

TransPort / Meeting Summary

Wednesday, June 13, 2018, 1:00 to 2:30 p.m.

ODOT Region 1, Room A/B

Meeting Attendees:

Kate Freitag – Chair	Oregon Department of Transportation
A.J. O'Connor – Vice Chair	TriMet
Andrew Dick (phone)	ODOT
Anjum Bawa	Fehr & Peers
Bikram Raghubansh	Clackamas County
Bill Baldwin	BlueMAC Analytics
Caleb Winter	Metro
Dennis Mitchell	DKS
Eliot Rose	Metro
Jabra Khasho	City of Beaverton
Jim Gelhar	City of Gresham
Joanna Valencia	Multnomah County
Kristin Tufte	Portland State University
Mike Burkhart	Oregon Department of Transportation
Pamela Blackhorse	Metro
Pamela O'Brien	DKS
Paul Zebell	Kittelson & Associates
Phil Healy	Port of Portland
Randy Marsh	City of Hillsboro
Ryan Williams	WSP
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Wayne Kittelson	Kittelson & Associates
Willie Rotich	City of Portland

Introductions and Announcements

Co-Chair A.J. O'Connor with TriMet called the meeting to order at 1:02 pm and asked for introductions.

'Round the Table Updates

Please provide your updates from your work and discuss any issues. We'll start with updates.

- Ms. Stacy Shetler with Washington County updated the committee on Bluetooth travel times being fed to Oregon Department of Transportation (ODOT) with three locations:

Tualatin/Sherwood Rd., 99W and Scholls Ferry at Roy Rogers. Travel times are posted on VMS and pushed to ODOT and is accessible. Mr. Shetler mentioned that ODOT fiber outage coming up on I-5 at the North Tigard interchange will be affected on June 18, 20 and 28. Alternate routes will be patched to 911 centers.

- Mr. Denis Mitchell with DKS and Associates updated the committee on the Intelligent Transportation System (ITS) America sessions on connected vehicles. He stated that connected vehicles would be able to detect and notify when drivers were going the wrong way.
- Vice Chair O'Connor stated that there was no real progress to report for previous projects. He mentioned that they would be completing the bridge lifts for open advanced Travel Information (ATI) and that the data displayed in TriMet operation command centers. He thanked the partners who made the data available. He pointed out that and hours notice would be good information for rerouting traffic.
- Mr. Caleb Winter with Metro that they had an Intelligent Transportation Systems (ITS) network meeting combined with Cooperative Telecommunications Infrastructure Committee (CTIC) mid May. He stated that is was a reboot from last summer to get regional coordination going. He pointed out that Matt Haus with TriMet would take the lead on using online sharing tools for file, information sharing, shared resources and coordination.
- Mr. Randy Marsh with the City of Hillsboro stated that he was looking forward to connecting to the Intelligent Transportation System (ITS) network. Additionally, he mentioned that Tegan Enloe was no longer with the City.
- _____ Central ??? System contract was awarded to DKS. Additionally, he mentioned that they would be installing nodes for SMART Cities along Division, Hawthorne and 122nd and have already been activated. Due to the complexity of installing the units, they are doing six to seven units a day and currently have 71 installed. Additionally, he mentioned that it took 10 days to commission one node.
- Mike Burkhart with ODOT, talked briefly talked about the I-5/Tigard Interchange and the Tiger ATM project and the completed fiber work. He stated that they would be completing the signage and fiber work around Mt. Hood. Additionally, he discussed the I-5 Active Traffic Management (ATM) project north of 84 stating that they would have some outages next summer.
- Mr. Shaun Quayle with Washington County updated the committee on a webinar next Thursday on FHWA for traffic signal performance measures. Additionally, he stated that they were close to having a new Max Adapt server set up in next couple months, and 35 ATC controllers before Max Adapt goes in. He discussed the locations for the Tiger project, stating that they had one location on Walker up and running for truck and transit signal. There will be six more locations added over the summer. Finally, he mentioned that the County, partners and BlueMac have ranking and data for areas with Bluetooth feeders, (up to 95) and have the data for fall and winter.
- Mr. Bikram Raghubansh with Clackamas County stated that Sunnyside Adaptive would be wrapping up by July and that the pre-ITS plan was also wrapping up for con-ops for design and construction. Canby ferry its. Further, he mentioned that they would also be expanding traffic surveys on camera, as well as help Lake Oswego change copper to fiber for as part of a fiber expansion. Additionally, there will be one location set for camera testing.
- Ms. Kristin Tuft with Portland State University (PSU) stated that the Transportation Research Education (TREC) be opening registration for transportation community workshops. They will be offering 15 deep dive half day workshops. Additionally, they will hold a full day workshop to get examples, as well as a sense of the effective use of PORTAL data and how to use for data analysis.
- Mr. Jim Gelhar with the City of Gresham updated the committee on ITS Signals communication for East County areas and ODOT. They decided to award to Ty Selector. The project will proceed.

- Mr. Bill Baldwin with BlueMAC Analytics stated that they had a successful launch of 100 devices in Clack County with the help of BT energy and that they would be combining classic and low energy Bluetooth.
- Mr. Phil Healy with the Port of Portland announced that they would be going out for their transportation engineering five year on call in the next month.
- Mr. Ryan Williams with WSP reported on attending ITS America. He stated that it had more emphasis on cyber security. He mentioned that vendors placed more emphasis on software, user experience and operating procedures, and dashboards. He talked about the Alegra X8 product, which identifies vehicles by car color using CT cameras. Additionally, he stated that there were more products for dense wave multi-wave...what the heck is this (DWM) and also products with cyber components.
- Ms. Joanna Valencia with Multnomah County stated that they would have Rick Buen a new Transportation engineer will be attending TransPort Meetings.
- Mr. Scott Turnoy with ODOT stated that ODOT would be updating the traffic performance report for the region for 2018. They will be using hear data and looking to PORTAL for additional data and information.
- Andrew Dick with ODOT stated that the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) task force continues to move forward and that there would be a subcommittee next week. Additionally, he stated that they would have a report with legislation recommendations for September, 2018 and a potential follow up report for the following year. Finally, he discussed Surface Transportation System Funding Alternative grants and that they have identified a system leakage issue in which Automated Vehicles (AV) would not be putting funds towards roadway usage. They are developing a research concept to ensure they are paying their fair share.

Support for ATCMTD Application for Oregon

Mr. Dick announced that they had been working Kittelson and Associates on a project proposal called the Oregon Smart Mobility Network, which addressed a range for applications throughout the Portland area. The application is through Fixing America's Surface Transportation (FAST) Act (ATCMTD). The final application is be due Monday, June 18, 2018.

Mr. Dick stated that they final concept Smart Mobility network. He stated that there were three ways to address regional challenges by using a proactive approach:

- prepare - planning for incident advance warning;
- manage - keep traffic flowing and reduce congestion through active traffic management and;
- recover - traffic returned to normal as soon as possible after incident.

He pointed out that tech has been deployed and that the anchor is an I-205 Active Traffic Management project from ODOT. Other projects are located on OR-212 and 224 Arterial Corridor Management and include freight and transit signal priority (TSP) and Bluetooth travel time systems. ODOT will be partnering with TriMet to create a central system based petition for changes to signal timing. Fortunately, no tech is needed on buses and they can leverage the existing technology with additional new software. The Implementation cost is low and the central signal system, once upgrades have been installed can be deployed to the entire system.

Further, Mr. Dick discussed the Washington county Cornelius Pass road area included ATM components for weather information, travel time, emergency management systems (EMS); and included bike and

pedestrian counters, red light crash mitigation and infrared cameras that will be able to tell if a pedestrian is having issues clearing an intersection.

On the east side, they have the US-97 road weather information systems project for weather-based variable speed limits. Further, he stated that they also have project with multimodal project for Integrated Corridor Management (ICM) architecture to create a foundation for an information sharing system between agencies concerned with travel flow on I-84. Finally, he stated that they were also using drones for crash reconstruction using photo overlay which had over 50 % reduction in time emergency management spend on scene.

Mr. Kittelson briefly discussed the annual grant program in which up to 60 million is awarded. The program is budgeted at 31 million and they are looking for additional grant funds from FHWA in the amount of 12 million through the ATCMTD program. A 50% match is required and there are nine total projects.

Mr. Winter provided a memo on a letter for support to the Secretary of Transportation of (Federal Highway Administration) FHWA for the ATCMTD program, and asked the committee to review and action on approving the letter. **The letter was approved unanimously.**

Finally, Mr. Healy stated that he supported the application but reminded the committee that the Port of Portland owns and manages Airport Way between 82nd and I-205, and 82nd and Alderwood Road. He asked partners to please coordinate with them after the grant is awarded.

Regional Traffic Signal Needs and Opportunities Continued

Vice Chair O'Connor asked Mr. Quayle to discuss Regional Traffic Signal Needs and Opportunities? Mr. Quayle stated that it was a continuation from last month's discussion. He stated that there was an opportunity for new generation controller software for automated performance measures. He asked if automated controller for the region would be useful and what that would look like for the region. He reminded the committee of the (ARA) project, in which signal timing and control was useful. He stated that a straight conversion would be useful and that having automated performance measures set up in a software format regionally would also be useful. Additionally, he stated that it would be an add-on to work to the work Mr. Rotich covers. He asked what corridors are performing well and if there were solutions for the areas that are not.

Mr. Winter discussed retiring old systems and asked if they should upgrade or replace them. He asked what the purpose and needs were for higher level outcomes. Additionally, he mentioned Vision Zero as huge policy driver for safety and asked where the public would benefit from a larger project.

Mr. Quayle responded that they would be retiring old systems and that infrastructure with ATC next generation controllers would be useful. Additionally, he stated that the Voyage contract would be expiring and expressed the need to move forward with ATC sooner than later.

The committee discussed system performance measures, stating that detection was a big thing and costly and expressed concern that they may not have adequate funds. Additionally, they would need performance measurement, different levels of detection and the equipment to do so, and more funding for specific corridors.

They suggested focusing on fiber and connectivity, stating that without communication and connectivity the project could be difficult. They felt that it made sense to install in main arterials, but would not see

any benefit without fiber. Further, it was suggested that they prioritize 185th and Allen Boulevard, plan first and then invest wisely as a region-wide project.

Mr. Winter stated that the 2018 Metro Regional Transportation Plan (RTP) for would have additional overlays that could help with upgrade and criteria. Further, the committee suggested upgrades to communication first over detection, although it would be expensive. They also expressed concern for interference with the different spectrum of communication and suggested looking at it as an addition of fiber for communication. They asked what projects should look like and the possibility of providing matching funds. Further, the committee questioned if there was a lead agency for the overall project, whether local liaisons should be involved and if there was potential for it to be funded by ODOT. They pointed out that whoever would be delivering the project would make a big difference.

Vice Chair O'Conner asked if ODOT might be willing to take the lead and if they had money they would want to spend. The committee asked where the bulk of funding would come from and if there was allocation through the Metropolitan Transportation Improvement Program (MTIP). Next steps would be to talk with TransPort Chair Kate Freitag with ODOT.

Metro PILOT Program

Mr. Eliot Rose with Metro discussed a the new Metro PILOT program that will be funding pilot projects in an effort to foster partnerships and learning opportunities to help advance TransPort's work on emerging technologies. Mr. Rose provided a presentation and handout and discussed customer facing transportation models. He pointed out that the PILOT Program was being scoped at Metro and hopes to formally kick off the program in July, 2018. He stated that the goal today was to get feedback concerning the draft version of the program.

He stated that desires outcomes focused on emerging cost effective technologies that would help improve or advance equity and transportation choices. He discussed collecting information on emerging technologies that best support Metro goals and developing partnerships between agencies, community groups and mobility companies. He pointed out that eligible projects would support equity through developing services, or conducting outreach to remove barriers that at risk communities face with access to mobility services. Additionally, he talked about partnering with community groups to develop and implement shared mobility services or projects that used new mobility services to connect people to transit when walking or biking or other options are not available. Finally, Mr. Rose discussed using technology to provide rideshare, improve transit or test new technology or a new approach to managing new mobility services and encourage active or shared trips.

Mr. Rose provided program basics to the committee, stating that there was a total of \$150,000 in funding available from the Metro general fund. He pointed out that public agencies and non-profits were eligible for a two year grant and hoped to have contract in place by June, 2019.

Further, he discussed collecting quantitative and qualitative information and developing better partnerships with non-profits and community based organizations. He covered some examples and stated that there some affordable pilot projects in which \$25,000 in private costs were matched by companies. Additionally, he discussed on demand scheduling, using existing vehicles and drivers and provide better service for similar cost.

Mr. Rose discussed the draft program structure in which any organization can submit and Letter of Interest, wherein Metro offer feedback and issues a call for projects. Public agencies, community groups and some private companies would submit applications from which Metro would select pilot projects.

Finally, he asked what type of support could Metro offer to nurture successful projects and what would be the best way to prioritize projects selection.

The committee pointed out that the other part of the equity piece was having a good paying job to go to and also asked if the program would consider movement of goods. Additionally, they asked if an evaluation would be used to measure success and how that would be determined.

Mr. Rose commented that the freight piece was an interesting idea. He stated that the current program was based on project selection as well as the resources available for projects. He pointed out that good criteria would help evaluate projects and encourage applicants to do something new, engage partners, develop a strong plan to collect data on outcomes grounded in community needs yet leave room to adjust if a project was not working as planned.

The committee suggested putting the burden back on proposers so they have options for outcomes. Additionally, they asked if Metro would pick up the marketing or branding piece, or if that was inclusive. Further, they stated that if a pilot project was successful that thought be given to what happens going forward and how to develop a design for success beyond the project. The questioned if there was the ability to scale and nurture successful projects and what the next steps would be financially, suggesting that HB2017 funding may also be available for participating counties. Finally, they asked how the region could support or leverage the program.

Mr. Rose stated that marketing and branding was inclusive, that he was willing to talk with people one-on-one to discuss projects or ideas in detail, and would attend Community meetings as needed. Additionally, he stated that he was in contact with the One Call One Click for on demand service for transit dependent people in an effort to reach out to them about community-based transit and mobility.

Adjourn

Vice Chair AJ adjourned the meeting 2: 31 p.m. The next TransPort meeting will be held on Wednesday, July 11 at 1:00 - 2:30 p.m. at ODOT Region 1.