



**TPAC
Minutes
November 2020**

Attendance: Deane Funk, Doug Allred, Ryan Hashagen, Carol Gossett, Briana Orr, Janet Grayson, Kristan Alldrin, Mike Sellinger, Susan Lindsay, Adam Zucker, Chris Mathieu, Steve Bozzone, Julie Bennett, Tina McNertheny, Monique Gaskins,

Advisors: Kristan Alldrin

Staff: Adrienne Chaillé, Kate Merrill, Becca Olson Kling

Guests: Denise McCarty

Welcome + Public Comment:

DFunk welcomes everyone to the meeting and invites public comment; none provided.

Approval of October Minutes:

DFunk motions to approve minutes, JGrayson seconds the motion. Motion passes unanimously.

Updates:

Joint Land Use/TPAC- Central City in Motion Letter

AChaillé asks the group for any further recommendations or concerns regarding the Central City in Motion letter with the goal to vote on approval. BOrr addresses committee concerns regarding parking and accessibility issues around the Multnomah County building, stating that the current plan will allow for 2 ADA parking spaces on Grand Avenue closest to the entrance, and will also reallocate permit spaces on 6th avenue to create additional visitor parking. BOrr acknowledges SLindsay's recommendation for an additional ADA space on 6th Avenue instead of Grand. DFunk introduces the motion to approve the letter.

JBennett motions to approve, CGossett seconds the motion. The motion passes unanimously.

Freight Committee

KMerrill provides updates on the Freight Committee's "Freight & Transit" lane pilot project in the Central Eastside. Construction is currently in progress in dedicated lanes on Grand & MLK Blvd between SE Mill Street to I-84. There is discussion in place around the safety of the Bus Only lane at the entrance to I-84, and how this may affect



freight and traffic patterns. The Freight Committee will be recording their findings which will decide whether or not to continue the program.

BIKETOWN Super Hub Zone

AChaille is still waiting to hear feedback from Steve Hoyt-McBeth's conversation with Lyft for a more accurate cost assessment if TPAC were to support the return of a Super Hub. This information will be sent to the group as soon as it becomes available.

Timeline of TPAC (presenters-priorities)

AChaille shares a draft list of potential presenters and topics for future 2021 TPAC meetings, which will be sent to the group. The list will include a section for participants to ask questions before each meeting, as well as a line for proposed topics and agenda items. The group discusses ideas for guest speakers and topics that all would like to be updated on.

CEIC Racial Equity Work

AChaille provides an update that the Board approved the timeline for CEIC's racial equity work this week. CEIC will undergo an internal assessment in December, and a survey form will be sent out to gather interest in joining the group, which will begin in January 2021.

Annual Meeting

BOlsonKling updates all on CEIC's annual meeting which will take place on December 10th. The program will feature breakout rooms led by CEIC & Central Eastside Together board members on various topics including Land Use, TPAC, and ESD programs.

TriMet's Response to COVID-19

DLund from TriMet presents the group with information regarding TriMet's response to the pandemic as it relates to the following topics:

TriMet employer pass programs and TDM initiatives

There are three main Employer pass programs available to business owners through TriMet (Monthly Pass, Annual Pass, Universal Pass), as well as the Commuter Pass (specific to CEIC and the CEID). Both the Employer Pass & Commuter Pass programs have seen a decrease in ridership and revenue overall this year due to the pandemic.

COVID-19 impacts on transit and riding safety

TriMet works closely with the Oregon Health Authority for guidance on rider safety. TriMet provides masks to all riders, and has implemented electrostatic cleaning of all vehicles at night, and has hired additional staff during this time to provide added



cleaning services. The most up to date information on ridership and safety guidelines can be found [here](#). In addition, TriMet has implemented capacity limits on each vehicle, and recommends that rides remain limited to essential workers and necessary transit.

Service updates

TriMet reduced service by 20% in April, but added back to 90% in August to keep service in areas where people are struggling most. Major service improvements will be put on hold for 2021, and any added service will be based on ridership and demand, and will also prioritize lines relied upon by low income riders, communities of color, and others who are transit-dependent. DLund provides an update that the Division Transit Project is currently underway, with completion projected in early 2022.

Employer pass program updates and next steps.

TriMet is undergoing a review of all Employer Pass programs in order to better serve ridership, and will also apply an equity lens to consider the addition of programs that incentivize ridership and affordability. The Commuter Pass Program next steps: difficult to determine efficacy given congruence with pandemic start. DLund asks the group for any ideas around Employer program next steps, specifically related to the Central Eastside. KMerrill suggests looking into options that would support small businesses with fewer employees due to COVID-19. DLund addresses group questions around the possibility of incorporating multi-modal collaboration in commuter programs going forward. AChail   proposes submitting a survey to TriMet from businesses and community members in the CEID to help inform the process in addition. DLund states that TriMet would like to continue working with employers and CEIC to assess next steps for these programs.

Budget Adjustments- COVID-19

KMerrill & KAlldrin review adjustments to the TPAC budget. AAlldrin shares information on Parking Permit sales and Net Meter Revenue. KMerrill explains the Program Expense category, specifically in relation to the Opt Out and Commuter Pass programs, which are projected to bring in less revenue than last year due to the pandemic. PR and Communications costs will likely go down as well, as less in-person events are occurring. The Parking Masterplan cost estimate will likely go down in addition. KMerrill addresses group questions on the budget, and reminds all that these revisions have been written into the MOU to provide an adjusted budget based on program sales. This approval was put in place as a safeguard with PBOT, so that



spending does not outweigh sales. AChaillé also states that the budget will allow the ESD to know which programs to focus their energy and attention on in the upcoming months.

TMcNerthney motions to approve the TPAC budget, JBennett seconds the motion. Motion is approved with 19 in favor, 1 abstention (CGossett).

Public Comment

No public comment.

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