

# TransPort / Meeting Summary

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Thursday, October 10, 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
Adrian Pearmine	DKS
Alison Tanaka	Kittelson
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Dennis Mitchell	DKS
Galen McGill	Oregon Department of Transportation
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
Julie Kentosh	Oregon Department of Transportation
Lee Hanson	Intelight
Matt Fouts	TriMet
Michael Burkart	Oregon Department of Transportation
Rick Buen	Multnomah County
Ryan Williams	WSP
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 Kate Freitag called the meeting to order at 1 p.m. and asked for introductions.

## 'Round the Table Updates

- Chair Freitag with Oregon Department of Transportation (ODOT) announced that they would be going live with their Mt Hood ITS (Intelligent Transportation System) Project. Additionally, she stated that the I-205 ITS trigger project is down to OPO and the project will be reviewed. Further, the ODOT Tiger project has been installed on the freeway side and is up and running.
- Mr. Willie Rotich with City of Portland gave an update on the Central Signal System Users Group and also the NTP for Swan Island project will not proceed to ITS next month due to funding.
- Shaun Quayle with Washington County updated the committee on numerous intersections on the central system. He stated that had employed ten Automatic (ATCs) in the field with another 30 slated to go out, and are also working on a scope of work for State of Oregon and will have a vendor to do research for infrared pedestrian detection.
- Stacy Shetler with Washington County gave an update on [PORTAL](#), stating that they had added documentation to the website and linked it to the page on how to use PORTAL. They included a scope as well. Additionally, they have processed a number of updates. Caleb Winter with Metro

stated that they had not had a Technical Advisory Committee (TAC) meeting as of late, but stated that they were coming to the end of the second installment of the project funds for PORTAL and other enhancements. He stated that they are looking at a third installment and need to scope what should go into it the next PORTAL enhancement. He stated that they would do a survey for a scope for 2019.

- Mr. Mike Burkart with ODOT updated the subcommittee on the ITS communication expansion construction, stating that the project is going to construction next week.
- Bikram Raghubansh with Clackamas County stated that they had a Freight ITS request for proposal (RFP) for design and are working with ODOT will develop and Intergovernmental agreement (IGA). They will be farming it out in house. Additionally he updated them on the Canby Ferry ITS project in which they are negotiating a contract with DKS. Additionally, they have the Intelight server ready to be set up and have currently one intersection with Intelight. Blue Lance Wilsonville purchased 15 units, Lake Oswego purchased 10.
- Caleb Winter with Metro stated that he had sent an email out early last week with the latest event updates. Additionally, he mentioned that Lidwien Rahman with ODOT was retiring.
- TIM Coalition (Caleb Winter)
- Mr. Adrian Pearmine with DKS, announced that they had attended a conference last week in California. There was a great emphasis on Signal Phasing and Timing (Spat) and MAP, as well as a lot of connected vehicle information .

#### **Data Communications Infrastructure (action item)**

Mr. Rotich and Mr. Shetler presented on the data communications infrastructure. Mr. Rotich discussed bottlenecks going westbound and extending the project to reach Capitol Highway. He stated that they had would install two cameras and move one camera to a different location. He felt that funds programmed for this project would be more than enough and that they would be providing matching funds for the US 26 Vista Tunnel project. Mr. Shetler stated that they are still working on refining a cost estimate for the US 26 bottleneck.

Mr. Winter reminded TransPort that they were changing the original decision to stop at Terwilliger and asked for their input on the extension to Capitol Blvd. He stated that if funds were left over from the project, City of Portland was willing to make up the difference but would need TransPort support on the scope before funds are obligated. Additionally, Metro would need to process a formal amendment for the scope change and fund transfer. Further, he reminded them that funds put towards the US 26 may not be enough to complete the project and that they may want to come back to the table to discuss another priority.

Mr. Rotich proposed a motion to extend the limits of the Barbur fiber past Terwilliger to Capital Hwy, adding two cameras and moving one. Mr. Shetler seconded the motion. Chair Freitag asked for a vote from the sub-committee. TransPort approved the motion unanimously. Chair Freitag reminded the sub-committee that they would need to have additional discussion on left over funding from the project, scoping for the US 26 project and whether they can move forward with that project.

#### **ITS Network Management Team MOU (action item)**

Mr. Winter and Mr. Matt Fouts with TriMet asked TransPort for comments on the ITS-NMT Memorandum of Understanding (MOU) and Policy draft that were reviewed by the ITS-NMT in September. Mr. Ryan Williams with WSP suggested additional expectations for Cybersecurity. Mr. Pearmine with DKS spoke on behalf of VAST that Washington partners should take one more look. Mr. Winter and Mr. Fouts will follow-up on each of these; bringing revised drafts back to the November 14 TransPort meeting as an action item.

#### **Innovating the link from SPaT to MAP**

Julie Kentosh and Galen McGill with ODOT provided a presentation of Signal Phasing and Timing (SPaT) data and the layout of each signalized intersection (MAP). Mr. McGill stated that TSMO provided about a third of the funding for this initiative. He covered items related to connected vehicle, data from PORTAL and how that is published from the internet. Connected vehicle infrastructure is looking to support this type of dedicated short-range communication (DSRC) radio capability technology going forward. He mentioned that they want to get more agencies involved using this technology and hope to have it integrated 100% with vehicle internet connectivity by 2025. Additionally, he mentioned that USDOT is trying to bring agencies and DOT operators together to help determine what kind of support would be needed for the future of connected automated vehicles.

Mr. McGill discussed the initiative being developed to prepare the data environment to the existing TripCheck Traveler Information Portal (TTIP); which would extend the reach of the data into areas that do not typically receive this information. Second, he talked about the TOE piece, stating that local agencies should have easy access to this tool, making it easier to use the data. Third, he discussed a pilot project in place for infrastructure for signal space and timing, and MAP data to the internet or the controller.

Ms. Kentosh discussed the Mission street project that demonstrates technology in deployment at seven intersections on Mission Street in Salem. Intelight developed a Smart Driver phone app that follows the GPS data on a smart phone. The app gives lane data, light timing, speed limit, current speed and the actual corridor speed. She stated that they were using ATC controllers for data collection and mentioned that they needed MAP data at the lane level. They are currently using Light Detection and Ranging (LIDAR) to collect that data. She stated that they would publish the phone app data and make it available for third party developers to use. The app will not be available for public use.

#### **I-84 Multimodal Integrated Corridor Management**

Mr. Winter gave a brief overview of the Integrated Corridor Management (ICM). He asked for feedback from TransPort on what other corridors in the region would benefit from multimodal ICM planning. He identified operations strategies and discussed the important role TransPort can play by forming a subgroup. He pointed out that they had identified the next phase but had yet to determine the resource for that phase and would like to utilize the group who initially worked on I-84 to create a subgroup of TransPort.

Additionally, he pointed out that integration was across all modes of transportation and involved the technology for signal timing, planned and unplanned reaction times, emergency response, congestion, construction coordination and freight routes. Operational strategies covered: safety improvements; performance efficiency, mobility and reliability, and integration of transportation choices. Mr. Winter stated that they would like to formalize partnerships, define roles and provide stewardship for transportation.

Further, he discussed creating a data sharing policy and implementing multimodal travel demand management (TDM) solutions. He noted that third party agreements will be difficult to offer as they would need to create a data layer consistent with how they define modes and routes for customer facing companies. Additionally, he included sharing construction schedules and dynamic demand management systems with partners, employers and residents. The consultant for this decision support system project is Stantec. There will be more discussion on I-84 Multimodal Integrated Corridor Management at the November TransPort meeting.

#### **Adjourn**

Chair Freitag adjourned the meeting at 2:35 p.m. The next meeting will be on November 14, 2018, 1:00 p.m. at ODOT Region 1.