TransPort / *Meeting Summary*

Wednesday, February 14, 2018

1:00 p.m. to 2:30 p.m.
Oregon Department of Transportation - Region 1
Rooms A/B
123 NW Flanders, Portland, OR

Meeting Attendees:

Ted Leybold	Metro, Interim Co-Chair
A.J. O'Connor	TriMet
Mike Burkart	Oregon Department of Transportation
Andrew Dick	Oregon Department of Transportation
Kate Freitag	Oregon Department of Transportation
Jim Gelhar	City of Gresham
Joe Marek	Clackamas County
Pat Marnell	Kittelson & Associates, Inc.
Bryan Graveline	Kittelson & Associates, Inc.
Shaun Quayle	Washington County
Willie Rotich	City of Portland
Stacy Shetler	Washington County
Kristin Tufte	Portland State University
Caleb Winter	Metro

Introductions and Announcements

Interim Co-Chair Ted Leybold from Metro brought the meeting to order at 2:05 p.m. He reviewed the agenda and asked if there were any questions. As there were none, he opened the meeting up for introductions and announcements.

Announcements:
- Metro has comment periods open for the 2018 RTP update and Regional Travel Options (RTO) Strategy update. www.oregonmetro.gov
- NITC research RFP is out to work with faculty researchers. Abstracts are due April 2 and proposals are due May 1. NITC TREC Universities include Portland State University, University of Oregon, Oregon Institute of Technology, University of Utah, University of Arizona and University of Texas Arlington. For questions about research proposals, contact Eva-Maria Muecke emuecke@pdx.edu.
- March workshops and conferences were emailed to TransPort (see 2/6/18 TransPort info email from Caleb)
- 2018 ITE Quad Conference will be held in Portland May 6-9, two days of technical presentation and one day with a technology focus. http://www.2018itequad.com/

Round Table Updates:

- 2018 Transportation Research Board (TRB) summary by Pat Marnell, Kristin Tufte, Caleb Winter
  - Focus was smart cities and connected and automated vehicles (CAV). Related to traffic

signals: research statements included additional detection, signalization techniques for non-motorized users and adaptive techniques. TRB's ITS Subcommittee talked about what is next: artificial intelligence, machine learning and data analytics.

- o Big data and transportation included presentations from California's PATH program that works on integrated corridor management. Future data will require a variety of systems to store and archive data. The user perspective is essential for data to be useful. Silicon Valley is more focused than ever on transportation. Large, streaming data requires newer technology and industry is creating tools.
- o Regional TSMO committee/subcommittee discussions included some insights on the direction of TSMO. Decisions support systems could become automated through artificial intelligence or deep learning. Freeway operators are interested in innovations: Europe doing freeway operations with open source; performance measures; connected vehicles using the basic safety message (BSM) for operations. Multimodal discussions included Mobility as a Service is a concept that would bundle transportation options into a utility-like payment. Jacksonville Transit Authority is putting an automated vehicle shuttle, organizing internally at the transit agency to put it into service and also preparing to test public acceptance of AVs through a neighborhood scale pilot.

- Kate Freitag with the Oregon Department of Transportation (ODOT) updated TIGER work that place two large gantries. They will soon be in service, once data communications is established and they are tested. One is on Highway 26 in Washington County and the other is placed on I-84 as vehicles approach Gateway.

- Kristin Tufte with Portland State University (PSU) stated that the Transportation Research and Educations Center (TREC) had hired Tammy Lee who earned her PhD from Washington State University in ecology and politics, and would start Monday, February 19, 2018. Kristin stated that the next PORTAL meeting would likely include discussion around new data sources and technologies. PORTAL recently finished an automated update of data.

- The City of Portland is starting a pilot with AT&T sensor nodes at 200 locations on Division, Hawthorne and 122nd using Smart City/Internet-of-Things features. Portland is deploying CityIQ devices, sensors that are a joint product from Intel, AT&T and GE.

  Shaun Quayle asked if there were specifications available. Willie Rotich stated that there was some info about what type of data is collected and specs on mounting cameras. He mentioned the contract with CityIQ had a ton of Application Programming Interface (API) items. Willie will share more on CityIQ at a future TransPort and invite a CityIQ representative.

- Stacy Shetler with Washington County mentioned that Transportation Systems Management Operations (TSMO) projects are now unfrozen as clarification was made regarding Intelligent Transportation Systems (ITS) and Americans with Disabilities Act (ADA) requirements.

- Joe Marek with Clackamas County stated that the Sunnyside adaptive project had gone live as of two weeks ago and had received positive feedback. However, a recent challenge occurred when a crash knocked out data communications. Repair work was needed immediately to get the system back online. Joe also mentioned that Clackamas would start using TranSync for less expensive signal retiming and that Washington County was using TranSync, as well.

- Andrew Dick with ODOT is starting work with regional partners TriMet and Washington County to prepare for the expected announcement of the federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grants. ODOT is hoping for a

longer 90 to 100 day turnaround and will be bringing on a consultant. An RFP will go out soon (Note: RFP is posted to ORPIN, # 730-33201-18, closes 3/1/18 at 4:30pm Pacific)

Additionally he stated that Emerging Technologies impact assessments were being done by Portland Bureau of Transportation (PBOT), Metro and ODOT and would include Mobility on Demand (MOD) and Mobility as a Service (MaaS). Early conversations determined that modeling tools cannot make a deep assessment. Currently they are taking a qualitative look and working on procurement. Some good ideas have came out among partners at meetings, such as the need for coordination through TransPort, data communications, identify protocols around regional governance and data collaboration.

Shaun commented that emerging technology relates to how they add to the signal system, such as data from connected and automated vehicle (CAV) and basic safety message (BSM). He mentioned that in the future it would likely be cloud-based to remain regional.
Joe mentioned he was in a recent Metro meeting on emerging technology, which relates to TSMO, noting that every technology talks to everything else.

Andrew pointed out that emerging technology is an opportunity to work on pricing for issues where electric vehicles do not currently pay relative to wear and tear on roads. Andrew said that prior Automated Vehicles (AV) bills did not go forward, but that HB4063 is in committee. This bill, as drafted, would establish ODOT as a lead agency on AVs for the state and establish a 26 member working group. Information on HB4063 can be found here: https://olis.leg.state.or.us/liz/2018R1/Measures/Overview/HB4063. More legislation will likely be part of the transportation package for 2019.

- Jim Gelhar with the City of Gresham stated that they were adding fiber optic for Gresham Sydney Coordinated Adaptive Traffic System (SCATS) expansion. This TSMO project would go for final Plan, Specifications and Estimate (PS&E) on February 19, 2018. The Inter-governmental Agreement (IGA) for another TSMO project for Gresham travel time is with ODOT.

- A.J. O'Connor with TriMet stated that after 2017 summer network issues, TriMet would be rebuilding the network from scratch. TriMet's IT department will hire a position to help manage fiber and IGAs with other agencies after July 2018. TriMet is also setting up an internal mobility and technology working group. A Request for Proposal (RFP) for a consultant to do strategic framework will go out soon. Additionally, he announced that Eric Hesse is leaving TriMet to go work for the City of Portland.

  Further, A.J pointed out that next generation Transit Signal Priority (TSP) would cost $1 million to implement and would need to be budgeted with the Division Transit Project. TriMet is asking for more from the general fund and reaching out to vendors Intelight and GTT Communications. They will be setting up office sessions with DKS Associates and include computer-aided design (CAD) vendor INIT, Finland and Mattersoft http://en.mattersoft.fi/, for a joint discussion. Finally, he mentioned the Rail Operations Optimization Technology (ROOT) project; which is a joint venture with Siemens.

- Joe asked if any agencies were leasing fiber to private Internet Service Providers (ISPs). The discussion will be suggested to the Cooperative Telecommunications Infrastructure Committee

(CTIC).

Push Pause on Bylaws, a Chair Will Lead (Action Item)

Metro, citing work on the horizon for 2018 such as a bylaws update, TSMO Strategy update and other important tasks, asked TransPort to choose a Chair who can lead the agendas and work plan. Metro suggested TransPort chooses a Chair who represents the region, has a background with engineering and will serve a three-year term (with no term limits). Three years is enough time to work through a planning and project funding cycle. By revisiting in three years, the current Chair can reassess their workload instead of the expectation that they continue indefinitely serving the role. Washington County, Portland, Clackamas County and Metro all agreed and supported nomination of ODOT's Kate Freitag, Region 1 Traffic Engineer.

The conversation relating to a new Chair picked up a theme of emerging technology, including connected/automated vehicles and new data. Interim Co-Chair Ted Leybold suggested TransPort begin discussion of the next agenda item to consider a Vice Chair role to lead and coordinate these topics for TransPort agendas and work plans. This position is new and could start as a one-year term. TransPort concluded that all of TransPort should take an active role to bring emerging technology to the table, rather than relying on the Vice-Chair to be responsible for this work. Discussion related emerging technology to TSMO/ITS, that implementing agencies are expanding on the built ITS system, showing additional needs and solutions, as well as adding new abilities such as implementing road user pricing. While there may be some different applications for emerging technology/internet-of-things, much of it relates to TransPort's system management objectives.

Ultimately, TransPort recommended the Vice Chair would be a general role, in support of the Chair and not tied exclusively to the emerging tech topic. Emerging tech would instead be a topic for all TransPort participants to bring to the table and share in developing agendas and work plans to meet new challenges and opportunities.

TransPort arrived at consensus to open both Chair and Vice-Chair for nominations. Consistent with the current bylaws, any member agency representative may be nominated for the Chair or Vice-Chair positions. There was consensus that interests in continuing discussion of ODOT responsibilities and duties for the role of chair and vice-chair would be taken up during the bylaws update discussion.

Metro will update TPAC March 9. Nominations can be sent to Caleb Winter (caleb.winter@oregonmetro.gov) before the March TransPort meeting (date was undetermined at TransPort but is now scheduled for March 22, 2018, 9am at ODOT Region 1, rooms A/B). Nominations are encouraged to be sent before March 9 to help provide the number of nominees to TPAC.

Emerging Technology/Emerging Role for Vice Chair (Action Item)

Please see above for this information.

TransPort Work Ahead

Caleb encouraged the committee to think about the projects and items that should be included in the 2018 workplan and suggested they bring them to the March meeting. Interim Co-Chair Leybold suggested that the committee also email ideas directly to Mr. Winter. Additionally, he encouraged emerging technology as a point of discussion for the March meeting. Joe also mentioned that if anyone was interested in the emerging technology that they attend the Urbanism Next Conference, March 5 to 7, 2018.

There being no further discussion, Interim Co-Chair Leybold adjourned the meeting.

<u>Adjourn</u>

The meeting adjourned at 3:41 p.m. The next TransPort Meeting will be held March 22, 2018, 9am at ODOT Region 1, rooms A/B. A March agenda will be posted to the TSMO webpage in advance: https://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan

Meeting summary respectfully submitted by:

Caleb Winter,
Pamela Blackhorse