

# *TransPort / Meeting Summary*

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Thursday, September 12, 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
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Dennis Mitchell	DKS Associates
Dominique Huffman	City of Wilsonville
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
John Fasana	Washington County
Kristin Tufte	Portland State University
Michael Burkart	Oregon Department of Transportation
Mike Ward	City of Lake Oswego
Pat Marnell	Kittelson
Peter Koonce	City of Portland
Randy Marsh	City of Hillsboro
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Tammy Lee	Portland State University
Willie Rotich	City of Portland

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## 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.

## Round Table Updates:

- Kristin Tufte introduced Tammy Lee, with Portland State University (PSU), who will be working on PORTAL. Ms. Lee said she will work with bike and pedestrian data and that she holds a degree in data analysis. She updated the committee on PORTAL and talked about options for filtering transit for specific dates and day of the week. Additionally, she stated that Washington County historical data for travel time had been updated. Ms. Tufte pointed out that they could now selected subsets of highway data and that there was also a new map on freight data available on the vehicle link data page. She mentioned that they would also be holding a data workshop Friday, September 14.
- Mr. Willie Rotich stated that he had no updates for (intelligent Transportation Systems) ITS

Architecture. He mentioned that the Central Signal System user group will meet soon as procurement is wrapped up. They are ready to start the process for designing performance measures in early October. He encouraged interested cities and other stakeholders to attend user group discussions to help define needs for the future central signal system.

- Mr. Caleb Winter gave an update on an upcoming meeting to discuss ITS network management. The ITS Network Management Team will review TransPort prioritized investments in data communications, set at the August meeting. He reiterated that these priorities were originally highlighted by regional stakeholders to solve places where fiber optics are currently at capacity: SW Barbur project was TransPort's first priority and downtown Portland to the Highway 26 tunnel was their second priority. He stated that they had some estimates and would proceed with getting a prospectus and Intergovernmental Agreement (IGA) in place.

Additionally, he discussed the recent Transit Incident Management (TIM) Coalition meeting, in which they discussed combining together emergency dispatch systems using Tellus in an effort to share where specific emergency vehicles are to coordinate and speed responses to emergencies across agencies.

- Mr. Stacy Shetler with Washington County announced that fiber optics from the Tiger project would place speed signs on Highway 26 at the Vista Ridge Tunnel and also on 185<sup>th</sup> corridor, and then move on to Cornelius Pass Rd.
- Mr. A.J. O'Connor with TriMet discussed the pilot project with Siemens for the Internet of Things (IoT) light rail strategy. He stated that they had run into some financial model issues. Additionally, he discussed Efare and Hop Fastpass stating that they had made progress in integrating them, with potential to bring on new partners like e-scooters.
- Mr. Rotich discussed replacing software for downtown ATC traffic controllers, requiring data conversions. The City is also working on an ITS project from Tillamook to Columbia that requires similar ATC updates. Smart Cities safety sensor data project installation is complete, data is being collected and tested.
- Mr. Shaun Quayle with Washington County stated that they had a radar-based red light running prediction project with Kittelson doing the evaluation. The County is scoping a demonstration of FLIR thermal camera for pedestrian detection and camera effectiveness, proposing third party evaluation from Oregon State University. Finally, he discussed a white paper related to half signals for locations where they are a good fit within the County. They will be discussing it with other local agencies, Federal Highway Administration (FHWA) and a national committee.
- Mr. Randy Marsh with City of Hillsboro announced that they are still in a holding pattern for replacing Tegan Enloe and stated that the position was still open.
- Mr. Peter Koonce with City of Portland stated that they would be developing ITS plan to update projects in the local Transportation System Plan. This is an important step to meet demands from the Enhanced Transit Corridor study that points to advancing transit signal priority technology in more places. Portland's ITS plan update will also inform a potential future BUILD Grant application.
- Mr. Bikram Raghubansh of Clackamas County stated that the freight ITS project is working with procurement on design. Also, he mentioned that the Canby Ferry ITS project had completed a successful first round and had two proposals. Additionally, the County is working with a virtual max view server with BlueMAC, Wilsonville and Lake Oswego and now has 25 units in place.
- Ms. Dominique Huffman of City of Wilsonville said they are working with Clackamas County on ITS projects and purchased BlueMAC devices. Wilsonville hired two new engineers,

herself being one of them.

- Jim Gelhar with the City of Gresham said the ITS project with communication extensions is still in the submittal process.
- Mike Burkart with ODOT said US 26 and I-84 ATM are up and running. Mt. Hood ATM should be live in early October.

#### 2021-2024 STIP Fix-It and Leverage

Chair Freitag introduced Jon Makler with ODOT who gave an update on development of the 2021-24 State Transportation Improvement Program (STIP) Fix-It and Leverage program for Region 1. Mr. Makler pointed out that the STIP is a four-year document updated every three years. The 2021-24 STIP covers funds that will be obligated October 1, 2021 through September 30, 2024. The 2021 Fiscal Year has already been obligated for the 2018-21 STIP and they are now working on three years of funds that need to be obligated. Projects cover pavement, bridge, culvert, and the All Roads Transportation Safety (ARTS) program.

Mr. Makler discussed the process for Fix-It and Leverage scoping that takes place with participation from multiple agencies. He stated that projects lists are at the 150% level. Scoping takes the top estimate applied to the project and uncovers all the details associated with it. When scoping is complete, they decide what they will do with the 100%, taking into account all necessary elements defined in the project at 150%. Essentially, this presents all the facts for the project and is used to help determine if the project is realistic and manageable at 100%.

Mr. Makler discussed the timeline for projects, stating that project scoping began in early September and goes to late November. The months of December and January are used to figure out which projects will move forward. Starting in February, ODOT documents the STIP and opens it up for public comment. Mr. Makler stated that project cuts will happen spring, 2019, with early 2021 marked for the public adoption process.

Mr. Makler encouraged the TransPort public agency stakeholders to take part in a weekly scoping process and share their ITS knowledge surrounding specific project areas that may need new ITS infrastructure or changes. He pointed out that they may add field site visits as needed for projects.

The committee asked where the weekly meetings would be held, how many people would be needed for field scoping and how that process might work. Mr. Makler responded that meetings would be held at Region 1 on Monday mornings for the next two months, and that field scoping would take place at project locations on Wednesdays. Additionally, he mentioned that there was a project map available online. [Follow-up note: this information was emailed to TransPort and Interested Parties September 21, 2018]

Further, Mr. Makler pointed out that a small portion of Fix-It funds would be leveraged for sub-projects that can be added to Fix-It projects, in categories: Active Transportation, Safety, and Enhanced projects - including bottle necks, congestion and improved efficiency. He discussed guidance for each one and gave examples. He stated that ODOT was still in the process of identifying leverage opportunities and continues to receive input from partners. He encouraged TransPort public agency stakeholders to find out where projects are and when they will be scoped in their area, and how best to help leverage them. He reminded private sector partners that design elements might be outsourced and that there might be an opportunity for them to participate in projects.

#### 2019-2021 TSMO Program Project Considerations

Mr. Winter gave a brief recap of the TSMO project process along with updates from Climate Smart Communities and the 2018 Regional Transportation Plan (RTP). He provided the 2018 RTP list of projects that were TSMO-related. He asked for feedback now or written down from the committee. Mr. Winter

stated there was approximately 40 TSMO Projects that went through public review through the Metro RTP process, noting that public review is a criteria for regional investments.

The committee asked about the Regional Flexible Fund Allocation (RFFA) process. Mr. Winter explained the regional federal funding process that led to investment in the TSMO Program with federal funds.

Mr. Winter stated that he would be developing draft criteria and bringing it back to the committee for review. He highlighted projects from the last round that allocated half of the funds to region-wide projects and half to corridor projects. Corridor projects included:

- Washington Square Adaptive,
- East Metro Advanced Travel Time,
- Clackamas Integrated Corridor Management; and
- Airport Way ITS with NW Columbia projects.

After reviewing past criteria, he encouraged the committee to provide their feedback and discussed putting together instructions for project development guidance and readiness to meet ODOT and FHWA expectations. He stated Metro should be ready to solicit by early 2019 and have a recommendation process prepared.

The committee discussed initiatives in the region that could be coordinated around replacing old signal controllers with ATCs, applying Automated Traffic Signal Performance Measures (ATSPM), advancing multimodal Integrated Corridor Management strategies including those suggested by Enhanced Transit Corridor planning and others.

#### I-84 Multimodal Integrated Corridor Management

Chair Freitag tabled the I-84 Multimodal Integrated Corridor Management agenda item due to limited time.

#### Adjourn

There being no further discussion, Chair Freitag adjourned the meeting at 2:35 p.m.

*Meeting summary respectfully submitted by Caleb Winter and Pamela Blackhorse.*