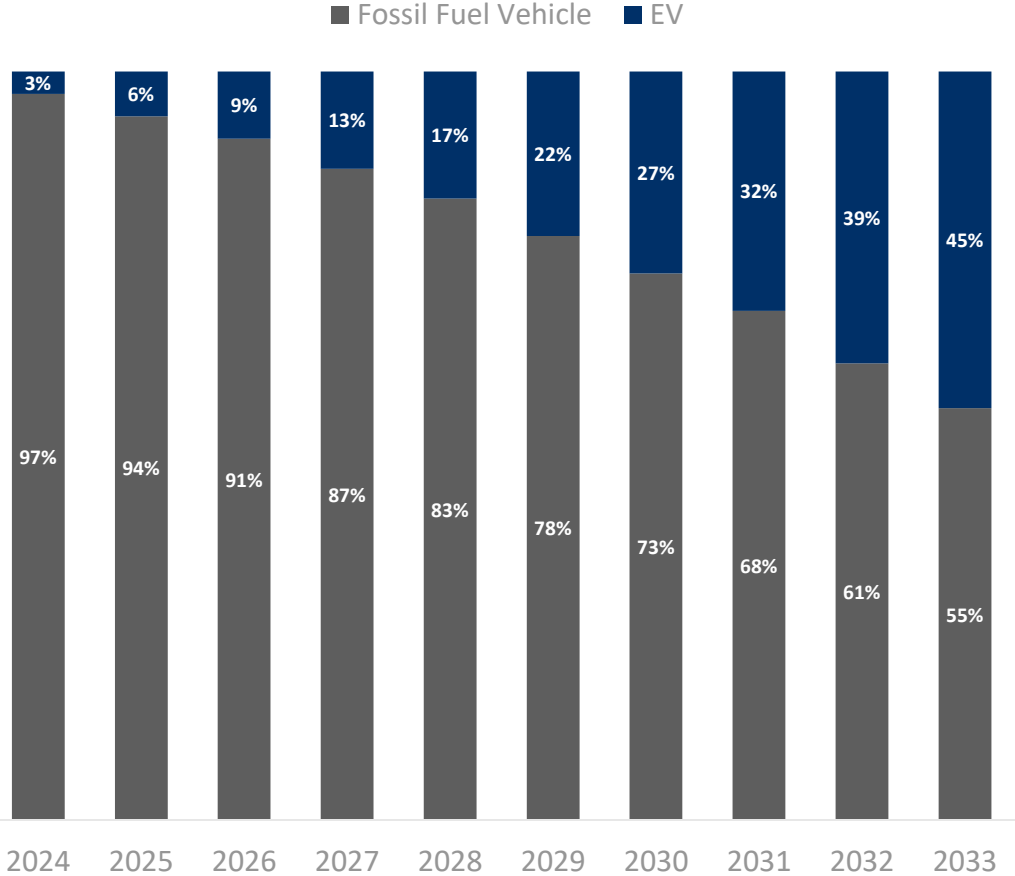
- The Oregon Household Activities Survey included 4,516 households; it showed that the average daily trip in Portland Metro Area was six miles, 80% of which are completed with a car.
- Reduce air pollutants, specifically particulate matter (PM2.5) and nitrogen oxides (NOx), which causes negative health issues.
- Financial benefits estimate \$600 per year per person in savings by using e-bikes.



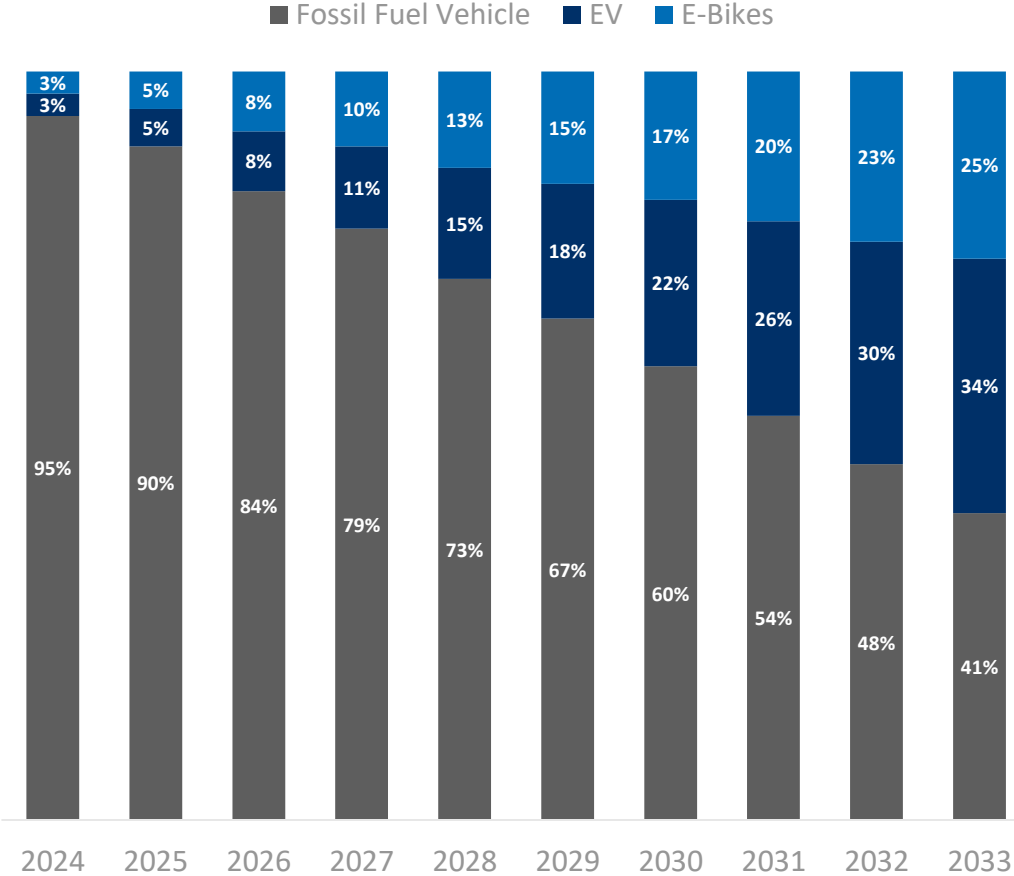


# Carbon Emission Benefits

Weekly Breakdown of Existing Vehicle Trips without E-Bikes



Weekly Breakdown of Existing Vehicle Trips with E-Bikes



Source: Rocky Mountain Institute and Republica

# Program description

- 1. Access options.** SP 6 provides incentives for a minimum of 6,000 electric bikes including traditional, cargo, and adaptive e-bikes.
- 2. Job opportunities.** Develop and implement training of 50 e-bike technicians/mechanics at Portland bike retailers.
- 3. Multifamily housing storage.** SP 6 will pilot storage and charging of e-bikes in multifamily buildings that will result in a replicable blueprint to provide residents with secure e-bike charging.





# Outcomes and goals

## Outcomes

- Significantly higher use 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 e-bike storage and charging in multifamily homes via pilot program.
- Increased mental and physical well-being due to greater outdoor physical activity.

## Goal measures

- 6,000 – 17,000 MT lifetime CO2e emissions reduced.
- Training of 50 new e-bike repair technicians.
- E-bike storage and charging in multifamily buildings.





# Preliminary Program Scopes

**Central Program Administrator**

- Partners with PCEF to develop and implement program.
- Coordinates with stakeholders.
- Provides safety and education programming.
- Outreach, community engagement, and marketing services.

**Payment Processor**

- Developed and manages the online application portal.
- Handles application processing.
- Processes retailer rebates.
- Provides customer service.

**E-Bike Technician/Mechanic Training**

- Assesses current and future training needs.
- Develops and executes training program and curriculum.

**Multifamily Charging and Storage Pilot**

- Assesses current best practices.
- Develops and executes pilot program.

**Third Party Evaluator**

- Develops criteria to determine success of each scope.
- Collects data.
- Evaluates impact of program.



# Timeline



# Incentives

E-bike types	Low-income incentive	Medium-income incentive
Standard e-bike	Base incentive amount	Single base amount (will be smaller than all low-income amounts)
Cargo e-bike	Base incentive amount + \$750	
Adaptative e-bike, for those living with a disability	% Based incentive amount (up to specified amount)	

- Every incentive, regardless of type or income, will receive a \$200 safety incentive for a helmet, quality lock, and other accessories.
- Each participant, not household, is only allowed to participate once during the life of the program.





# Invited Testimony



Elizabeth Babcock, Executive Director, City of Denver's Office of Climate Action, Sustainability & Resiliency



John MacArthur, Sustainable Transportation Program Manager, TREC at Portland State University



Hayes Kenny, Manager from River City E-Bikes



Brad Davis, Founder of Nomad Cycles







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# Questions/Discussion







# THE BUREAU OF **PLANNING** & **SUSTAINABILITY**

## **Sam Baraso**

Program Manager, Portland Clean Energy Community Benefits Fund

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