

**TPAC Committee Meeting
Minutes
August 21, 2021**

Attendance: Deane Funk, Adam Zucker, Carol Gossett, Chris Mathieu, Julie Bennett, Mike Sellinger, Ryan Hashagen, Susan Pierce, Ted Hendryx, Tina McNerthney, Steve Bozzone,

Excused: Juliana Lukasik, Andrew Plambeck

Guests: Mike Pullen - Multnomah County, Francesca Jones - PBOT Chris Armes - PBOT, Michelle Sprague - HAND, Gabriella Giron - PBOT, Nubia Milpas - PBOT, Wilfred Pinfeld - , Steve Litchfield,

Advisors: Andre Lightsey-Walker, Kristan Alldrin, Darin Lund

Staff: Nyla Clark, Avery Morris

Welcome, Meeting Goals, Approval of Minutes

DFunk welcomes the committee to the meeting. *CGossett motions to approve the July 2021 meeting minutes. SPearce seconds the motion. The motion to approve the minutes passes unanimously.*

Public Comment

DFunk opens for public comment. WPinfeld comments that Urban Systems & UbiWhere won an EU grant to develop a community incentive package for sustainable behavior, which they will work on with OMSI. The project is called Go-Green, and [more information about their plan can be found here](#). MSprague updates the group that the Division transit project will be implementing lighting and lane changes on SE 11th & 12th Avenues. DFunk closes public comment

Staffing Update

NClark shares that Adrienne Chaille has given birth to a healthy baby boy, and will return from her maternity leave in November. The group congratulates AChaille.

Parking Master Plan Timeline

NClark shares that many CEID employers are delaying returning to the office, and this may warrant a delay to parking study. Rick Williams Consulting will be present at October meeting to discuss. KAlldrin mentions in the budget for next FY there is a line item for data collection for a utilization study to determine setting meter rates which is typically done in the fall by Rick Willaims. The group discusses how 2021 is not a great year for a utilization study as COVID is still disrupting usual parking. Consensus is that TPAC can defer to Fall 2022 for the study.

PBOT Memorandum of Understanding Negotiations

DFunk begins that CEIC has not signed the MOU with PBOT as it does not assure funds to staff TPAC. This is due to PBOT wanting to take away Permit Surcharge and only allow Net Meter Revenue for funding CEIC staff. The group asks for clarification of MOU, and history of funding with TPAC, CEIC, PBOT. KAlldrin shares she has discussed with KMerrill the need to give TPAC an in-depth presentation on this issue, which will take place at the September meeting.

RHashagen comments that this will be good, but expresses a desire for TPAC meetings to be more action-oriented and have fewer long presentations. DFunk agrees.

Morrison Bridge Painting Project - Mike Pullen, Multnomah County, Steve Litchfield - Next County Engineering.

MPullen presents the history & timeline of the project. This is the first time the bridge will be painted since 1954, and is important to prevent corrosion of steel beams. The work will be primarily underneath the bridge on parts facing the water, and will include some temporary changes to traffic patterns. There will be a temporary 20 ton gross vehicle weight limit, ongoing north sidewalk closure, and south sidewalk closure for one month in Spring 2022.. South sidewalk will close 1 month spring 2022. During the repairs there will be mostly 4 traffic lanes open. Ramp closures will consist of one month closure of Water Ave and Naito Pkwy ramps. During the closure access to SE MLK & Grand will remain. SLitchfield shares that the project will have a 2 year point-to-point duration, with the plan to end July/August 2023. Full bridge closures will happen only on nights/weekends. The in addition to painting, the project will include some sidewalk and structural repairs. No seismic improvements are planned. He continues that the color will be “Shinier Silver,” and

Freight Plan Workshop - Francesca Jones, PBOT

FJones begins by introducing PBOT’s new Urban Freight Coordinator, Gabriela Giron and Community Service Aide Nubia Milpas. She then shares PBOT’s [new informational video](#) about the [2040 Portland Freight Plan](#). The video introduces the program, its stakeholders, and its goals. PBOT will produce 2 more videos about how freight moves, highlighting Nossa Familia Coffee & Coco Doughnuts to show people how freight impacts goods, and connects freight trucks to things we eat and buy. Support and ideas for these videos came from the Portland Freight Committee, and with help from Kate Merrill! FJones expresses gratitude for all help from TPAC members. FJones moves onto the timeline of the project, which has concluded the State of the system report and Policy, plan + programs review stages and is currently focusing on needs surveys for Public Involvement, and Focus Area Studies. They will then move onto evaluation, implementation, and adoption stages and still hope to have the project wrapped up in the Spring. She then shares with the group the goals of the program, and how PBOT is working with the 2035 Master Plan strategic goals and tailoring them to apply to freight. The goals are: Economic prosperity, Human health, Environmental health, Equity, Resilience, Safety, Mobility, Maintenance. FJones asks the group which are most important to the and the CEID. The group discusses and highlights Economic Prosperity, Safety, mobility as major priorities, with Environmental health and Equity as secondary priorities that can be co-addressed. FJanes will share the [2040Freight Survey](#) where members can share more specific input with PBOT to help guide the planning process. FJones thanks the group for their time.

Net Meter Revenue Timeline Update - Francesca Jones, PBOT

FJones share that PBOT is reviewing their Net Meter Revenue Policy, and she is project manager. Net Meter revenue is the money from City parking meters minus costs for operation and management, and money set aside for repairs & replacements. The remainder of meter

revenue is set aside for parking districts to use to manage their unique transportation demand. FJones continues that PBOT feels that TPAC & CEIC have used net meter revenue well and that meters in the CEID are working for all stakeholders. PBOT's study of meter revenue and parking districts found that the net meter revenue policies are working to achieve everyone's goals. FJones shares that the study's recommendations are to change allocation policy for exactly what revenue can be spent in all parking districts. Changes will include allowing expenditures on streetscape elements, street cleaning, and for the policy to refer to parking management manuals. DFunk asks if it is established that net meter revenue can be used to underwrite staff & pay for right of way cleaning? CArnes responds that yes, net meter revenue can be used for staff, and clarifies the restriction is on the parking permit surcharge. FJones continues that the program has heard that any new meter districts want to be able to use net meter revenue for placemaking and transportation improvements. She concludes that the proposal reinforces current structures of revenue sharing and decision making, but PBOT has heard CEIC's concerns about cleaning in the right of way and are looking for a solution to find this program. FJones shares next steps are to present to the City Council, and invite CEIC & TPAC members to participate in this. Finally, FJones is expecting to be out on maternity leave soon. The group wishes her well.

Public Comment

DFunk opens the meeting for public comment. MSprague from HAND shares concern that the freight plan did not include mention of collisions at intersections, and that this is a major concern in the CEID. She continues that daylighting intersections has been effective in the CEID. DFunk closes public comment.

ADJOURN