

# TransPort / Meeting Summary

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Wednesday, August 8, 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
Bikram Raghubansh	Clackamas County
Bill Baldwin	BlueMAC Analytics
Caleb Winter	Metro
Eliot Rose	Metro
Jabra Khasho	City of Beaverton
Jim Gelhar	City of Gresham
Mike Burkhardt	Oregon Department of Transportation
Mike Ward	City of Lake Oswego
Pamela O'Brien	DKS
Pete Koonce	City of Portland
Randy Marsh	City of Hillsboro
Rick Buen	Multnomah County
Ryan Williams	WSP
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Tina Nguyen	City of Beaverton
Todd Irwin	Oregon Department of Transportation
Willie Rotich	City of Portland
Ya-Min Ha	Kittelson

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## 'Round the Table Updates

Chair Kate Freitag with Oregon Department of Transportation (ODOT) called the meeting to order at 1:30 p.m. and asked for introductions and updates.

- Chair Freitag of the Oregon Department of Transportation (ODOT) announced that Jennifer Bachman from DKS could be working for ODOT as a consultant project manager. Additionally, she briefed the committee on the Tiger project for the US-26 signs, which are ready to be activated August 13. I-84 is still lagging due to current construction and graffiti removal issues.
- Mr. Rotich with the City of Portland announced that they were negotiating cost with DKS for the Central Signal System and plan to start work in September. Additionally, he stated that work for Columbia Intelligent Transportation Systems (ITS) was ongoing and they were waiting to start the preliminary engineering phase (PE) phase. Further, the ongoing Swan Island project should start work in September. Mr. Rotich stated that they had finished installation of the AT&T nodes on Division, and Hawthorne and 22<sup>nd</sup> and is in the process of testing the installation.
- Mr. Marsh with City of Hillsboro announced that Tegan Enloe is now working with the City of Tigard. They

hope to announce her replacement at the next meeting.

- Mr. Raghubansh with Clackamas County stated that they are closing out the Sunnyside Adaptive project. Kittelson will be completing a before and after study for the project. Additionally, the Freight ITS project planning portion is complete and the county has authorization to proceed with the PE phase. Mr. Raghubansh stated that they received zero proposals for the Canby Ferry ITS project, so will reissue the request.
- [REDACTED] East Metro Communications Expansion project was approved and will begin after the Labor Day holiday.
- Mr. Quayle with Washington County stated that they had up to eight advance transportation controllers (ATCs) out in the field, as well as a URL. However, they are still working out the details. Currently, Washington County is not sure if they will have local control reports and are seeking insight from TransPort. Additionally, Mr. Quayle announced that they are under contract for their smart clearance extension project in developing a feature for max light time software used to predict red light runners. They are partnered with Intelight ITS Electronics. The test location is Ethan and Roy Rogers road. Further, he stated that they are moving forward with their Max Adapt project, which includes 25 intersections.
- [REDACTED] discussed fiber interruptions coming up on August 11 and 21.
- Mr. Burkhardt with ODOT stated that C-Tran is coordinating to get onto the ITS network through WashDOT over the next couple of months. They will use the ITS network for fare collections data, center to center. He is look forward to discussing other agency connections to ITS networks during the next ITS meeting held on September 19.
- Mr. Rose with Metro stated that they were getting close to kicking off the pilot program and will be launching calls for letters of interest end of September. Additionally, they will be participating in the Sidewalk Labs replica data pilot project; which offers a simulated representation of traffic patterns in high detail. They plan to give access to partner agencies as it has the potential to supplement a large portion of the travel survey used to build travel models.
- Mr. O'Connor with TriMet gave an update on the Vision Transit project, which will be adding fiber to the signal system. Additionally, he stated that TriMet is in negotiations for Smart Stops. He will update the committee when both items become official.
- Mr. Winter with Metro talked about the ITS Network and Cooperative Telecommunications Infrastructure Consortium (CTIC) joint meeting, stating that the next meeting should be on September 19. The Traffic Incident Management Coalition meeting takes place august 21, location to be determined. Additionally, he briefly discussed server software for signal timing and map data to go out to connected vehicles. Mr. Winter asked if there were interest for a presentation and additional information.

#### **Communications Infrastructure Priority (Action item)**

Chair Freitag introduced the Communications Infrastructure Priority and stated that there is in \$530,000 funding from Metro for this infrastructure upgrade. The intent is for TransPort to identify what the priorities are from the communications plan. As such, Mr. Winter stated that there was an additional \$200,000 for communications Infrastructure needs. He provided a hand out of the regional data communications projects. The Regional Communications Master Plan identified the need to cover 80 miles at a cost of \$24 million. He asked the committee to prioritize some of the projects and define an agency lead for the projects prioritized. Once decided, Metro will amend the Metropolitan Transportation Improvement Program (MTIP) to have the funds obligated from the Federal Highway Association (FHWA).

The committee discussed funding needs, what the reality was in terms of cost and which projects to prioritize. Mr. Winter stated that the amounts given were general dollar amounts. He listed Tualatin Valley Highway, US-26 and/or MAX Tunnels, SE Division Street, and Barbur Boulevard data bottleneck as the projects of greatest interest.

The committee questioned if the projects listed were to be standalone projects, stating that they needed policy around ITS and initial planning during the design process to avoid being scoped out. Mr. Winter acknowledged their concern and stated the list and their recommendations needed to be taken to the Transportation Policy Alternatives Committee (TPAC).

The committee asked if they could match active projects with communications as well, especially where federal funds were concerned. Mr. Winter pointed out that it would be helpful to determine if right of way (ROW) already had conduit. He reiterated that projects need a lead agency as well as a scope and matching funds at a minimum 10.27%; which is what they are looking to accomplish today. The committee discussed the need to source from several agencies for the match and asked if the existing CTIC agreement covered this. Mr. Winter stated that they could not do a fund exchange, as fiber is shared. The committee questioned how they might build together. Chair Freitag mentioned that projects were typically tied to a project specific Intergovernmental Agreement (IGA), as the current CTIC agreement does not have that mechanism for sharing funds.

Mr. Winter stated that the timeline for scope for the MTIP amendment had to be completed by October, with January as the target month to get a project started. The committee discussed project ID numbers three and six with data bottlenecks: US-26 and Max Tunnels and Barbur Boulevard as priorities. They discussed involving local liaisons in the IGA process and recognized that ODOT had some constraints that could keep them from being the lead agency. Additionally, they discussed cost share between agencies, stating that if ODOT provided a match into a project, they would not need an IGA. Further, Mr. Winter stated they would need to get better cost estimates in order to scale for affordability.

The committee decided that the Barbur Boulevard project, since it is more centralized to the region should be the highest priority, with US-26 and Max Tunnels as secondary. They felt this option was reasonable and scalable in terms of getting the funds obligated. Mr. Winter discussed calling for a motion that reflected the history and current discussion on the Communications Infrastructure Priority, including which agency would take lead and provide agency match. The committee felt that the lead agency who of the project would be responsible for the construction and should ask other partner agencies to contribute to the construction costs.

Chair Freitag called for a motion to have the Barbur Boulevard project (ID number six) as the primary project with US-26 and Max Tunnels (ID number three) as secondary; with Portland Bureau of Transportation (PBOT) leading on Barbur, and ODOT as the lead agency on US-26. Mr. Koonce with the City of Portland motioned to accept the committee project priority recommendation. Chair Freitag seconded the motion. TransPort members, with support from stakeholder support, unanimously passed the motion.

### **Clackamas Freight ITS**

Chair Freitag asked Mr. Raghubansh of Clackamas County to present on the Concept of Operations draft for two industrial areas of Clackamas County. Mr. Raghubansh provided a presentation and stated that they had moved into the design phase of the now ten-year project. He covered project background and objectives, as well as the screening process, final solutions and strategies going forward. In terms of budget, he pointed out that they had approximately \$2.25 million in Regional Flex Funds for the Clackamas and Wilsonville industrial areas. Clackamas industrial area covers the Sunnybrook Blvd, Hwy 224 (ODOT), Hwy 212 (ODOT), Jennifer St, and 82nd Drive corridors. Wilsonville industrial area covers the Grahams Ferry Rd, Day Rd, Elligsen Rd, 95th Ave, Wilsonville Rd and Kinsman Rd corridors.

Mr. Raghubansh discussed stakeholder input and covered the existing conditions for both areas, stating that congestion and signal timing were issues impacting freight truck traffic and general traffic around I-5 in Wilsonville, and Highways 212, 224 and I-205 near Clackamas. He pointed out that they planned to implement cost-effective solutions to ensure freight vehicles safe and efficient access to Clackamas and Wilsonville industrial areas. He focused on first and last mile trips to improve safety, efficiency and industrial land use by reducing truck related crashes, number of stops, average travel time and improving access to industrial areas. Safety was a big concern in terms of queue and conflict warning systems. Additionally, he called out the top 15 operations and management solutions as being:

- Signal Modification
- Signal Coordination (Signal Timing)
- Adaptive Signal

- Curve Warning
- UPS Battery Backup
- Traffic Surveillance
- Count Station
- Performance Measurement
- Portable Monitoring Trailer
- Weigh In Motion (WIM) Station on Arterial; and
- Traveler Information

Mr. Raghubansh advised of other considerations for screening such as project location, addressing other modes of transportation and what impact that might have, and the potential impact to Americans with Disabilities Act (ADA) improvements. Expected benefits are a reduction in crashes, improved freight operation and enhanced performance monitoring. Potential feasible benefits were capital costs, annual operations and management cost, institutional factors, and ROW and construction considerations.

Further Mr. Raghubansh identified five projects under consideration that covered: truck priority areas that signal dilemma and priority zones, uninterruptable power supply (UPS) battery backup at critical intersections, traffic surveillance systems, count stations in key locations, performance measurements for travel time monitoring and communication in key corridors, and portable monitoring trailers with radar, cameras and counters. Mr. Raghubansh stated that the design phase would be completed June 2019, with the construction phase beginning July 2019 and running through December 2020.

#### **Adjourn**

Chair Freitag adjourned the meeting at 2:30 p.m. The next Transport meeting will be held on September 12, 2018 from 1:00 p.m. to 2:30 p.m. at ODOT Region 1.