



**Central Eastside Transportation and Parking Advisory Committee (TPAC)  
Central Eastside Industrial Council (CEIC)**

**Wednesday, May 25th, 2022  
MEETING MINUTES**

**Attendees:** Carol Gossett, Tina McNerthey, Adam Zucker, Ted Hendryx, Joe van Waardenburg, Carla Bartow, Angie Garcia, Brendan Coffey, Karen Girard, Jon Henrichsen, Peter Finley Fry

**Excused:** Steve Bozzone

**Advisors:** Kristan Alldrin, PBOT

**Guests:** Bryan Nguyen, PBOT

**CEIC Staff:** Clare Briglio, Avery Morris, Rachel Lakey, Viridiana Rivera

**Welcome, Introductions, Approval of Minutes**

*Brendan Coffey motioned to approve the March meeting minutes, Joe van Waardenburg seconded, Avery called for a vote. The motion passed. No opposition or abstentions.*

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**Public Comment**

Michelle Sprague shared that SE 12th and Division intersection now has a “no turn” sign.

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**New TPAC Members & TPAC Mission**

AMorris shared a presentation regarding new TPAC member orientation and an overview of TPAC’s mission. TPAC primarily works on parking management, advising PBOT on policy changes to Zone N & G Parking Permits and meter placement in the District, as well as other transportation projects affecting the Central Eastside Industrial District. CEIC also administers the Central Eastside Commuter Pass, Transportation Wallets, and Golden Transportation Wallets in conjunction with TriMet for the District.

TPAC Orientation next steps:

- Complete Office of Civic Life Trainings
- Review TPAC work and history documents
- Update to TPAC Bylaws
- \*\*\*TPAC needs officers! Chair, Vice Chair, Secretary, and Treasurer.\*\*\*

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**2022 - 2023 TPAC Budget**

CBriglio presented the 2022-23 Fiscal Year Budget to the committee. Between Net Meter Revenue and Permit Surcharges we have approximately \$1.5M. CEIC uses some of this money to pay for staffing, bookkeeping, payroll, etc.; a significant portion to cleaning and outreach services in the

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ESD; and funds on our Transportation Demand Management programs (e.g. commuter pass and transportation wallets) and Parking Master Plan. We are projecting to spend \$750K in the upcoming year on these expenses, as allocated by PBOT. Some expenses were lower in the 2021-2022 Fiscal Year due to COVID limitations. TPAC maintains approximately \$287K in rollover funds for the TDM programs in 2023-2024 Fiscal Year.

CBriglio notes that the CET and CEIC do \*not\* hold this money in a bank account. This is a reimbursement based contract through PBOT– the CEIC invoices them for the aforementioned expenses. KAlldrin says that this 2022-23 budget will influence the MOU between CEIC and PBOT next year. Additionally, she mentions that the allocated budget to the CEIC from PBOT will decrease by \$150,000 each year for the next five years.

RHashagen asks why the TDM program is being reduced by \$89K despite it being a successful program. CBriglio explains that due to overall budget reduction, we had to make concessions in some areas of the budget– KAlldrin clarifies that they are at the bare minimum operational allowance for TDM programs to continue.

CGossett asks for clarification on Outreach Worker and the process of District cleaning. AMorris says that the Care Coordinator is on the Safety for All team contacted with NW Enforcement – this person does daily street-level outreach to our houseless residents in the District as well as case management. District Cleaning refers to the cleaning that happens in the ESD contracted through Central City Concern. CET has cleaning staff in trucks, on bikes, and on foot who respond to calls for service regarding dumping, needles, biowaste, and trash as well as general cleaning maintenance of debris that may present an obstacle to transportation mobility.

CBriglio notes that moving forward, CEIC/PBOT staff will be as transparent as possible about all of the administrative and budget concerns regarding TPAC. She acknowledges that the city of Portland and specifically the Central Eastside Industrial District are still facing challenges due to the economic and social impacts of the pandemic and other emergencies.

AZucker observes that the TPAC budget is not necessarily aligned with the goals of the TPAC mission and hopes that it is a stop-gap endeavor to get everyone aligned with the goals. Clare agrees that she is committed to moving the group towards those goals.

KAlldrin then gives an update on permit sales and pass sales in the District. Permit year begins on May 1st but PBOT takes applications starting April 3rd. There have already been 2405 permits sold as of the date of this meeting (May 25th, 2022), the majority being Zone G and minority being Zone N. Permit sales this year and last are generally on a downward trend. Clare Briglio adds that if the permit sales go up, the TPAC budget can increase– this is why we are encouraging people to come back to work in the District. Peter Finley Fry asks if the budget could be spent on other things other than the cleaning program if permit sales surpass expectations.

*Clare calls for a vote on approving the 2022-23 TPAC Budget as presented. Peter Finley Fry makes a motion to approve; Jon Henrichsen seconds the motion. Adam Zucker opposed the budget. All other voting members present voted to approve. No voting members abstained. The motion passes. The budget is approved.*

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## Updates

- CEIC Staffing
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- New Staff: Rachel Lakey, Deputy Director; Carlyne Holcomb, Communications and Marketing Manager; and Viridiana (Vee) Rivera, Administrative Assistant
- Commuter Pass
  - CEIC has sold between 35-50 passes per month during Covid. Avery Morris, the Program Manager, is planning on growing the program. This is an equity-centered program for low-income folks who live and work in the district.
- Blumenauer Bike Bridge Opening events
  - The event date is confirmed for July 31st during mid-day. There will be at least one if not more bike rides coordinated on that event day, in partnership with Green Loop, Milagro, and the Street Trust. Earl Blumenauer will be speaking at this event.

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### **PBOT Data Portal Presentation**

Bryan Nguyen coordinates the Microcommuter program at PBOT (Biketown and E-Scooters). PBOT contracts with Bird, Bolt, Lime, Spin, and Biketown (Lyft). He notes that e-scooter trips continue to rise since the beginning of the pandemic. E-scooters are shown to reduce nearly 30% of vehicle trips which has a beneficial impact on climate. Biketown trips also continue to see an upward trend of nearly doubling usage from 2020 to 2021. PBOT shares data dashboards publicly in conjunction with Ride Report. You can access it via [public.ridereport.com/pdx](https://public.ridereport.com/pdx). The Open Data Portal incorporates the high crash network and bike network, including interactive heat maps and trip data. This data informs planning for more bike parking installation in East Portland. Bryan then shares a demo of how to access the Ride Report site and utilize the data portal. There is data from 2019 to 2022, categorized by quarter. Bryan mentions that PBOT is working with Ride Report to improve and update the website and that any and all feedback is welcome to help that process. Avery Morris asks how this data can improve our local transit systems. Bryan answers that it can help decide where to install more scooter and bike stations, for example near transit stations, in order to increase access. Michelle Sprague asks whether this will also include biketown parking stations and whether scooters can be locked to bike racks. Bryan responds that yes, this will be a function available soon in order to minimize rogue scooter parking disruptions to mobility. Karen Girard asks whether this data includes crash and accident data from bikes and scooters. Bryan responds that yes, this data does include that, and that people can report issues with scooter compliance, noise, speed, or functionality to 311 or to [escooterpdx.com](https://escooterpdx.com). Adam Zucker is worried that locking scooters may increase the cost of use which may be preventative to use. Bryan says that he thinks locks will not affect usage cost since other e-scooter companies have already adjusted their prices to comply with other markets across the nation that already require locks.

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### **Public Comment\***

Michelle Sprague shares that the buffer zone in Hosford-Abernethy Neighborhood District (HAND) has different residential zoning than Buckman District, for example. She requests that the parking study leadership can consider how the buffer zoning may affect parking in residential areas in the District.

Avery Morris responds that everyone in TPAC and the public will be kept abreast of updates with the parking study throughout the process.

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**ADJOURN**