

**TPAC Committee Meeting**  
**APPROVED Minutes**  
**September 22, 2021**

**Attendance:** André Lightsey-Walker, Deane Funk, Mike Sellinger, Adam Zucker, Chris Mathieu, Henry Miller, Julie Bennett, Henry Miller, Ryan Hashagen, Tina McNerthney, Janet Grayson, Susan Pearce, Steve Bozzone, Peter Finley Fry

**Excused:** Carol Cossett, Doug Allred, Ted Hendryx, Juliana Lukasik, Andrew Plambeck

**Guests:** Kelly Bantle, Judge Kemp, Wilfred Pinfold, Sarah Goforth, Sarah Ryan, Michelle Sprague, Stephanie Millar,

**Advisors:** Kristan Alldrin, Darin Lund

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

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

DFunk welcomes the committee to the meeting. The August 2021 minutes were not sent out, so they will be approved at the October meeting.

**Public Comment:**

DFunk opens for public comment. MSprague of the Hosford-Abernathy Neighborhood Association shares that the Division Transit Project has completed striping, but has not yet put in the left turn lane at 11th.

**Updates**

**Transportation Wallet:** SGoforth from PBOT introduces new staff member Judge Kemp, who is on the Transportation Wallet team, working on fulfillment, customer engagement, and promotion. JKemp greets the committee and encourages all to reach out.

**Advocacy:** NClark shares that KMerrill will be late the the meeting as she is testifying in front of City Council on Net Meter Revenue Policy. Find Kate's complete written testimony here. Kate is at City Council testifying on net meter revenue policy. KMerrill's whole [testimony here](#).

**Trimet Updates**

DLund from Trimet gives a general Autumn update about Trimet programs and services. Trimet is currently working to continue COVID Safety, while encouraging people to safely return to riding public transit. Ongoing health procedures include providing masks, sanitizer, opening windows, and has hired 125 extra staff to support enhanced cleaning. COVID-19 drastically decreased ridership and resulted in decreased service. Ridership has been increasing and service is back to 90% pre-pandemic levels. DLund continues that Trimet is promoting its employer pass programs, including the [Central Eastside Commuter Pass](#) and the [Transportation Wallet](#) as companies are returning to work. He continues that the [Division Transit Project](#) is underway with utility relocates, additional infrastructure, and additional stations. This will include a new N/S bus route on Division, with expected competition in 2022. The [A Better Red project](#) is also underway and starting construction soon to expand the MAX red line to the airport and Hillsboro. This project is expected to be completed in 2024.

### **Get There Oregon Project**

Kelly Bantle from Get There Oregon introduces the program which is a statewide initiative spearheaded by ODOT to shift transportation habits to more sustainable modes, incentivizing using shared and public transportation options. With the current widespread workplace flexibility, they see now as a time to change people's minds when they are more flexible. Get There functions as an online trip planning/tracking tool and provides prize incentives for making sustainable choices. [More information here](#) about the prizes and rules. KBantle continues that Get There is looking to conduct a survey of employers later in the year about how to best support Oregon's workforce.

### **CET Cleaning Services**

KMerrill updates the committee on Central Eastside Together cleaning services. August was a record-breaking month for trash pickup, and our teams removed 101,000 pounds of trash, which is over 70,000 bags of trash. There has been an increase in trash in the District over the past year, and also numbers have increased as more staff have been brought onto the cleaning team. Services are provided by Central City Concern Clean Start, and the GLITTER program of Groundscore Association and Trash For Peace. These programs have provided informal employment to over 60 people. Cleaning and Graffiti Removal services are paid for jointly by TPAC and Central Eastside Together, with initially TPAC contributing \$584,000 from Net Meter Revenue and Permit Surcharge funds for 2019, and \$557,000 for 2020. Both years were below the budget plan of \$650,000 and the max amount per the current PBOT MOU of \$680,000. KMerrill continues that she was just at City Council discussing policy on use of Net Meter Revenue, which hasn't been voted on yet. Council proposed a clause about use for cleaning in the right of way, allowing 25% which must be matched. This limit does not apply during a government state of emergency.

### **PBOT Revenue Updates**

KAlldrin begins with an update on parking permit sales, which started in March. Sales are greater than expected, with around \$750,000 collected in permit surcharge revenue, with the estimate being closer to \$600,000. Transportation Wallet sales have been down, with 1000 total for 2019, 684 for 2020, and 427 so far for 2021.

**Central Eastside Parking Surcharge/Net Meter Revenue History:** KAlldrin continues with the history of revenue sharing in the CEID. The rule to share net meter revenue was established in 1996, then in 2012 the city adopted the Central Eastside Parking Management plan and created TPAC. In 2013, an ordinance allowed TPAC to add a surcharge to parking permits and use funds for TPAC work. This was clarified in a yearly MOU. The 2018 MOU had a clause for ramping down CEIC/TPAC use of permit surcharge funds while maintaining availability of net meter revenue. For FY19/18, the same time the Central Eastside Together ESD was created, the MOU PBOT allowed the use of permit funds for three years.

In 2019 an ordinance was passed to clarify what permit surcharge funds can be used for, and in 2021 council reviewed updates to net meter revenue policy.

**Parking Revenue in the CEID:** KAlldrin states that PBOT guidelines say that money should be used for transportation demand and capital projects to move away from single occupancy vehicles. The guidelines also say that the parking permit surcharge shall not pay for non-city personnel. KAlldrin shares this list of approved types of PSR projects.

- Increase transportation options: transit, bike, walk, carshare
- creative/efficient use of existing parking supply, infrastructure improvements for bike/walk/transit
- Trimet Universal Pass to employees % residents
- Free transit for low income
- Area walking maps, ped wayfinding signs
- Enhances transit service w/Trimet and Streetcar
- Curb extensions, new sidewalks, TSR projects
- Evaluation & analysis of travel behavior and parking surveys
- Increasing public supply of off-street parking thru development of shared use of existing supply

**Net Meter Revenue in the CEID:** KAlldrin shares that In the CEID there were 23 meters at the beginning of the parking district, and there are now 153. Meters are installed based on performance determined by analyzing usage data. There has been no data collection in the past few years. Today at City Council they clarified policy for Districts pre-1996, Districts from 1996-2022, and after 2022. A relevant update to the CEID was that the money for cleaning must be matched. KAlldrin shares the following approved NMR projects:

Transportation demand management programs as provided in the Parking Management Manual

- Public Education programs designed to promote transportation projects or programs
- SHort-term off-street parking facilities for bikes, automobiles, or other models. Off street parking facilities for automobiles are eligible once all parking best practices are utilized.
- Cleaning and litter removal in the transportation public right of way is limited to 25% of total NMR and must be matched by other funds.

The committee discusses the possibility of adding new meters to the District, and KAlldirn clarifies that usage data was not collected in 2019 or 2020, but the funding is available. She states that due to Zone N not having future permit sales, the next step would be to add meters to that area. CArmes agrees, and states that meter increases have been expected in the past two years. KAlldrin opens for questions. KMerrill states that the MOU is still outstanding, and future staffing funds for CEIC will be limited to net meter revenue, which is not expected to grow significantly. The group discusses the challenge of maintaining TPAC without CEIC staff, which is paid for partially by Permit Surcharge revenue for TDM work. KMerrill reminds the group that the CEIC is paid for by the ESD, and member dues, and has low, 11% overhead. The group discusses the difference between city and CEIC employees, and how to find funding. KMerrill closes by reminding TPAC members that the ESD & TPAC go hand and hand, and are both important in maintaining TDM programs in the CEID.

ADJOURN