



RTO Subcommittee of TPAC
Wednesday, July 14, 2010
3:00 to 5:00 p.m.
Metro Regional Center, Room 501

Committee Members Present:

Dan Kaempff - Chair	Metro
Dan Bower	Portland Bureau of Transportation
Adriana Britton	TriMet
Susan Drake	Department of Environmental Quality
Adrian Esteban	Community Representative
Karen Frost	Westside Transportation Alliance
Derek Hofbauer	Community Representative
Jen Massa	City of Wilsonville SMART
Lori Mastrantonio-Meuser	Clackamas County
Alison Wiley	Oregon Department of Transportation
Aisha Willits	Washington County
Carla Wood	Oregon Department of Energy

Committee Members Excused:

Ken Burgstahler	WSDOT
Jennifer Campos	City of Vancouver
Sandra Doubleday	City of Gresham
Keith North	Community Representative
Teak Wall	Community Representative

Metro Staff:

Roberta Altstadt	Metro
Mary Ann Aschenbrenner	Metro
Pamela Blackhorse	Metro
Katie Edlin	Metro
Deena Platman	Metro
Caleb Winter	Metro

Guests:

Bibiana McHugh	TriMet
Jessica Roberts	Alta Planning
Mark Sullivan	City of Hillsboro

I. CALL TO ORDER, DECLARATION OF A QUORUM AND INTRODUCTIONS

Chair Kaempff called the meeting to order at 3:03 p.m. He declared a quorum and asked the Subcommittee for introductions.

II. MEETING SUMMARY FROM MAY 2010 MEETING

Chair Kaempff asked if there were any changes to be made to the May 12, 2010 meeting summary. Ms. Frost motioned to approve the meeting summary. Ms. Massa seconded the motions. The Subcommittee approved the May 12, 2010 meeting, with Ms. Willits abstaining as she was not present during the May 2010 meeting.

III. COMMUNITY MEMBER COMMUNICATIONS

There were none.

IV. TRIMET OPEN SOURCE MULTI-MODAL TRIP PLANNER PROJECT UPDATE

Chair Kaempff introduced Ms. McHugh of TriMet. Ms. McHugh provided a presentation on their Open Trip Planner project and discussed the use of open source, non-proprietary software and other open data sources. She pointed out that open source data programs were a good resource for developers and stated that there were common applications that could provide tracking and transit information for the iPhone and allows for broad use by most operating systems and programming languages. Additionally, regional countries, states and cities are contributing data sets which help support program and data evolution. Currently the program is only available in beta format while developers are work on creating support for Open Trip Planner.

Ms. McHugh pointed out that they were working to integrate all trip planners, but that the current software made it easy to jump from one trip planner application to another. Additionally, the application allows users to select their own data and geo-coding service, uses open free data from the United States Geological Survey (USGS) open data sets and from Google Transit. Finally, Ms. McHugh stated the Open Trip Planner would replace TriMet's current trip planner and could be an alternative for 511 and other trip planning sites.

The Subcommittee asked how well the program worked with other trip planners, questioned if it would go statewide and if there were funding from sources other than RTO. They asked when the application would be ready for consumer use and if there was access beta testing. Further, they pointed out that although the system was detailed oriented, developers may wish to consider leaving room for generalization. This would help in locating landmarks or incomplete address locations. Finally, they asked if it had the ability to do text searches and options for combining transit modes.

Ms. McHugh responded that TriMet would be meeting with ODOT next week to plan for Google Transit and that they planned to work with Wilsonville SMART on the application. She advised that, while they plan to release the program next year the system required an additional four months for internal testing and data improvements. Further, she stated that data testing was open to the public and that they would accept additional volunteers for system testing. She advised the Subcommittee to go to OpenTripPlanner.org and access the live demo link for more information. Additionally, she pointed out that they had a marketing site to help raise funding to support the program and would add text searches in the next planning phase. Finally, she stated that searching for safe, multi-mode trips were possible using the current application.

V. 2011-2013 RTO GRANTS CRITERIA

Chair Kaempff provided information on RTO grant criteria for 2011-2013 and briefly discussed the most recent RTO Subcommittee changes, including a proposed increase in the minimum grant amount to \$25,000 with maximum grant amount placed at \$200,000. Parking management was also added as a new criteria and focuses on creating interest in parking management projects. Smaller changes were the addition of an optional pre-application step and the discontinuation of funding for printing local walking and cycling maps.

The Subcommittee asked if RTO would fund maps other than local bike and walk maps, or if maps could be made accessible for online for printing. Additionally, they questioned if the preferred goals and program grants should be ranked. Chair Kaempff reminded the Subcommittee that maps were not sustainable or economical when repeatedly printed and given away for free. Chair Kaempff stated that Metro was considering providing data at a more robust level regionally using open source protocols. He pointed out that developers could then create tools, such as printed maps or online services that would keep up with real-time data sets and changes.

Further, when questioned about the Bike There! map, Chair Kaempff stated that the map generated revenue and helped maintain current online map data and was therefore sustainable. He pointed out that working with tandem with regional partners to create a regional bike map would also be sustainable and cost effective way to make the bike map.

The Subcommittee questioned whether projects outside of downtown areas would be considered and if additional funding could be separated out for a different grant cycle. Chair Kaempff stated that projects outside city limits would be considered and scored, but that projects in 2040 Centers would potentially score higher. Additionally, he stated that the current pot of grant money would not be split for a different grant cycle and cautioned that the current funds would not be used for individualized marketing (IM) either.

The Subcommittee also questioned if elevation of the base amount of grant funds was ethical given the current economical situation. They pointed out that agency partners were attempting to be financially sustainable and suggested leaving the base amount at \$15,000 to \$25,000. Chair Kaempff stated that projects under consideration were not guaranteed grant funds. However, if they keep the entry level for grants low the additional funding would fall back on RTO, making the grant process more time consuming and complicated.

Further, the Subcommittee asked whether the Carefree Commuter Challenge had been included as part of the program. Chair Kaempff stated that he would review that information and get back to the Subcommittee with a response.

Additionally, they discussed the parking criteria for projects that provide parking management implementation and strategies. The Subcommittee suggested leaving out specific areas that would cover parking cash-out and suggested that points should not be awarded for simply funding a parking study. They suggested implementing parking policies that set boundaries and change behavior, taking into account parking minimums and maximums, parking for bikes and carpools and overall pricing based on parking areas or structures per project.

Finally, the Subcommittee briefly discussed the use of low or no emission modes of travel. They suggested that three modes may not be productive, but that one mode would. Chair Kaempff pointed out that they should reward all modes of low or no emission travel, stating that in the past they used one mode and ended up eliminating bike use. As such, Mr. Winter suggested that they keep criteria focused on the number of options currently available.

The Subcommittee suggested that criteria touch on both carbon reduction and activity level. Chair Kaempff suggested breaking it up into two different criteria and moving vehicle miles reduced (VMR) to a bonus section. However, he cautioned the Subcommittee that reduction in VMT would be difficult as applicants would have to be able to prove the reduction. Additionally, he questioned the level of financial support over and above the criteria to measure levels of carbon reduction and suggested that the language should remain as is for the criteria. Upon further discussion, the Subcommittee decided not to make this a part of the grant criteria.

Chair Kaempff suggested that staff go back and rework the criteria for the parking management implementation and recommended strategies section and address the behavior aspect of parking management and how best to award points for these types of projects. Point could be awarded for replacing or reducing parking, charging for parking or imposing parking restrictions. Finally, Chair Kaempff suggested that criteria four, which covers the use of no or low emission modes should remain as is. However, staff will make the necessary changes to the second criteria for parking management and ask for a vote from the Subcommittee on the final grant criteria the following week.

Chair Kaempff also asked for member of the Subcommittee to be part of the RTO grant selection committee if they were not already planning to apply for a grant. Ms. Wiley, Mr. Esteban, Mr. Hofbauer. Ms. Wood and Ms. Drake agreed to be on the selection committee. Chair Kaempff also suggested one other non-RTO related Metro staff person, as well as one from the county health partnership is included on the committee as well.

VI. CITY OF PORTLAND, SMARTTRIPS UPDATE.

Mr. Bower advised that SmartTrips summer events held on Columbia Boulevard and 20th would be affected by Portland street car construction. He stated that Portland Bureau of Transportation (PBOT) would like to use their RTO grant funds from July 10, 2010 to July 11, 2011 to hold 2010-2011 SmartTrips events in the Cully and Chautauqua neighborhoods instead. Mr. Bower pointed out that they would be able to make good connections within these communities and is requesting that the grant funds be transferred to SmartTrips events for these areas.

Action taken: Chair Kaempff asked if there were a motion to approve the request to transfer RTO grant funds to SmartTrips events. Mr. Hofbauer motioned to approve the change. Ms. Britton seconded the motion. The Subcommittee unanimously approved the change. There were no abstentions.

VII. UPDATE FROM JPACT DISCUSSION ON REGIONAL FLEXIBLE FUND ALLOCATION

Chair Kaempff provided a brief overview of the Regional Flexible Fund allocation and stated that the Councils next steps are to appoint a joint task force between freight and active transportation groups. He advised that this would help develop project lists that would address both freight and active transportation needs and work with local and county committees on infrastructure projects, as well as help build parts of the intertwine.

VII. PROGRAM UPDATES

Chair Kaempff asked if the subcommittee to advise if they would be available for the September Subcommittee meeting. Mr. Winter asked for volunteers to help with the Region One survey and develop a scope of work and a questionnaire that would be brought to the September Subcommittee meeting.

VIII. ADJOURN

There being no further business, Chair Kaempff adjourned the meeting at 5:02 p.m.

Meeting packet materials:

Document Type	Date	Description	Document Nbr.
Agenda	071410	Agenda for July 14, 2010	071410-rto01
Summary	071410	Meeting minutes, May 12, 2010	071410-rto02
Document	071410	Draft 2011-13 Travel Options grant application packet	071410-rto03
Memo	071410	TPAC: Regional flexible Fund Allocation policy summary	071410-rto04
Document	071410	Revised JPACT June 10, 2010 meeting minutes	071410-rto05
Memo	071410	2011-2013 grant program criteria	071410-rto06
Document	071410	Portland SmartTrips grant transfer letter	071410-rto07

Meeting summary respectfully submitted by,
Pamela Blackhorse

Date

09/08/2010
