

TransPort/ Meeting Summary DRAFT

Wednesday, April 10, 2019

1:00 to 3:00 p.m.

ODOT Region 1, Room A/B

Meeting Attendees:

Kate Freitag – Chair	Oregon Department of Transportation
AJ O’Connor	TriMet
Adrian Pearmine	DKS
Anastasia Roeszler	Global Transportation Engineering
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Dennis Mitchell	DKS
Jabra Khasho	City of Beaverton
Ken Lobeck	Metro
Kim Ellis	Metro
Kristin Tuft	Portland State University
Mike Ward	City of Lake Oswego
Pamela O’Brien	DKS
Pat Marnell	Intelight
Pete Koonce	City of Portland
Rick Buen	Multnomah County
Ryan Williams	WSP
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Ted Leybold	Metro
Willie Rotich	City of Portland

Introductions and Announcements

Chair Kate Freitag called the meeting to order at 1 p.m. and asked for introductions and announcements. Caleb Winter announced that Oregon Department of Transportation (ODOT) had won the Advanced Transportation Congestion Management Technology Deployment \$12M grant. Additionally, Pete Koonce talked about targeting a BUILD grant for Intelligent Transportation System (ITS) investments. Ted Leybold announced that the application period for Regional Flexible Funds (RFF) is now open. There will be an RFF information workshop on May 10. Applications are due mid-June, 2019. He mentioned that some funds go towards Transportation Systems Management Operations (TSMO) work and are also sub-allocated for TransPort.

Workshop Hour: TSMO Projects

Ted Leybold introduced Kim Ellis, Regional transportation Plan (RTP) Project Manager for Metro to discuss the next round of TSMO projects. Kim provided an overview of 2018 RTP and an evaluation of project priorities that align with the 2040 Plan. She discussed the development of the 2018 RTP in terms of the Climate Smart strategy, congestion management, equity for four areas for investment surrounding marginalized communities, and safety goals around Vision Zero. She called out the high injury corridors for accidents and fatalities and where that overlapped. She showed where 60% of the most serious injuries occurred. Additionally, she pointed out the economic and equity impacts and discussed the reduction in disparity for marginalized communities.

Further she talked about the new Freight strategy that focused on inter-modal connectors, Transit Strategy and Enhanced Transit Corridors. She briefly covered cities, counties and other public agencies that submitted projects to the RTP, as well as a list of TSMO projects that align with one or more of the outcomes. She stated that TSMO is ideally situated to address these outcomes, but that there were a lot of projects to choose from that aligned with performance based planning and measures.

Further, she talked about Regional Congestion Management strategy; which looks for lower cost solutions for addressing congestion needs before they look at capacity solutions. Kim stated that TSMO was well aligned to support this strategy. She pointed out the financially constrained projects and covered management and operations. She stated that there are \$42 billion worth of investment within Region 1 jurisdictions that include TSMO and ITS projects.

Kim also discussed the Climate Smart Strategy that is fully imbedded in the RTP. She called out key elements as: increased transit reliability, completing the Active Transportation networks, Smart and TSMO technology investments, land use, and zero emission and low carbon fuel vehicles.

The committee asked for clarification around 35% emissions and suggested holding a conversation on where there may be opportunities. Kim stated that this percentage was determined at the state level. Ted asked for input on implementing values and priorities to develop criteria for drafting a sub-allocation process and for a draft scope of work for the strategic plan update. Additionally, Ted summarized the four investment priorities relative to ITS and TSMO as: managing congestion, implementing Climate Smart solutions, providing measurable transportation systems and advancing Vision Zero. He reminded the committee that TSMO is a primary element for managing congestion along with providing investments in capacity and operations. How they use TSMO to invest is a primary tool for advancing implementation in the region in terms of finishing the existing plan and determining new priorities, and advancing capacity in system operations. Managing congestion should be used as criteria for meeting the Climate Smart goal. He asked the committee to suggest ways of meeting their next round of investments for evaluating project applications for funding.

The committee stated that they have issues with measuring where problems are, and identifying them so they can determine where to prioritize; such as right of way (ROW) costs. They would like access to the Metropolitan Planning Organization (MPO) data sets for the region and travel times, so they can form a baseline to identify problems. Ted stated that Metro can provide what data they have, including geographic locations for projects.

Additionally, they suggested criteria around the State of Good Repair. They asked if mapping had been done to compare equity issues and where the signal controllers are located that would need upgrades. Further, they discussed revenue for fiber. Ted asked if there were things that should be considered high priority for reducing emissions, and also consideration for supporting TSMO within each agency in terms of the capability matrix of basic needs for congestion and Climate Smart. The committee suggested that transit and moving to electric or low emissions vehicles would support that, as well as automation and agency integration for projects and programs. Further, they asked for elaboration on what was meant by “enhancing capability.” Ted responded that it was in reference to TSMO activities and how thoroughly TSMO was integrated into an agency, taking into account the tools at hand for prioritizing, advancing capabilities and moving projects to the next level. Ted stated that would have an additional conversation at the May meeting around the draft criteria, equity and safety.

2021-2024 STIP Leverage and Fix-It Projects

Chair Freitag discussed the 2021-2024 STIP Leverage and Fix-It project list. She pointed out the All Roads Transportation Safety (ARTS) program projects that made the 100% list. She stated that the ITS and TSMO related projects were an ODOT facility. The first project for installing hardware and software was a bucket project with funds set aside for maintenance. Chair Freitag mentioned that the first bucket was earmarked as a regional priority for fiber going from highway 99W to I-217 to Fisher Road. Additional money was set aside for signage replacement on I-5 north through the Terwilliger curves and Wilsonville. She stated that funds were also set aside for variable speed advisory beacons and Variable Message Sign system (VMS) incorporation. She pointed out that I-5 south will be included and leveraged back to this project.

Ted stated that some of the funds would come from federal Human Service Transportation Plan (HSTP) money. Additionally he pointed out that there was a bucket of money set aside for leverage and that the Oregon Transportation Commission (OTC) would extend a percentage to the Fix-It and leverage programs for Active Transportation, highway and safety projects. Leverage projects must be tied to a Fix-It project.

Chair Freitag discussed funds set aside for traffic monitoring camera repair and new cameras, the Region 1 operations bucket which are regional management funds used for traffic controllers, turn lanes and other requested operational improvements. Funds are also set aside for signal head replacement and upgrades, striping and repavement markers, detection, replacement and upgrades for crosswalk signals. Finally, Chair Freitag noted that the Oregon Eight Project at Intel was also a regional priority.

The committee asked if they had considered setting aside funds for traffic signal timing and maintenance. Chair Freitag stated that there might be a federal fund constraint on staff time allotted to that, but that there may be other buckets they can pull from. They would have to look into those options.

Caleb discussed two projects under Active Transportation. The active transpiration bike/ped ARC TO project off of Powell Blvd and Monroe Greenway was still a useful tool for bike/ped counts. The Committee asked why it was on the 100%. Caleb commented that it was a leveraging project cost tied to

the larger project. As a leveraging project, it would not be able to go forward if the actual project wasn't funded.

Additionally, Caleb discussed the draft letter of comments from TransPort going to ODOT. He stated that comments were due Friday, May 10. The letter covers projects that fit in with support for TSMO investments. Caleb request that the committee review the letter and provide edits by April 19.

Round the Table Updates

- Chair Freitag mentioned that they had the ATCMTB grants. Doug Spencer will be the project manager.
- Caleb summarized ITS Network Communications Masterplan network architecture for the future and what would be more reliable in terms of fiber security, reliability for network situations, and how to connect more agencies and more equipment.
- Caleb discussed the next Traffic Incident Management (TIM) Coalition and asked that TransPort members let him know if they are interested in going.
- Willie Rotich stated that the Central Signal System Users Group will continue to meet. He asked for comments on the meeting minutes.
- Bikram Raghubansh stated that the Freight ITS project would approve two amendments so that the County can advertise. Additionally, he talked about bike, safety and analytic sensors. Vendors will have a ten minute opportunity to speak and will be reviewed by panelists.
- [REDACTED] stated that they had FLIR cameras out at two test sites. They will review data when ready. He also asked the committee to expect an invite from ITE for the upcoming Sensor Ask Me Anything event.
- [REDACTED] stated that they were working on their ITS Plan update and are working with agencies for the update. Additionally, they are working on Asset plan management for traffic signal process mapping required for operation and a Request for Proposal (RFP). Finally, he stated that there would be mapping rail road May 17 to 19 in Tualatin.
- Stacy Shetler and Shaun Quayle announced the SensorAMA event on Thursday, May 16 at David Evans.
- Stacy Shetler stated that they are close to having the third round of PORTAL funding through. Additionally, they have their inaugural PORTAL User Group meeting coming up and announced that there would be a PORTAL Transportation Advisory Committee (TAC) meeting on April 24.
- AJ O'Connor stated that TriMet was funded and the ODOT grant and that it is big step forward. Additionally, he stated that they had hired a Randal Renee a Manager for Fiber who may be attending CTIC and TransPort.

TransPort Vice Chair Election (action item)

Chair Freitag asked for a recommendation for Vice Chair of TransPort. She thanked AJ O'Connor for his service as Vice Chair for 2018/19. Per recommended Bylaws and TransPort action last year the Vice Chair is a one-year term with no term limits. AJ O'Connor was nominated again to be Vice Chair for 2019/20. Chair Freitag asked for a motion to nominate AJ O'Connor as the Transport Vice Chair for 2019/20. Chair Freitag moved to have the committee vote to accept the nomination. The committee voted unanimously to have AJ O'Connor continue as the TransPort Vice chair for 2019-20. Metro abstained from voting.

Adjourn

There being no further discussion, Chair Freitag adjourned the meeting at 3:00 p.m.