



**TPAC Committee Meeting
DRAFT Minutes
May 26th, 2021**

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

Excused: Juliana Lukasik, Chris Mathieu, Doug Allred, Monique Gaskins

Advisors: Kristan Alldrin (PBOT), Darin Lund (TriMet)

Guests: Roger Geller (PBOT), Keith Jones (Friends of the Green Loop), Sarah Goforth (PBOT), Sarah Iannarone (Street Trust), Susan Lindsay, Steve Fisher, Chris Armes (PBOT)

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

Welcome, Meeting Goals, Minutes

DFunk welcomes the Committee and guests to the meeting. There is no quorum for approving the April 2021 minutes.

Public Comment

There is no public comment.

Updates:

Central Eastside Virtual Open House

The [Central Eastside Virtual Open House](#) will be held next Wednesday, June 2nd from 4-4:45pm. Attendees will hear from CEIC and partner organizations about the work and efforts happening in the district.

Train Escape Route

Bicycle Network in the CEID (Roger Geller- PBOT)

RGeller of PBOT provides an overview of the freight + bicycle network both citywide and in the CEID, sharing that between 2000 and 2014, bicycling has grown more than any other mode of transportation throughout the city. In the Central Eastside, bicycle and freight classifications greatly overlap, as thoroughfares that work well for one mode, work well for others. RGeller shares Central Eastside locations where Central City in Motion Projects are located, highlighting SE MLK + Grand, as well as SE Hawthorne. He says that the most common type of bikeway that is being built are protected bike lanes, sharing that they are essential to the continued growth and safety of Portland's economy and resident quality of life. RGeller shares statistics demonstrating the connection between transportation modes and retail activity, where by driving less, the region keeps more funds circulating in the local economy. KMerrill asks how RGeller's team approaches projects from a multimodal perspective. RGeller shares that the team includes 20 FT positions, who all work on bicycling in one form or another, as almost all current projects are active transportation projects (which include walking, biking, and improvements for transit). DFunk asks how conflicts are moderated between freight and cyclists who prefer the same routes, and asks for examples of specific conflict areas in the Central Eastside. RGeller says that conflicts are addressed by creating clear separation between each mode (i.e. putting bikes on one side of parked cars and motor vehicles on the other, creating a safer environment for all). He shares that the biggest issues arise at intersections, and highlights the new bike lanes on SE Hawthorne as an example. New signals



were put in on SE 11th Avenue to help sort out the conflicts between bicycles and right turning cars. DFunk asks if there is a way to discourage bicycling on certain streets or encourage freight on others. RGeller says that this has been a struggle for PBOT over the past 25 years, as all major roads carry the highest classifications for freight, driving, cycling, walking, etc. Everyone always wants to be on busy streets, so this is a balancing act, but there is a comprehensive project called Streets 2035 that is looking at ways to resolve these types of questions. DFunk asks if there is currently a plan for SE 11th + 12th Avenues. RGeller says that this area is addressed in the Central City in Motion Plan, but due to lack of funding it is not currently being advanced. SPearce offers the consideration to put bike lanes on side streets parallel to main thoroughfares, where it may be quieter and safer for all. KMerrill offers a consideration to add better signage at SE 11th + 12th Avenues, signaling Gideon Crossing as a safe new option a few blocks away.

Green Loop Overview (Keith Jones- Friends of the Green Loop)

KJones provides the Committee with an overview of the [Green Loop](#), which was adopted with the Central City 2035 Plan, and is a 6 mile linear park which encircles the Central City. There are 4 major projects along the Green Loop, which include: the Broadway Corridor in Northwest, Albina Vision in Northeast, the SW Corridor, and the OMSI Innovation Quadrant in Southeast. The purpose of the Green Loop is to encourage the experience of different neighborhoods and featured activations along the way. The Green Loop encompasses many placemaking aspects along the periphery of the main Loop. KJones's organization, Friends of Green Loop, focuses on community engagement. The organization has been working to create the [Culinary Corridor](#) downtown along a section of the Green Loop called Ankeny West, located in the southernmost part of the South Park Blocks. The Culinary Corridor will feature former SW Alder Street food carts, and is scheduled to open on July 4th, 2021. KJones shares about the Industrial RoW (Right of Way) projects in the Central Eastside, where PBOT's Healthy Business Permits are being utilized in order to create activation sites along the Green Loop in the Central Eastside. Four plaza locations in the Central Eastside have been identified along the Green Loop for these types of activations, which will encourage cyclists, residents, and visitors to get off of the Green Loop and explore surrounding neighborhoods. KJones also shares that [Sunday Parkways](#) will be happening during the month of August and will be self-guided.

Transportation Wallet 2021-22, Projections + Updates (Sarah Goforth- PBOT)

SGoforth is PBOT's Project Manager for both the Central Eastside and NW Parking Districts. She presents TPAC with an overview of the contents of the [2021 Transportation Wallet](#), updates that the 2022 Wallet will include a car-share credit, and also reviews her proposed budget for the next Fiscal Year. SGoforth is currently working on a promotional campaign to get feedback from TW users, and shares participant feedback with the Committee. She reviews the proposed budget (PBOT TDM Total for FY 21-22 is \$438,520), stating that projections are lower than in years past as they recognize the district has had less funds coming in than in previous years, and acknowledging that the Committee is helping with costs associated with the forthcoming TW app. SGoforth based this year's projections on the understanding that not all users end up redeeming their credits for items such as BIKETOWN and/or scooter use, and that PBOT is only required to pay on contracts for credits that are redeemed.

2021-2022 Proposed Budget + Recommendations- Kate Merrill (CEIC) + Kristan Alldrin (PBOT)

KAlldrin shares that incoming revenue from Central Eastside surcharge (\$450k) was more than PBOT originally anticipated from July, 1 2020- March 14, 2021. Since launching the online permitting system in



March, 1,958 annual permits have been sold totaling \$578k. Net Meter Revenue is still down 45% compared to past figures. KMerrill adds that in looking at the estimated budget for next year, \$600k of surcharge in addition to carryover is actually for estimated permit renewals starting in March of 2022. This estimate is very conservative, as there may be an uptick in sales as folks begin to return (likely September according to larger businesses in the district). In terms of Expenses, the Blumenauer Bridge has been fully funded, and the Streetcar Sponsorship has one more year until fulfillment. The Parking Master Plan still needs to be fulfilled as well, and AChailé will be sharing an updated timeline with the TPAC following today's meeting. KMerrill and AChailé have been working with Central City Concern and Ground Score Program of Trash For Peace on the projected Cleaning expenses (\$650k), and mention that in addition the ESD will be paying for the graffiti removal services moving forward.

KMerrill addresses the carryover balance and asks what types of opportunities the TPAC would like to consider going forward. The Parking Master Plan will be finished by the end of 2022, and it is worth consideration that funds be saved in order to act on recommendations that result from this project. KMerrill asks if there is a small (2-3 person) group who would like to form a Subcommittee to consider possible project opportunities, and generate a template to bring back to the Committee. CGossett expresses interest in being a part of the Subcommittee. KMerrill says that along with today's budget approval, the Committee can also request (with KAlldrin's permission) to add an amendment to the MOU should the TPAC come up with a project to invest in this next year.

SPearce motions to approve the FY 21-22 budget, CGossett seconds the motion. 10 TPAC Members approve the budget, 1 does not approve. There are no abstentions.

The group discusses budget items including TPAC Staff allocations, and RHashagen asks for a breakdown of how administrative costs compare to other organizations. KMerrill says that as per the MOU, PBOT allows \$100k per year to be spent on staffing and overhead costs, and will follow up with comparisons. SBozzone requests more background on Cleaning costs, and how they relate to the Committee's responsibility to fund. KAlldrin says that the MOU was created as a three year plan with designated funding amounts to Staff and Cleaning. AZucker inquires as to the possibility of American Rescue Plan funds as an opportunity to subsidize Cleaning costs. KMerrill says that only \$30 million of the \$100million in available ARPA dollars are in the current city budget that was just approved. There is now another \$70 million on the table, which may include cleaning dollars but has not yet been allocated.

KAlldrin recommends an opportunity at the next TPAC meeting to address district businesses who are having trouble with the online permitting system, in order to determine if TPAC would like to offer a different set of rules and criteria that certain businesses would have to meet in order to extend the rules for their permit limits and eligibility.

Public Comment

There is no public comment.

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