

HB 4067 -8 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst

Sub-Referral To: Joint Committee On Ways and Means

Meeting Dates: 2/15

WHAT THE MEASURE DOES:

Creates the Task Force on Electric Mobility. Directs it to review existing state laws related to micromobility and personal mobility devices; review whether safety and education requirements should be required; examine how best to use micromobility devices to promote equity, safety, and climate goals; examine best practices for micromobility devices; examine statutory definitions; address commercial use of micromobility devices; examine education and certification programs; and seek input from a broad range of community partners. Requires the Task Force to submit a report to the Joint Committee on Transportation by December 1, 2024. Sunsets December 31, 2024. Declares emergency, effective on passage.

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-8 Replaces member representing State Parks and Recreation Department with member representing a local government parks and recreation department. Reduces number of members representing law enforcement and medical emergency services from two to one. Replaces member representing a city transportation department with two members, one representing City of Portland and one representing any other city. Replaces member representing roadway users with member representing an association that represents motor vehicle users. Replaces member representing off road vehicle and trail users with member representing mixed-use trail users. Clarifies Task Force should seek input from community partners and relevant state agencies.

BACKGROUND:

The term "micromobility" refers to a range of small personal vehicles that typically convey one or two individuals. They generally operate at speeds below 30 miles per hour, weigh less than 500 pounds, and operate with human power or electric power. Some common examples of micromobility devices include bicycles, scooters, or other similar devices. The devices can be privately owned and operated, or can be part of a shared fleet; the Federal Highway Administration had estimated over 260 different shared mobility systems in existence as of August 2020, including docked and dockless bikeshare and e-scooter systems.

Micromobility devices are often considered as a solution for the "last mile" problem, in that they offer a supplemental resource to public transportation and automobiles in commuter traffic and urban areas. A rider who takes a commuter rail or light rail line to the station or stop closest to their final destination, for example, could utilize a micromobility device to reach their destination, through the rental of a dockless e-scooter, for example. Micromobility also offers an alternative to walking in urban environments for residents who do not own a car or who prefer to make some trips without using a car.

House Bill 4067 establishes a 19-member Task Force on Electric Micromobility to conduct a study and review of issues related to micromobility devices. The Task Force is directed to report its findings to the Joint Committee on Transportation later this year.