 **Metro | Meeting Summary**

**RTO Subcommittee or TPAC**  
**Wednesday, July 13, 2011**  
**3 to 5 p.m.**  
**Metro Regional Center, Room 270**

**Committee Members Present:**

Dan Kaempff - Chair	Metro
Sarah Angell	TMA Representative
Adriana Britton	TriMet
Karen Buehrig	Clackamas County
Sandra Doubleday	City of Gresham
Susan Drake	Department of Environmental Quality
Adrian Esteban	Community Representative
Derek Hofbauer	Community Representative
Steve Hoyt-McBeth	Portland Bureau of Transportation
Jen Massa	City of Wilsonville SMART
Len Smith	Oregon Department of Energy
Alison Wiley	Oregon Department of Transportation
Aisha Willits	Washington County

**Committee Members Excused:**

Jennifer Campos	City of Vancouver
Lori Mastrantonio-Meuser	Clackamas County

**Metro Staff:**

Mary Ann Aschenbrenner	Metro
Pamela Blackhorse	Metro
Ted Leybold	Metro
Deena Platman	Metro
Caleb Winter	Metro

**Guests:**

Gail Curtis	Oregon Department of Transportation, Region One
Jeff Edinger	CRCTMA
Ross Peterson	Nelson Nygaard
Lindsay Walker	Lloyd TMA
Sara Wright	GRCTMA

## **I. CALL TO ORDER**

Chair Kaempff called the meeting to order and declared a quorum at 3:01 p.m.

## **II. MEETING SUMMARY FOR MAY 2011**

Chair Kaempff asked if there were any changes for the May 11, 2011 meeting summary. As there were none, he asked for a motion to approve the meeting summary.

*Action Taken:* Ms. Doubleday motioned to approve the summary. Mr. Hofbauer seconded the motion. The May 11, 2011 RTO meeting summary was approved unanimously.

## **III. CITIZEN COMMUNICATION**

There were none.

## **IV. RTO FOCUS GROUP PRESENTATION**

Mr. Winter introduced Rebecca Ball from Davis, Hibbitts and Midghall. Ms. Ball provided a presentation on the RTO Focus Group. She discussed their methodology, for two groups, ages 18 to 39 and 40 to 54. Characteristics necessary for focus group attendees included: use of transit one to three times a week, biking or walking at least once a month, employed 20 hours or more a week or be a full-time student and not be employed by a transportation agency.

Ms. Ball pointed out that people were likely to use transit in order to avoid driving and if they had accessibility to transit and felt safe using it. Additionally, she stated that costs savings, necessity and convenience were the primary reasons for using public transit, and that they considered biking and walking healthy and fun. Ms. Ball also pointed out that the groups were divided concerning information sources that covered trip planning using smart phone applications versus maps. The older group remaining somewhat hesitant about using digital applications and the younger group was more likely to utilize digital networking while in transit.

Further, she stated that both groups expressed frustration with the TriMet trip planner, stating that it did not give real time information. However, both groups felt that electronic boards were helpful and liked the idea of having computers at high-use transit stops. Virtual spaces were also considered ideal for information gathering.

Further, Ms. Ball pointed out that barriers to transit use were cost, the necessity of a having a vehicle, inconvenience or stress in using transit, and not having convenient transit stops nearby. Finally, she pointed out that the group felt that increased transit usage would require cost reductions, better accommodations for older riders, improved infrastructure and increased education and community support.

The Subcommittee asked how large the overall focus group was and how both groups were chosen. They asked Ms. Ball to elaborate about the older group's reservations to using smart phones and questioned if the annual pass for the guaranteed ride home for emergencies was discussed in the focus group. Finally, they stated that transit maps were usually free and stressed the need for access to corridors with safe bike routes.

Ms. Ball pointed out that they identified a demographic profile of people and utilized it to build the focus group. She mentioned that very few people in the group had made a connection on how the young generation would view and utilize transit in the future and that the older generation may continue to remain reserved about smart phone use and transit apps. Further, she stated that Google maps were a good way to find information on different modes transportation and safe biking routes.

Chair Kaempff reminded the Subcommittee that TriMet's Open Source Trip Planner, to be released in 2012, would also be a good source for safe routes.

Additionally, Chair Kaempff asked about the use of flex cars and car sharing. Ms. Ball stated that the group focused on getting away from car use all together. Finally, Mr. Winter stated that the presentation and focus group notes would be made available soon and Mr. Hofbauer provided a short excerpt from recorded focus group.

#### **V. GRESHAM/CLACKAMAS TMA WORK PLANS**

Mr. Winter gave a brief overview on staff grant funding recommendations for Clackamas and Gresham Transportation Management Associations (TMAs). During the May meeting, the Subcommittee did not approve funding for either TMA, but gave both organizations additional time to refine their work plans and resubmit them during the July Subcommittee meeting.

##### *Clackamas*

Mr. Winter introduced Ms. Parks, Vice President of Community Affairs for the Clackamas Chamber of Commerce. Ms. Parks stated that they would eliminate the Clackamas TMA from their budget for the time being, but revisit it again at a future date. She stressed that Ms. Burns had done a tremendous amount of work for the TMA, but unfortunately they were unable to reach the vehicle mile reduction bench marks required for TMA funding. She stated that they would continue to look for other opportunities for grants for alternative forms of transportation in their area.

The Subcommittee acknowledged the TMA's accomplishments, but pointed out that the concept of a successful TMA hinged on business investment and understanding of TMA needs. Ms. Parks stated that Clackamas Regional Center would continue to work together with local businesses to define transportation needs and solutions.

Chair Kaempff recognized the TMA for their efforts and stated that staff recognized that there would be a gap in the Clackamas region in terms of public outreach, and that this would be considered in the RTO Strategic Plan update process. Ms. Parks stated that Clackamas would continue to support Metro in its travel options efforts.

##### *Gresham*

Mr. Winter introduced Mr. Edinger and Ms. Wright of Gresham Regional Center (GRC) TMA. Mr. Edinger stated that they had reworked their goals for reducing vehicle miles reduced (VMR) and reminded the Subcommittee that their original target for reduction had been based on the current economic environment. He stated that businesses within that target area did not have the resources to work with the TMA.

Mr. Edinger said that the TMA had met with TriMet, Metro and City of Gresham and identified additional businesses in strategic areas of Gresham. He pointed out that the San Rafael area was accessible for biking and walking and included businesses such as Boeing, Microchip and Mt. Hood Community College (MHCC). MHCC has a student base of 9,500 with 3,000 employees. This is in addition to the 5,000 already on the targeted employee list and would increase VMR significantly.

Mr. Edinger thanked the Subcommittee for the additional time in which to review and rework their plan. He is asking for performance-based and booster grant funding in the amount of \$52,865.

The Subcommittee commended Mr. Edinger on his efforts to reach the necessary goals for funding and asked where their local match funds would come from. Mr. Edinger replied that matching funds in the amount of \$30,726 would come from local businesses, thanks to the expanded TMA boundary.

*Action taken:* Mr. Winter asked if there were a motion to approve performance-based and booster grant for GRCTMA in the amount of \$52,865. Mr. Hoyt-McBeth motioned to approve funding. Ms. Wiley seconded the motion. The Subcommittee unanimously approved funding for the GRCTMA work plan for fiscal year 2012.

#### **VI. RTO STRATEGIC PLAN UPDATE**

Dan Kaempff introduced Mr. Peterson with Nelson Nygaard to talk about the process for the revision of the RTO Strategic Plan. He stated that staff are advancing the time line to realign with the Regional Transportation Plan (RTP) and Climate Smart Communities. However, funding for RTO will remain flat for the time being. Chair Kaempff suggested that staff should respond to this dynamic and explore other sources of funding.

Chair Kaempff asked the Subcommittee to consider what the program goals, objectives and strategies should be for the future. He suggested they consider health related issues, commuting and new partners. Additionally, he asked them to be visionary and consider whether or not RTO met these dynamics and what the future roles and responsibilities would be for Metro and their partners.

In addition, Mr. Winter stated that they would look at the public and private partnership with TMAs, define policies and consider levels of support not reflected in the current plan that are important for a successful TMA. Further, he pointed out that a rapid timeline was necessary and passed out a draft informational timeline and proposed project schedule for the RTO Planning and Policy Study.

Mr. Peterson stated that there would be some changes to the original proposal, pointing out that the Scope of Work concepts were currently very fluid.

Ms. Platman reminded Mr. Peterson that staff were also looking for the connection between transportation demand management (TDM) and transportation systems management (TSM). Finally, Mr. Peterson stated that they would review information and begin discussions on the aging population and persons with disabilities. Their goal is to complete the process by early November, 2011.

The Subcommittee asked Mr. Peterson how they envisioned the think tank event and suggested including the Portland Business Alliance and TriMet to get them thinking about health and alternative transportation modes. Further, they suggested looking at Oregon Department of Transportation (ODOT) active transportation program and requested that Metro staff roles be evaluated as well. Additionally, they suggested evaluating the TMA funding structure and public and private partnerships

Further, they stated that the ECO rule and survey be revisited at the state level and suggested building small capital projects in lieu of supporting existing projects. The Subcommittee also requested that the term "visionary" remain in the plan language, as it encompassed the idea of doing more with less and provided a positive impact for the region. Finally, they suggested reaching out to businesses within areas of the region that were underutilized.

In closing, Mr. Winter asked the Subcommittee to consider RTO as a resource for businesses and to think about other businesses, cities or committees that may be important to the discussion. Finally, he stated that the timeline they were using for evaluation was January 2009 to June 2011. Chair Kaempff advised that staff would send updates to the Subcommittee as the timeline progresses.

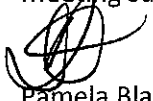
#### **VII. ADJOURN**

There being no further business, Chair Kaempff adjourned the meeting at 5:03 p.m.

Meeting packet materials:

Document Type	Date	Description	Document Nbr.
Agenda	071311	Agenda, July 13, 2011	071311-rto01
Summary	051111	Meeting summary, May 11, 2011	071311-rto02
Document	071311	Memo: Staff recommendation for grant to GRCTMA	071311-rto03
Document	071311	Planning and Policy Study proposed project schedule	071311-rto04

Meeting summary respectfully submitted by,



Pamela Blackhorse

July 13, 2011