TransPort / *Meeting Summary*

Thursday, April 11, 2018, 1:00 to 2:30 p.m.

Metro Regional Center, Room 370A/B
600 NE Grand, Portland, OR

Meeting Attendees:

Kate Freitag – Chair	Oregon Department of Transportation
A.J. O'Connor – Vice Chair	TriMet
Andrew Dick	Oregon Department of Transportation
Bikram Raghubansh	Clackamas County
Bill Baldwin	BlueMAC Analytics
Caleb Winter	Metro
Eliot Rose	Metro
Jason Spencer	BlueMac Analytics
Jennifer Bachman	DKS
Jim Gelhar	City of Gresham
Ken Lobeck	Metro
Kristin Tufte	Portland State University
Maureen Bock	Oregon Department of Transportation
Paul Zebell	Kittelson & Associates, Inc.
Peter Koonce	City of Portland
Randy Marsh	City of Hillsboro
Scott Turnoy	Oregon Department of Transportation
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland

Introductions and Announcements
Chair Freitag with the Oregon Department of Transportation (ODOT) called TransPort, a Subcommittee of the Transportation Policy Alternatives Committee (TPAC) meeting to order at 1:00 p.m. and asked for introductions.

Round Table Updates:
Chair Freitag called for announcements from the Subcommittee.

- Vice Chair Mr. O'Connor from TriMet announced that they are contracted with Nelson Nygaard to help look at a mobility management transition within TriMet. This work includes a framework and will lead into potential pilot projects. Additionally, he talked about TriMet and City of Portland working with vendor GTT on a next generation transit signal priority (TSP) in terms of acquiring a regional TSP decision support server to work with the central traffic signal server.

  Mr. O'Connor explained that they had some secured funding from the Division project and general funds for writing a Request for Proposal (RFP). However, they would need to find additional funds for the remainder of the project.

  Further, Mr. O'Connor discussed the Rail Operations Optimization Technology (ROOT) project, stating

that it was in the pilot phase stemming from an unsolicited proposal submitted by Siemens, a leader in light-rail manufacturing. Currently, they are testing vehicle subsystems with real-time and global positioning systems (GPS).

Mr. O'Connor said TriMet is nearly done with a Mobility On Demand (MOD) Sandbox project to add shared use mobility functionality to the Open Trip Planner used worldwide. Fucntions will add bikesharing and services like Lyft and Uber. However, they are still negotiating with Uber and Lyft and neither company wants to compare the other side by side.

- Mr. Dick from ODOT discussed House Bill (HB) 4059 and HB 4063. HB 4059 changes the code for the Oregon Department of Transportation (ODOT) for "safe and prudent following;" which helps clarify Daimler Truck platooning rules. Additionally, the HB 4063 Automated Vehicles (AV) Task Force bill allows for creation of a task force of 31 members to look at number of areas for automated vehicle (AV). Mr. Rose with Metro, Mr. Hesse and Mr. Jeb Doran with TriMet will be on the task force.

  Mr. Dick shared that the legislation requires work products due September including: recommendations for licensing and registration, law enforcement for crash reporting, insurance and liability, and federal level cyber security. The second deliverable from the task force will be a follow-up report in September, 2019 that will address the long term effects of congestion, land use, and employment changes. The initial kick-off is Wednesday, April 18 and will include public notice for the Cities of Salem and Portland.

  The Subcommittee asked if there were requirements for vehicles to provide location and heading and public data. Mr. Dick responded that they were thinking about what type of public data would be required at the state level, such as the number of disengagements, but not the start or endpoint trip data, since it is not required for Transportation Network Company (TNC) regulation.

- Mr. Rotich with the City of Portland stated that they negotiated with Kittelson for the N Going ITS project and with DKS for the Columbia Boulevard TSMO project. He also mentioned that their utility pole contractor had gone out of business. He stated that Smart Cities, CityIQ sensors will be installed in May, 2018 and that Central System procurement will likely be released on April 27, 2018.

- Mr. Raghubansh with Clackamas County updated the Subcommittee on wrapping up the Sunnyside adaptive project and stated that they should have a benefit analysis by May, 2018. He also stated that they received positive feedback from commuters. Additionally, they are completing the Freight Intelligent Transportation Systems (ITS) plan and will proceed with the design phase once the Federal Highway Administration (FHWA) approves. Further, he mentioned that the County would be expanding the Bluetooth system on Sunnyside and will be adding pan tilt zoom (PTZ) cameras. Finally, he stated that they would be helping Lake Oswego expand fiber using Clackamas Broadband Exchange (CBX) fiber.

- Mr. Winter from Metro recapped the TripCheck Local Entry Workshop. He stated that they were working to get more travel information out through TripCheck's data portal. Further, he talked about the ITS Network and Cooperative Telecommunications Infrastructure Committee (CTIC) projects, stating they had been working with TriMet to arrange the next meeting. CTIC is for fiber related agreements between public agencies, where as the ITS Network Management Team (NMT) is set up for supporting public agency data for transportation. He encouraged the Subcommittee to contact him if they wanted to be added to the meeting list.

- Chair Freitag with ODOT discussed projects that are wrapping up, including the US 26, OR 35 and the Mt. Hood Active Traffic Management (ATM), as well as the Highway 212/224 project. The I-84

Integrated Corridor Management (ICM) has a potential case study coming up as ODOT works on the interchange structure at the I-84/I-5 interchange. There will be a two week full time closure for each ramp and ODOT is working with TriMet, County and City partners to help provide traffic alternatives. Ramp closures will begin after July 4, 2018.

Chair Freitag talked about the I-205 auxiliary lane between Glen Jackson and Johnson Creek Boulevard. She stated that they had a tight deadline for delivery and plan on having the project in design phase by December, 2018; with the system operational by December, 2019 including Active Traffic Management (ATM).

The Subcommittee briefly discussed the Advanced Transportation Congestion Management Technologies Deployment (ATCMTD) with Washington County and TriMet, with the match being %50.

OReGO Now and in the Future

Chair Freitag introduced Maureen Bock, OReGO Program Manager with ODOT. Ms. Bock provided a presentation and information on OReGO. OReGO is pioneering the way to fund declining revenue for transportation through a Road User Charge (RUC) system. She gave a brief history of consumer road use tax and transportation funding. She stated that ODOT's Office of Innovative Partnerships is leading the effort. Ms. Bock updated the Subcommittee on interoperability within Washington and California, the concepts of integrating payments (e.g., transit and parking), uses for the anonymous data including traffic patterns, and new work underway to create a way for local agencies to apply RUC in their jurisdiction.

Ms. Bock discussed increased population and pointed out that vehicle miles traveled (VMT) can increase but revenues decline due to fuel economy. She mentioned that communities had problems with being monitored and did not feel comfortable paying additional tax at the gas pump. She also stated that there was concern for social equity in terms of tax and VMT, and that ODOT had developed a forgiveness program and penalty waiver.

Additionally, she talked about Senate Bill (SB) 810, which passed in 2013 and started the path to OReGO. OReGO is overseen by ODOT and is voluntary, scalable and supports choices of accounts and devices. Currently, they allow for 5000 vehicle participation and have 700 active participants. She pointed out that GPS is helpful, but not required. Prior to HB2017 charges were $.015/mile but is now raised to $.34/mile, based on 20 MPG vehicle at a break-even rate with the fuel tax.

She mentioned that the in-car device would eventually be replaced by telematics and that they were working with a FAST Act grant and three vendors. Ms. Bock stated that there will be better public acceptance of the program since they will have choices, value-added services like battery health and engine diagnostics. She pointed out that devices are free and that people enrolled are more comfortable with RUC than the general public.

The Subcommittee asked what the challenges where. Ms. Bock stated that public perception of the program is still a challenge as it is a tax program. There is also the assumption they are being tracked by government, 'though the data goes to a private company and only anonymous data is shared with ODOT. She stated that enforcement would also be a challenge, as well as accuracy and ongoing testing of new and existing technology.

Further, Ms. Bock mentioned that an account manager would be partnering with the Oregon Department of Environmental Quality (DEQ) for remote emissions testing. Additionally, they will be asking if volunteers would be willing to share data with ODOT's Transportation Development Division (TDD) instead of using National data sets. Going forward, they will be contracting with a public relations firm for outreach and are also using 60 non-participants for an online focus group.

The Subcommittee asked how RUC would be used for AVs and how it might affect TNCs. They discussed AV regulations that took effect in Portland and the idea of geo-locating and gathering pick-up and drop-off data across the region. Further, they discussed the potential of an "opt in" option for AVs. Ms. Bock pointed the Subcommittee to an earlier road user charge presentation.

The Subcommittee asked about Bluetooth data and potential data on the number of occupants per vehicle, particularly interesting if it enabled more data options with Uber and Lyft. Ms. Bock stated that seat sensor data is not being collected, as they are focused on miles only. Mr. Dick mentioned that Uber Pool and Lyft Line (TNC services that encourage carpool trips) did have occupancy information and that TNCs could be an avenue for occupancy data.

The Subcommittee asked about city and county involvement. Ms. Bock mentioned that there is an opportunity for a legal local option tax that allows both cities and counties to assess their own gas tax, through legal provision. Mr. Dick stated that counties could do a gas tax that can be administered by ODOT, but a road user charge is not a local option at this time.

Finally, the Subcommittee discussed geofencing, GPS, and the urban canyon effect on signal strength in terms of boundaries and data accuracy. Mr. O'Connor responded to a question by Mr. Winter that TriMet had GPS and wireless signal strength mapped out all over the region. Ms. Bock mentioned that TriMet could potentially be an account manager using Open Architecture as a robust table system for additional data collection.

TransPort Workplan
Chair Freitag asked Mr. Winter to discuss the TransPort workplan. He handed out a document and discussed the results of the Subcommittee's input on the TransPort work plan through June 2019. Mr. Winter stated that purpose was to gather information on Subcommittee interest, time and availability. This information will be taken to the Transportation Policy Alternatives Committee (TPAC) to inform on TransPort's Subcommittee regional work plan and priorities for 2018-2019.

Using the handout, Mr. Winter discussed what their top priorities with participant availability rose to the top. He stated that the Regional Central Signal System project was at the top of the list, with scoping the next 10 years of TSMO work, emerging technology and Smart Cities second. Additionally, he talked about the continued work on TransPort by-laws, current TSMO projects, the next round of projects, and putting together a resource and readiness guide for TSMO project development. Finally, he briefly discussed AV RUC, plus the Subcommittee's desire for training and demonstrations. Finally, he stated that the evaluation section was not prioritized, but that it will be built into the TSMO strategy work ahead.

Charting a Path for Future TSMO Projects
Mr. Winter asked the Subcommittee to consider a new round of TSMO Program projects, stating that there were a number of changes to navigate related to project readiness and timing. He asked agencies to reflect on what would be practical to address early on in the project development process.

Mr. Lobeck from Metro gave a presentation on TSMO and ITS projects funded with project readiness. He discussed new updates on federal funding and the conditions being applied by October, 2018. He pointed out that Metropolitan Planning Organizations (MPOs) like Metro and ODOT would be under obligation for annual targets, stating that once funds were programmed they were obligated to use them or lose them. He stated that currently, there are too many unobligated projects being carried over.

He pointed out that project readiness was dependant on TSMO projects having an adequately developed scope of work, clear deliverables, reasonable schedules, and a developed project budget with enough detail to initiate development of a scope of work. Additionally, the project must have milestones

goals, funding obligations and timelines. He stated that failure to submit the first reimbursement would result in the project being automatically de-obligated. Mr. Lobeck also mentioned that projects slipped to the next year would have to be thoroughly explained.

Further, Mr. Lobeck discussed the "3 + 1 rule," stating that (for example), if a project were to start in 2019 in preliminary engineering (PE) and it took three years to obligate, once it reaches year four the project would be red flagged, thus killing it to obligate in the first programmed phase. Failure to obligate will result in federal carry-over penalties, such as a loss of next year funding apportionment. However, for agencies that follow through and have a good track record, rewards should be available in the form of additional funding for future use.

The Subcommittee discussed pre-scoping coming out of agency budget, since federal money wouldn't be obligated yet. Additionally, Mr. Lobeck stated that the required systems engineering process begins with planning and a Concept of Operations (ConOps) which may change the scope of work, throwing a wildcard in the process. However, he pointed out that Nathaniel Price would be a good advocate for project managers going forward.

<u>Adjourn</u>
There being no further discussion, Chair Freitag adjourned the meeting at 2:27 p.m.

Meeting summary respectfully submitted by Caleb Winter and Pamela Blackhorse.