



**TPAC  
Meeting Minutes  
February 24th, 2021**

**Attendance:** Janet Grayson, Michelle Sprague, Bill Goman, Deane Funk, Susan Lindsay, Juliana Lukasik, Chris Armes, Tina M, Troy Doss, Lilie Fine, Ryan Hashagen, Mike Sellinger, Adam Zucker, Nancy Williams, Chris Mathieu, Carol Gossett, Julie Bennett

**Advisors:** Kristan Alldrin, Darin Lund

**Guests:** Tyler Bump, Rick Williams, Sarah Goforth

**Staff:** Kate Merrill, Adrienne Chaillé, Nyla Clark, Becca Olson Kling

**Welcome, Meeting Goals, Minutes**

DFunk welcomes everyone to the meeting.

**Approval of January Minutes:**

*SLindsey motions to approve the January 2021 meeting minutes. JGrayson seconds the motion. The motion to approve the minutes passes unanimously.*

**Public Comment**

MSprague inquires about the two open TPAC Committee positions. AChaillé provides more information regarding the application process in the Updates section of the agenda, and again addresses this specific question in the closing Public Comment.

**Updates:**

**CEIC Diversity Equity & Inclusion Work**

AChaillé shares with the group the progress and brief overview of the Diversity, Equity, and Inclusion Working Group that has formed. Because the framework is complex, and there are many layers of information being shared, she updates that the timeline for presenting the framework has been pushed back a bit. AChaillé updates that the joint Land Use and TPAC meeting will also be shifting to May due to a packed agenda.

**Events:**

**Online permits**

AChaillé updates the group on two upcoming Parking Permit webinars that will be hosted by PBOT in conjunction with the CEIC to provide Zone G & N permit holders with more information on how to use the new online permitting system. These will be held on April 1st from 12-1pm, and April 5th from 4-5pm via Zoom.

**Trauma-Informed Care**

AChaillé informs the group on the two part Trauma Informed Care Training Series with LCSW Juliana Wallace. She provides a brief overview of Trauma Informed Care as the framework of how we acknowledge where people are in their life experiences, and how to understand the complex systemic effects of historic injustice and the trauma that this can cause. The work is peer led, and includes people with lived experience, and the training sessions are being held in order to better inform our work as an



organization in decision making. The series will be ongoing, and AChailé will update the group with training dates, as all are welcome to RSVP.

### **TPAC open positions**

AChailé shares that there are two open positions on the Committee, as SLindsay will be leaving the group in the upcoming months. The [application](#) will be open until March 7th, and all are encouraged to apply.

### **Updated Land Use Memo- Parking Master Plan Considerations (Guests Tyler Bump & Rick Williams)**

RWilliams introduces the updated Land Use Memo which has undergone revision due to COVID. TBump completed the Land Use data analysis in March of 2020, right before shutdown. The data and original forecast has been updated, and the baseline has been reset due to COVID. The new forecasts are based on many interviews that TBump has conducted, as well as access to recent state data on employment and residential growth, as well as permitting that is in the pipeline.

TBump shares his findings with the group regarding activity and employment in the Central City, and its impact on parking in the district. He says that the CEID is positioned better than other parts of the Central City, given its diversity. He reviews key findings discovered in his interviews, including that there will likely be slower growth in office development over the next 2-5 years. He shares that employment forecasting for the district is still above what was projected even before COVID. The bulk of job losses in the Central City have been in the retail and food sector. This doesn't necessarily mean that businesses are altogether gone (they may be operating with smaller crews), but that these folks have been hit the hardest. TBump provides information on changes in consumer behavior, as people are still spending similar amounts of money in the pandemic, but now in different ways (online). He provides an overview of Residential trends, which show that people are still moving to Portland and that there is still growth in this sector. Demand for housing will likely still increase, albeit at a bit slower pace than pre-COVID.

TBump also shares key findings in permit activity in the district. There was a broader slowdown in the market for new projects even before COVID hit. There are still a lot of bigger projects that were just completed but will take a while to absorb demand. Parking hotspots are still mostly the same, although there are still a few unknowns as things may change with the initiation of OMSI's Development Masterplan, as well as the ODOT blocks. He summarizes commercial permit activity in the area, finding that very few commercial permits were submitted in the past year which reflects that demand was already going to be met with current projects pre-COVID. There was very little residential permit activity and new buildings in 2019, and none in 2020, which reflects a large decrease in residential development in the Central Eastside. Overall, TBump shares that the Central Eastside is well positioned for recovery, which is positive given that this is not being seen in other areas of Portland.

RWilliams concludes the presentation with next steps and the future of the project overall. There will come a point when data collection will need to be initiated to establish key benchmarks. Because the pandemic has changed the way people are going to access work and business in the future, RWilliams hopes to relaunch/revise the Employee Mode Survey which will allow for more data collection on employment trends in the recovery process. Parking information collected from this survey will allow insight into the relationship between new jobs in the district, and any potential new net parking demand to



balance with TDM goals. RWilliams says that the focus moving forward will be on the original survey results, assessing the new level of stay at home/telework, and what this impact will be to TDM programs. The group discusses the findings, and TBump be preparing a new Memo that will be passed to AChail  and KMerrill to distribute to the group.

### **2021 Transportation & Golden Wallet**

SGoforth of PBOT provides an overview of the [2021 Transportation Wallet](#) and its launch earlier this month. She mentions that the only difference between 2021 and the 2020 wallet is that the amount loaded to the card has been lowered from \$250 to \$200. The contents of the wallet remains the same, with the addition of two new scooter companies that have been added. In addition, she shares that the TW app has been upgraded through RideShark, a software developer, which allows key features such as being both mobile and web based, and will now distribute the Wallet content in real time to its users. There is also a singular signup process for customers to streamline the process. She provides a brief update on the TDM budget, and goes over what was projected, what has been spent/anticipated to spend, and what's left. She is expecting that there will be \$485k left to spend on all TDM programming, which will carry through to June of this year.

### **2021 Central Eastside Commuter Pass**

BOlsonKling updates on 2020 trends in ridership in the use of the [Central Eastside Commuter Pass](#). 483 individuals participated in the program last year, and dips in ridership due to COVID echo the same downward curve that TriMet also saw across the board. She shares financial information, and how the dip in ridership directly affected TPAC's monthly invoice from TriMet. The Commuter Pass is available to be utilized for up to 6 months of ridership, and of the 483 individuals who participated, 19 activated their pass for the full 6 months. The application is now live to participate in the program for 2021, and messaging and promotion will continue to align with the Transportation Wallet.

### **Preliminary 2021-2022 Budget**

AChail  and DFunk share that the budget data is not yet ready to be presented, due to a delay in receiving information (power and internet outages this month due to inclement weather), as well as information related to permit sales. A solid proposal is necessary before coming to the committee, but will hopefully have more updates by the March meeting.

AChail  updates all that March's agenda will feature the following guests: PBOT's ADA coordinator, and representatives from Division Rapid Transit, and the Railroad Subcommittee. KMerril informs the group that there will be continued SOLVE cleanups in the district every month, beginning in March (registration for this event is currently full), but that more information will be provided for future participation.

### **Public Comment**

MSprague provides the following public comment:

"The Neighborhood Association's have a Parking Permit System Available for area's outside the Buffer Zone. For Example, I live in Zone L in HAND and we approved 2 potential Permit areas in Ladd's Addition (these are on hold). A new permit area just started in Buckman or Kerns in the last month.



Since the TPAC was formed, a huge amount of residential units without tenant parking spaces have been added in the Buffer Zone. These building's residents are not allowed to buy parking permits in the new neighborhood permit areas, and I don't believe they can buy Zone N permits in the CEID. I believe they are in a "no man's land".

When recruiting for the TPAC replacement spots, is there a way to advertise in the Buffer Zone for TPAC applicants? The residents of these newer buildings may be more diverse and more representative of renters than the existing Neighborhood Association Memberships.”

DFunk acknowledges the importance of these diverse voices on the committee, and KMerrill shares that the group has worked with PBOT to ensure the retention of residential representation in the group.

**ADJOURN**