

TWG had a good meeting last Thursday evening (minutes will follow).

The committee is happily impressed with the progress of PPMC efforts to develop both its long-term comprehensive transportation plan and its plans for implementing early modules of that plan. (See February minutes below)

These efforts require a great deal of staff time, and, consequently, we think it best to cancel the scheduled May meeting. **Mark your calendars for Thursday, June 11, at 7 pm, for another update on the PPMC plans.**

Also, in view of PPMC's goal of having the comprehensive plan ready by the end of 2015, we are suggesting **Thursday, August 27, 7 pm, for a presentation of a draft of that plan. Mark your calendars for that important event.**

(From February minutes)

1. In late January, 2015, Krista Farnham and Dave Bodine (PPMC) met with the Oregon regional leadership team of the Providence to discuss the August 19, 2014 letter from Portland Bureau of Transportation (PBOT) to PPMC concerning high, medium, and mild effectiveness measures in Transportation Demand Management (TDM) plans. Conclusions of the meeting:
 - a. PPMC will engage a Providence project manager to develop a long-term comprehensive transportation plan.
 - b. PPMC will begin implementing 6 of the 7 PBOT recommended TDM measures.
 - c. On February 5, 2015, Dave met with PBOT to discuss the PBOT letter of August 19. At that meeting, he reported the commitment of PPMC to adopting a long-term Comprehensive Transportation Plan and, in the short term, to begin planning for early modules to be included in the long-term plan, including:

Items listed by PBOT as having medium effectiveness:

- (1) Required election of parking permits monthly or quarterly. Transit passes (and bike/walk cash incentives if chosen as additional strategy) would be offered simultaneously. PPMC is working on an annual election.

- (2) Funding of bike/walk cash incentives, preferably 50% of transit cost, \$1/day minimum. Though PPMC may consider this in its long-term plan, it is unable to initiate this measure immediately, as it requires new software technology.
- (3) Some sort of financial incentive for people to buy or rent homes in the neighborhood, with a tiered bonus based on proximity to campus and including a commitment of enrollees commit to using non-SOV commute modes at least 80% of the time. PPMC is studying the plan of the University of Portland.

Items listed by PBOT as having medium effectiveness:

- (4) Active promotion of transit, rideshare, bike and/or walk incentives—for example, the Bike Commute Challenge in September and the Oregon Drive Less Challenge in October—at least twice a year.
- (5) Initiation and promotion of rideshare for PPMC employees through Drive Less Connect. PPMC will provide PBOT zip code numbers for employees who live >15 miles from PPMC. PBOT will provide a map showing the zip code area where the employees live.
- (6) Implementation of transit trip planning, carpool matching, and bike route planning into new employee orientation. PPMC will encourage new employees to use the PBOT Planning Tools <https://www.portlandoregon.gov/transportation/39402>.
- (7) Discounted car sharing memberships. PPMC will talk to Zipcar® and other area car sharing businesses to determine the best plan for campus.