

The Portland Tribune

Portland Tees Up \$75 Million for Affordable Housing Projects

By Jim Redden

March 26, 2019

Units will now be built with matching cash from private sources because voters changed the Oregon Constitution.

Bond-funded affordable housing projects are moving forward as the region struggles with a homeless crisis fueled by a shortage of all kinds of homes.

The Portland Housing Bureau announced Wednesday, March 20, that it will make up to \$75 million available for projects matched by private funds in April. The city's funds will come from the \$258 million affordable housing bond approved by Portland voters at the November 2016 general election.

Project proposals will be due in June with award announcements anticipated by early September.

The projects will be the first allowed under an amendment to the Oregon Constitution approved by voters at the November 2018 general election. It allows businesses and nonprofit organization to partner on bond-funded affordable housing projects.

One of the projects will be the renovation of the Joyce Hotel, which was purchased by the bureau in 2016. The 69-unit single room occupancy hotel will be converted to supportive housing, where social services are provided to residents to help keep them housed.

Six projects totaling more than 600 units have been purchased or are being planned with bond funds so far. They include a new 150-unit project to be built on city-owned land at Southeast 30th Avenue and Powell Boulevard, which Holst Architecture has been selected to design.

In the meantime, one of the first projects funded by Metro's affordable housing bond will be the Mary Ann apartments near downtown Beaverton. Metro voters approved the \$653 million bond at the November 2018 general election, the same election where statewide voters approved the constitutional amendment.

Recent resolutions approved by the Metro Council and Beaverton City Council commit \$3 million in bond funds for the 54-unit project at First Street and Main Avenue. The \$20 million project will be developed by REACH, a nonprofit housing organization.

Although ground is not expected to be broken on the project for another year, the funding commitment is necessary because REACH is about to submit its bid for a federal low-income housing tax credit for it. The tax credit is expected to pay \$11.4 million, slightly more than half the cost of the project.

The project is named in honor of Mary Ann Spencer Watts, who according to the Beaverton Historical Society was Beaverton's first teacher, and whose classroom was in a cabin nearby. When completed, apartments will be made available to households with between 30 and 59 percent of the area median income.

"Every one of those doors that open is really important for somebody," said Carmela Bowns, a member of the city's Urban Renewal Advisory Committee. "It's the type of development that provides a lot of benefits to Beaverton and community members."

The other eligible funding partners in the region are finalizing development strategies to qualify for Metro bond funds.

They are the housing authorities in Multnomah, Washington and Clackamas counties, and the cities of Portland, Gresham and Hillsboro.

Portland is expected to receive the largest share, 38 percent, because it has the most assessed value within the Metro boundaries. You can read a previous Portland Tribune story on the issue at www.tinyurl.com/y57wqluo.

Your City Hall: May 2020 ballot may see 10-cent gas tax measure

*By Jim Redden
March 26, 2019*

Transportation Commissioner Chloe Eudaly will ask the City Council to refer the measure to the May 2020 primary election ballot.

What happened? Transportation Commissioner Chloe Eudaly announced last week that she will ask the City Council to place a measure on the May 2020 ballot to renew the city's temporary 10-cent-per-gallon gas tax.

Why is this important? Eudaly made the announcement during a council hearing on a report on projects funded by the tax, which Portland voters approved for four years at the November 2016 general election.

The timing shows Eudaly and Portland Bureau of Transportation officials are convinced the tax funding is necessary for maintenance and safety projects, and needs to be renewed to continue them.

Why the May 2020 election? Eudaly does not want the measure on the November 2020 ballot, when Metro is planning to ask voters to approve a transportation funding measure to help finance the Southwest Corridor MAX line and other transportation projects in the region. The request is expected to total billions of dollars, making the passage of any other revenue measure difficult.

How much has the gas tax raised so far? According to the report, two years into the tax, PBOT has collected \$39 million of the projected \$64 million in gas tax revenue, \$7 million more than initially estimated. According to PBOT, it has spent nearly \$11 million of that money, and spending will increase this year and next.

A separate heavy-vehicle tax approved by the council in 2016 is projected to bring in \$8 million during the four-year period, \$2 million less than originally estimated.

How is the money being spent? As required by the measure, 56 percent of the money must be spent on street maintenance projects, while the rest is spent on pedestrian or bicycle safety projects.

The maintenance spending is allowing PBOT to prevent some existing streets from deteriorating further, and repairing those considered high priorities. Many of the safety projects are in East Portland, where there is a shortage of sidewalks, crossings and street lights.

Twenty-one new projects funded by the gas tax are scheduled to break ground this year. They range from safety improvements on Southwest Capitol Highway to paving North Denver Avenue to adding protected bike lanes on Northeast Halsey and Weidler in the Gateway neighborhood.

Anything else? Ironically, the gas tax was championed by former Commissioner Steve Novick, who Eudaly defeated at the same election where voters approved it. Eudaly herself will be on the May 2020 ballot if she decides to run for re-election.

Any more information? You can find more information and an interactive map of upcoming projects at www.fixingourstreets.com/annualreport.

What can I do? You can tell Eudaly what you think by calling 503-823-4682, emailing Chloe@portlandoregon.gov, or writing Commissioner Chloe Eudaly, 1221 S.W. 4th Ave, Room 210, Portland, OR 97204.

Portland streets could flood with up to 15,000 e-scooters

*By Zane Sparling
March 25, 2019*

Portland Bureau of Transportation says 2,500 scooters expected at start of pilot on April 26.

Portland's fling with electric scooters is transforming into a long-term relationship.

The Portland Bureau of Transportation has announced a return date for a flood of as many as 15,000 e-scooters eventually coming to city streets — this time during a year-long test drive. The second official pilot starts Friday, April 26 and expires on the same day in 2020.

Users can expect to pay a 25-cent street fee when they ride — and could be slapped with \$50 fines for riding on sidewalks or \$15 for illegal parking. PBOT says the companies will have to meet "ambitious" goals to deploy 15,000 scooters using technologies still in development.

"With good data, we can make good decisions," Interim Transportation Director Chris Warner said in a statement. "Our comprehensive data requirements helped show that e-scooters eliminated thousands of car trips last year."

The Portland Tribune first reported that disability advocates were ill at ease after seeing the two-wheeled devices clogging public right of ways — such as sidewalks. Disability Rights Oregon was especially irked that city officials didn't hold public forums or seek their input after the first pilot ended in November.

Both sides' lawyers met at City Hall, and local elected leaders subsequently pledged to take the criticism to heart.

"Illegal e-scooter use on sidewalks and irresponsible parking came through loud and clear as the most prevalent problems with the program," noted transit Commissioner Chloe Eudaly.

She continued: "E-scooters are unquestionably fun to ride: the challenge of this second pilot will be to see if it's possible to mitigate problems while demonstrating that e-scooters can benefit Portlanders left out of the economic mainstream and advance our city's climate goals."

Companies must re-apply to participate in the scooter sequel. PBOT is accepting applications through April 9, and expects to notify finalists on April 18. The new applications prioritize companies offering e-scooters "with seats" that can be locked to public bike racks.

The bureau has changed its rules for the newfangled contraptions, but the regulations won't be permanent until the City Council votes on the issue after the pilot ends. Here's what to expect:

- PBOT says companies will likely deploy about 2,500 e-scooters initially, compared with 2,043 during the last test. However, embedded in the new rules are incentives that allow the tech companies to boost their hypothetical deployment to between 9,000 and 15,000 e-scooters by January.
- The incentives include a 20-percent allotment boost for businesses that "eliminate" sidewalk riding, and another 20 percent for completely quashing improper parking.
- There are also incentives for increasing ridership in East Portland, hiring a consultant to study climate and traffic impacts and luring attendees to free safety workshops. A final incentive goes to companies who demonstrate a "commitment to collaboration" with the city.
- Companies will now be charged a five- to 20-cent right-of-way fee, which PBOT says will fund new neighborhood greenways and bike lanes. Geofencing technology means riders will be unable to deactivate scooters inside parks, including in Tom McCall Waterfront Park, and repeat offenders may be fined.

Willamette Week

E-Scooters Could Return to Portland April 26 With New Rules and More Devices

*By Elise Herron
March 25, 2019*

New rules seek to reduce sidewalk parking and eliminate park scooting.

E-scooter: Resurrection.

Portland Bureau of Transportation announced Monday morning that the city's second, year-long e-scooter program could begin as soon as April 26. Starting today, PBOT is accepting applications from e-scooter operators that wish to participate in the program.

According to its release, PBOT plans to allow 2,500 scooters to operate at the start of the program, but if companies "qualify for incentives" to add more devices that number could rise to between 9,000 and 15,000 by January.

Incentives include eliminating improper parking and sidewalk riding, boosting ridership in East Portland and making available scooters with seats for disabled riders.

PBOT notes that companies may score higher in the application process if they "offer e-scooters that can be locked to public bike racks, reducing incidents of e-scooters parked blocking sidewalks and ADA corner ramps."

Transportation Commissioner Chloe Eudaly says in a statement: "E-scooters are unquestionably fun to ride: the challenge of this second pilot will be to see if it's possible to mitigate problems while demonstrating that e-scooters can benefit Portlanders left out of the economic mainstream and advance our city's climate goals."

The second pilot program comes around five months after the city's inaugural summer scooter trial, during which Portlanders took 700,369 total trips. The most prominent complaints cited in

PBOT's 2018 E-Scooter Findings Report were about riders on the sidewalk and people not using helmets.

New rules in the upcoming trial program seek to address those complaints.

Companies will now be required to "issue notifications, warnings, fines, and account suspensions," to riders using scooters on sidewalks or in prohibited areas such as city parks. Riders who receive warnings could get a \$50 fee for sidewalk riding and \$15 fee for "illegal parking."

PBOT also requires companies to install geofencing technology, which stops e-scooter users from parking in prohibited areas like Tom McCall Waterfont Park.

"Riders will not be able to end a trip in the park and will receive warnings and fines for repeated offenses of abandoning e-scooters in city parks," PBOT's statement reads.

The Portland Mercury

E-Scooters Return to Portland on April 26

By Blair Stenvick

March 25, 2019

After a five-month hiatus, e-scooters—those oft-debated, much-studied transportation devices—will return to Portland in April.

The Portland Bureau of Transportation (PBOT) announced Monday morning that its year-long "Shared Electric Scooter Pilot Program" will kick off April 26. This pilot follows a 120-day trial run conducted by PBOT last year, during which e-scooter companies Bird, Lime, and Skip dropped a total of 2,043 pay-per-minute e-scooters across the city.

PBOT expects up to 15,000 e-scooters to be on Portland streets by January 2020. We don't know which brand of e-scooters those will be yet—the city's still taking applications from companies interested in participating.

"E-scooters are unquestionably fun to ride," said Transportation Commissioner Chloe Eudaly in a press release issued Monday. "The challenge of this second pilot will be to see if it's possible to mitigate problems while demonstrating that e-scooters can benefit Portlanders left out of the economic mainstream and advance our city's climate goals."

During the first pilot, 34 percent of riders said they used e-scooters instead of a taxi, Uber, or Lyft, and two-thirds of people using e-scooters said they used them to get from one specific location to another, rather than just for fun.

PBOT used data collected during that first pilot to determine rules and parameters for the upcoming second run. For example, the bureau will allow e-scooter companies who satisfy certain requirements to put more scooters on the road.

Those incentivized requests include serving East Portland—a low-income area that often lags behind the rest of the city in transportation access—and providing e-scooter options for differently abled people.

PBOT also intends to crack down on people disobeying e-scooter rules during the upcoming pilot. People who ride their e-scooters on public sidewalks can be hit with a \$50 fine, and there will be a \$15 fine for illegal parking. During the initial pilot, PBOT found that about 13 percent

of e-scooter users parked their scooters so that they blocked pedestrian traffic, rather than using the designated parking areas.

Data from the first pilot showed that when e-scooter riders felt safe riding in the street, sidewalk riding reduced significantly. PBOT plans to add a 25 cent surcharge to each e-scooter ride, and use that money to fund protected bike lanes and other street safety improvements. Portland city code allows e-scooter riders to use both main roads and bike lanes.

PBOT lists other incentives for prospective companies in its application form. It asks that companies not require riders have driver's licenses to use an e-scooter, and that they have an app available in 10 different languages so that there isn't a barrier to entry.

As the Oregonian reported, PBOT doesn't expect companies to meet all of its ambitious incentives—meaning the peak number of e-scooters in Portland during this pilot will probably be around 9,000, rather than the possible 15,000.

The Portland Business Journal

Portland Eyes April 26 E-Scooter Return

By Pete Danko

March 25, 2019

Electric scooters could be back in Portland as soon as April 26, transportation officials said Monday.

The Bureau of Transportation announced a one-year pilot program that will base company scooter allotments on criteria related to safety, equity and climate policy goals.

For instance, operators will be incentivized to reduce sidewalk riding and illegal parking, boost the use of the scooters in east Portland and provide seated scooters. Companies will also score points by demonstrating that their scooters are trimming vehicle miles traveled.

Tom McCall Waterfront Park will be off-limits, the city said, with rides not allowed to start or finish there. There will also be "fines for repeated offenses of abandoning e-scooters in city parks."

Applications for the program are due by April 9, and PBOT said as many as 2,500 scooters could be in service by the 26th. But with the incentives, PBOT estimated the number could rise to 9,000 by January, and theoretically could reach 15,000.

"But the bureau's incentive criteria are ambitious, involving technology that may still need to be developed," the bureau said in a news release.

Three companies — Bird, Lime and Skip — operated a total of 2,043 scooters in a four-month pilot that ended just before Thanksgiving last year. The city found the program to be generally well received but expressed safety and inclusivity concerns.

"E-scooters are unquestionably fun to ride: the challenge of this second pilot will be to see if it's possible to mitigate problems while demonstrating that e-scooters can benefit Portlanders left out of the economic mainstream and advance our city's climate goals," PBOT Commissioner Chloe Eudaly said in a statement Monday.

Under the new program, the city will require a \$0.25 "street use" surcharge on each ride, and a daily, per-scooter "right-of-way" surcharge ranging from \$0.05 to \$0.20, depending on where in the city the scooter is deployed, with the highest fee in the Central City.

A per-trip surcharge of \$0.25 and fees and penalties brought in \$212,077 over the course of last year's program, but designing, administering and evaluating the program cost the city \$287,282, resulting in a net expense of \$75,205.

The Skanner

E-Scooters Coming Back to Portland in April

March 25, 2019

Responding to input from thousands of Portlanders, the Portland Bureau of Transportation (PBOT) today announced new measures to improve public safety and protect City parks as part of a one-year pilot program that could have shared electric scooters (e-scooters) return to Portland streets by late April.

The Shared Electric Scooter Pilot Program starts April 26 and lasts until April 26, 2020. It follows a 120-day pilot program in 2018 that showed e-scooters have the potential to help reduce congestion and pollution. But it also raised concerns about people riding e-scooter on sidewalks, in violation of state traffic laws, creating conflict with people walking and people with disabilities.

Following the one-year pilot program, PBOT will evaluate the program and engage the public to develop recommendations for permanent rules for shared e-scooter use for the City Council to consider.

"Thank you to the thousands of community members who shared their feedback during the first pilot, particularly Disability Rights Oregon. Illegal e-scooter use on sidewalks and irresponsible parking came through loud and clear as the most prevalent problems with the program," said Transportation Commissioner Chloe Eudaly. "E-scooters are unquestionably fun to ride: the challenge of this second pilot will be to see if it's possible to mitigate problems while demonstrating that e-scooters can benefit Portlanders left out of the economic mainstream and advance our city's climate goals."

"With good data, we can make good decisions," said Interim Transportation Director Chris Warner.

"Our comprehensive data requirements helped show that e-scooters eliminated thousands of car trips last year.

"In Portland, e-scooter companies will find a combination of penalties and potential incentives that will reward their efforts to create innovative solutions that reduce conflict between e-scooter users and people who walk or use mobility devices on our sidewalks."

Today, PBOT published an application form for companies that wish to provide shared e-scooter service in Portland. Applications are due April 9. PBOT anticipates notifying finalists April 18, followed by testing of equipment and technology that could result in e-scooters in operation by April 26.

The 2019 pilot program includes new rules intended to improve public safety, ensure service to East Portland and provide funding for safety improvements:

- Companies could start service this year with a total 2,500 e-scooters citywide among all companies, compared with 2,043 deployed during the 2018 program. Companies may be able to expand their fleets if they follow all regulations and implement innovative programs that help meet city goals, such as eliminating sidewalk riding, eliminating improper parking, generating high ridership in East Portland.
- If all companies qualify for all incentives, Portlanders could see a total 15,000 e-scooters by January.
- Companies can score higher in the application process if they are able to provide e-scooters with seats, or offer e-scooters that can be locked to public bike racks, reducing incidents of e-scooters parked blocking sidewalks and ADA corner ramps.
- Companies will be required to issue notifications, warnings, fines, and account suspensions to users who are not operating e-scooters legally. After receiving a warning, e-scooter riders may receive a fine of \$50 for riding on sidewalks, or \$15 for illegal parking.
- Riders will not be able to end a trip in Tom McCall Waterfront Park and will receive warnings and fines for repeated offenses of abandoning e-scooters in city parks.
- E-scooter riders will be charged a 25 cent street use fee, and companies will be charged a 5 to 20 cent right-of-way fee to generate funding to build safe places for people to use e-scooters, such as protected bike lanes and neighborhood greenways.

What is a Shared Electric Scooter?

E-scooters are an emerging technology and new mobility service. Like bike share and car share, the service provides a shared vehicle – in this case, a small electric-powered scooter – to rent for one-way trips. This new service makes use of an existing technology – the scooters themselves – and adds app-based technology that provides the ability to share the devices using a short-term rental business model.

To begin a rental, users unlock a scooter through the company’s smartphone app. Some companies offer a call or text service to unlock for those without smartphones. To end a trip, users park the scooter on the sidewalk close to the curb and out of the pedestrian travel zone. Many companies require riders to confirm they have parked the e-scooter correctly by submitting a photo through the company’s app in order to end their rental.

E-scooters are powered almost exclusively by an electric motor, after an initial kick-off to start the device.

E-Scooter Program in Portland

In PBOT's 2018 e-scooter pilot program, the bureau gathered and shared with the public more data on the use of shared e-scooters than any other city in the nation. It published a comprehensive report on the use of e-scooters, with data about injuries within weeks of the pilot program's completion.

PBOT will continue to provide regular public information updates throughout the 2019-20 pilot program.