



**TPAC Committee Meeting  
Approved Minutes  
February 23, 2022**

**Attendance:** Steve Bozzone, Ted Hendryx, Adam Zucker, Carol Gossett, Janet Grayson, Juliana Lukasik, Julie Bennett, Mike Sellinger, Ryan Hashagen, Susan Pearce, Tina McNerthney

**Advisors:** Sarah Iannarone\*, Kristan Alldrin, Darin Lund

**Excused:** Janet Grayson, Andrew Plambeck

**Guests:** Denise McCarty, Chris Armes, Michelle Sprague, Sarah Goforth

**Staff:** Nyla Clark, Kate Merrill, Avery Morris, Clare Briglio

**Welcome, Meeting Goals, Approval of Minutes**

NClark welcomes the group to the meeting. She shares that the January 2022 TPAC minutes need to be approved. *RHashagen motions to approve, CGossett seconds. The motion passes unanimously.*

**Public Comment**

No public comment

**Updates**

**Return to Work - Denise McCarty, Autodesk:** KMerrill shares that the CEIC is interested in inviting large employers to attend TPAC meetings to improve representation from the employment community. Today's guest is Denise McCarty from Autodesk. DMcCarty thanks the CEIC for facilitating this work. Autodesk located at 221 SE Ankeny in the Towne Storage Building is currently open to 30% occupancy, and the Omicron variant has slowed return to work. She continues that at present 5-6% of the workforce enters the building every day at this time. Autodesk is located in Zone N and does not have dedicated parking for their employees, so they offer a pre tax commuter incentive program and a program to incentivise employees to buy sustainable transportation products. Obstacles for commuting to work include concerns about the safety of commuting and taking public transportation due to Covid, and safety concerns regarding walking from their cars to their offices. Autodesk has doubled its employee size since Covid, but the bulk of these employees are working remotely. CGossett asks if there are other amenities that would be beneficial to Autodesk employees such as daycare etc. DMcCarty responds that this is something she is interested in surveying employees about. Pre-Covid Autodesk had a strong culture of engaging with the CEID community through scavenger hunts, team outings, and volunteering.

**Transportation Wallet:** Sarah Goforth updates the committee on the 2022 Transportation Wallet, which launched this month. They distributed 600 in 2021, 680 in 2020, and 1000 in 2019. SGoforth and JKemp are currently working with the property managers in the District to spread the word about the Central Eastside Transportation options. She continues that PBOT has hired Rideshark, a software developer to develop an app for the Transportation Wallet. This “app” will work on desktop, mobile browsers, and in a native app. The app will do 5 main things:

- **Registration** - Single sign on for other transportation products like Biketown, Scooters. Verify eligibility for District specific products using GIS codes that will “unlock” products they are eligible for.
- **Payment** - Integrated payment platform to pay for the entire TW package through the Distribution of Digital Codes - Users can redeem digital ride credits in the app, and apply credit to accounts for Trimet, Biketown, Free2Move, etc. This will also include a real-time loading of Trimet Hop cards. KMerrill asks if it would be possible to add the Commuter Pass program, SGoforth answers that this integration is part of a FTC grant so not at this time, but it could be possible in the future. Slannaronne asks why they chose Rideshark over RideAmigos? SGoforth answers that RideAmigos did not answer public RFP, but this is not intended to compete with statewide platforms, but to help distribute benefits for TW. NClark clarifies if you can reserve products like Biketown within the app? SGoforth answers that people need to use native apps to book and to pay beyond the TW products.
- **Communications platform:** customized encouragement campaigns, communications to users regarding incentive programs, new products, transportation news.
- **Trip Planner:** In real time people can trip plan using all of the transportation products in the wallet.
- **Incentive Platform:** Reward people for travel behaviors with coupons to local businesses.

KMerrill asks if this will have the same end of year reimbursement as in the past? SGoforth answers that no as there will not be any purchase of products in advance.

**Staff:** KMerrill shares that Clare Briglio has joined CEIC as the Deputy Director. CBriglio has a background in economic development and small business support in Ventura County, CA, and has been living in Portland for three years.

**TPAC Recruitment:** NClark shares that we are currently finalizing the 2022 committee, and asks the committee for either end of term forms or intents to remain on the community. NClark encourages the committee to tap their networks to get qualified candidates to join TPAC.

**Parking Master Plan:** NClark asks the committee their thoughts regarding the Parking Master Plan study typically done by Rick Williams Consulting. The committee discusses waiting to do the study until more large employers have returned to work or the mask mandate is lifted. RHashagen asks if there is pressure to do this before parking behavior is more stabilized? KMerrill answers that there is no hurry, but that in looking at placing parking meters it could be helpful to have on street and off street parking data. JBennett adds that at this time the District is still very underutilized and it may be wasteful to conduct the survey now. JLukasik suggests a

baseline survey of the district now, then again in a year to see how parking behavior may change as she does not see behavior returning exactly to pre-covid. RHashagen also asks about parking enforcement as he has not seen enforcement very much in the District? KAlldrin answers that Parking enforcement staff were cut due to Covid and were also front line workers affected by Covid. Recently, PBOT has moved some staff into the Abandoned Autos program. CGossett asks about the percentage of completion for Rick Williams Consulting's work. KMerrill adds that there was an economic evaluation and a survey of about 1000 people. After that would have been data collection, focus groups, and final. In Spring 2021 RWC updated the economic analysis, but there is no plan to continue the work until people commute to the office regularly again. AZucker and TMcNerthney agree that establishing a baseline could be beneficial, TMcNerthney asks if it is realistic to do data collection once and in a year? KAlldrin answers that historically they have been done yearly in the fall, and cost around \$40,000. The Northwest parking district did an occupancy study this fall for a similar reason. The committee agrees that they are interested in a Fall 2022 study. CArmes asks if they are planning to use the PBOT contract or the TPAC contract? Kate answers they planned to use TPAC for off street and PBOT for on street.

### **Parking Meter Placement**

NClark reminds the committee that she shared KAlldrin and the CEIC's meter placement recommendations via email. TMcNerthney asks if this meant eliminating 18 permit spaces between 6th & Ankeny/Burnside. She suggests the committee stick to Grand and MLK as they are more of transportation corridors. KMerrill shares that the idea behind putting meters at 6th & Burnside was requests from the restaurants and hotels in that area not having enough turnover for their patrons.

*RHashagen motions to support meter placements at:*

- **East side of Martin Luther King, Jr Blvd between E Burnside & SE Ankeny,**
- **East side of Grand Ave between E Burnside and SE Ankeny,**
- **West side of Grand Ave between SE Yamhill and SE Taylor**
- **East side of 6th Ave between E Burnside and SE Ankeny**

*TMcNerthney seconds with the amendment to the following meter placements*

- **East side of Martin Luther King, Jr Blvd between E Burnside & SE Ankeny,**
- **East side of Grand Ave between E Burnside and SE Ankeny,**
- **West side of Grand Ave between SE Yamhill and SE Taylor**
- **West side of 8th Ave between E Burnside and SE Ankeny.**

RHashagen pushes back from swap of 6th from 8th, and proposes that the demand and the amount of vehicles double parking on 6th right now may call for better parking management more than 8th. TMcNerthney takes into consideration motions to second RHashagen's initial proposal. KAlldrin reminds the committee that we are only relocating three meters at this time.

*MSellinger moves to remove Grand between Ankeny and Burnside. Rhashagen supports, TMcNerthney supports. Rhashagen amends the motion to remove Grand Ave between Ankeny*

and Burnside, TMcNerthey seconds. The committee votes on the amendment approved unanimously to approve meters at:

- East side of Martin Luther Kin, Jr Blvd between E Burnside & SE Ankeny
- West side of Grand between SE Yamhill and SE Taylor
- East side of 6th Ave between SE Burnside and SE Ankeny

*The motion passes unanimously.*

## **2022-2023 Permits**

NClark asks the committee if they are interested in any changes to the permit program. RHashagen clarifies if this is the time we would raise prices to work their way up to the cost of an annual Trimet pass. RHashagen reminds the committee that 8 prior years the committee approved a motion to raise parking permits to the cost of an annual trimet pass. The CEIC Executive Committee at that time vetoed a large price increase, but has allowed raises to permit prices of about 70 dollars yearly. Permits are currently priced a \$370 per year. KMerrill asks KAlldrin about planned increases in the cost of the base fee? KAlldrin answers that incremental increases of 10% of \$75 are planned in 2023, but this has not fully passed City Council. The committee clarifies that most passes are purchased by employers, and that they have not amended the rule that employers have been able in Zone N to purchase permits based on status in 2019-2020 year, and had no penalty for not purchasing permits during the COVID-19 pandemic. KAlldrin adds that TPAC can make a recommendation at this time. The permit year starts May 1, and buying a permit anytime within the year counts. This is only for Zone N. Zone N is commercial with the intention to transition to mostly metered parking, and Zone G is industrial and has different permit planning.. The committee discusses now not being a great time to raise rates. *RHashagen motions to keep rates as they are, SPearce seconds, and comments that Zone N should continue to step up to the market rate, not Zone G. The committee unanimously approves the motion.* RHashagen asks that the committee add MOU discussion to the top of the next agenda. The committee also asks for an agenda item at the next meeting for goodbyes to outgoing TPAC members.

## **PBOT MOU**

KAlldrin shares that CEIC & PBOT are still going back and forth about use of permit surcharge money, and will have a final draft soon. There will likely be a special meeting coming up. KMerrill asks for the CEIC board attend this public meeting to approve the MOU at one time. KAlldrin tentatively shares that this could work.

## **Public comment**

MSprague from HAND shares that important to HAND is the installation of a buffer. Their buffer goes from Hawthorne to Division. There has been a lot of residential infill in their buffer. SPearce shares that the buffer came about with the urging of Susan Lindsay from the Buckman Neighborhood Association. KMerrill suggests CEIC or PBOT attending a HAND meeting to better hear their concerns.

## **ADJOURN**

*\*Please note that Sarah Iannarone is currently filling in for Andre Lightsey-Walker as a Street Trust advisor.*