

TransPort/ Meeting Summary Draft

Wednesday, June 12, 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
Alison Tanaka	Kittelson
Caleb Winter	Metro
Eliot Rose	Metro
Jim Gelhar	City of Gresham
Kristin Tufte	Portland State University
Mike Ward	Lake Oswego
Matt Fouts	TriMet
Nathaniel Price	FHWA
Peter Koonce	City of Portland
Rick Buen	Multnomah County
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland

Introductions and Announcements

Chair Freitag asked and introduction and announcements. There were no announcements.

Round the Table Updates:

- Peter Koonce talked about SensorAMA, the panel discussion on safety, ped/bike and analytics. They are thinking about holding it as bi-yearly event and asked for suggestions through the ITS subcommittee idea for future SensorAMA events. Chair Freitag stated that there was a recommendation for StreetLight Analytics to participate in the next SensorAMA event.
- Kristin Tufte updated the committee on [PORTAL](#). She stated that the next round of funding contract is finalized, signed and executed. She mentioned that PORTAL users group held two meetings to discussed data from TriMet and ODOT. The next meeting will be held week of June 17. Finally, she discussed the need for a new TAC Chair and discussed developing a vision for PORTAL for the next ten years.
- Willie Rotich announced that the Central Signal System replacement upgrade was going well and that DKS was writing up a use-case. He stated that the Swan Island plan should be ready by June 21 and that the NE Columbia ITS final plans should arrive Friday.
- Matt Fouts talked about TriMet's new Manger of infrastructure, Randall René. He stated that although it would not impact ITS directly, Randall would work directly with the tactical engineering group to bring fiber in at the start of new building projects.
- Caleb Winter announced that the Traffic Incident Management (TIM) Coalition had sent in information to get them thinking about projects in terms of incident management. _____ attended the May TIM coalition. He discussed recent changes to the CAD to CAD integration project and also talked about the TIM self-assessment for the Portland region, due by the end of August. He also discussed connecting incident response centers using Telus to translate codes for each center.
- Chair Freitag announced that Oregon Department of Transportation (ODOT) I-205 project (Northbound Johnson Creek to the Glenn Jackson Bridge) was on schedule for ITS and ATM completion by end of October. ATC MTB has a draft deadline for end of May, 2020. Nathaniel Price stated that they had some draft edits and are waiting on the (DOJ) review. He hopes to have the agreement signed soon.
- Scott Turnoy announced that the next iteration for corporate contract would be end of May, 2020 and that they may receive other proposals going forward. He stated that ODOT was in support for continuing data usage and building upon what they currently had. He pointed out that local jurisdictions used the data as well. The committee discussed reviewing what data was available and how to access it at the next TransPort meeting.
- Willie stated that the City of Portland had the Inter-governmental Agreement (IGA) for Barbour Blvd Fiber communications. ODOT is reviewing it and it should be finalized soon.
- _____ stated that All-road Transportation Safety (ARTS) adaptive control project would be going to Council this week.
- Jim Gelhar with the City of Gresham announced that they had federal approval for their East County Variable Messaging Sign (VMS) project.

- Shaun Quayle announced that Washington County had turned on their ___ warning system and have other stations in design. Additionally, their flood warning system has been active for a full flood season and will be integrated through Applied Information (AI). Further, he is expecting results from a test corridor GPS emergency vehicle. He mentioned that Street Simplified will be evaluating some additional intersections and that information will be shared when available. Finally, he suggested forming a subgroup to coordinate with partners involved with ETC corridors and BUILD grants.

Review Draft TSMO Project Application Materials

Caleb Winter discussed the TSMO project application spread sheet that covered the funding process for projects. He provided a guide to Transportation Systems Management Operations (TSMO) projects for review and asked for additional comments and revisions from the committee in two weeks. The goal is to set up a process to help determine which projects are most important and find a way to prioritize them before making decisions and recommendations. Additionally, he asked if anyone was working on a Regional Flexible Funds (RFF) project and reminded them that RFF closed next week.

He talked about the TSMO plan policy that identified the need for safety, equity, congestion and climate, and policy needs and outcomes. He stated that the TSMO is a regional and national leader for innovative management and system operations. He discussed innovation and how to apply that to the functional areas of the TSMO plan in terms of multi-modal, traffic and incident management, traveler information and demand management. He called out areas where there were projects gaps and asked the committee to look at whether those gaps, such as multi-modal management or the regional wide access management can be addressed.

The committee suggested that they find additional items on the list that have value and see how those compare to existing TSMO and capital projects, and discussed consideration of a regional communications project. Caleb stated that they should think about identifying areas that hold importance to the ITS network functionality. He briefly covered project guidelines, funding, eligibility, agency partnerships, local agency certification, readiness, and agency and community support. Further, he called out high quality evaluation, selection criteria and stated that local match was critical.

Caleb stated that Metro would work with FHWA Oregon Division and ODOT to walk through applications and determine readiness and risk, and give feedback to applicants to allow them time for adjustments. Applications reviewers are: Metro, FHWA, ODOT, Port of Portland and Portland State University and/or TREC.

Caleb stated that they received additional funding with the Climate Smart Strategy work in the amount of \$250,000. The committee expressed concern with the limited amount of funding, citing inflation and additional evaluation needs. They discussed building a 200% list of applicants in terms of project scope, and hoped to solve how best to define the project, as well as programming the project in the STIP. Caleb stated that the purpose and need statement in the application should help define project readiness.

Additionally, the committee asked if there was a way to work together to reduce the number of projects and increase the opportunity of being funded, stating that this option would benefit everyone regionally and reduce the burden on reviewer time. Further, they expressed concern for projects waiting to be funded and for projects that are underfunded, or being pushed back on project timeline. Caleb stated that nothing was ear-marked for funding and suggested that a conversation around what should be prioritized would be helpful.

Portland and Partners' BUILD Grant Application

Alison Tanaka discussed the PBOT-led application for funding from Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER grants). Alison stated that they were working on applications and had narrowed it down to seven east-west corridors, primarily in east Portland and Gresham. Both City of Portland and Gresham are applying for the BUILD grant. She discussed the benefit cost analysis, in terms of travel time and crash analysis, and ITS improvements. She stated that they would need volume and travel time information on corridors and would be getting transit information from TriMet. Alison asked if Metro had additional information on vehicle travel. Caleb offered to contact Metro's modeling group for assistance and would look into information from Moving Ahead for Progress (MAP) 21 performance measures.

Alison further mentioned that they would coordinate with ODOT for controller information on selected corridors. Chair Freitag asked them to contact her for additional information. Further, Alison mentioned that there were controller updates for Gresham and asked if they would need to look at all intersections on east 82nd.

Alison talked about coordination for letters of support and mentioned that Peter and Willie have reached out to other groups to request letters. Mark Lear with City of Portland also put together a draft letter and bullet points that other agencies might be supportive of. Additionally, they narrowed the grant amount to a \$5M match to a \$6M project request, total of \$11M (yet to be finalized). They have identified financial match from Build Portland, Safer Outer Streets, and City of Gresham.

Further, Alison mentioned that they are trying to make the case for why the signal upgrades will be beneficial. Upgrades include: automatic timing (ATC) controllers, radar detection, Bluetooth, closed circuit television (CCTV) for high crash areas, cameras for pedestrian detection, and communications.

Caleb stated that Metro would be unable to provide a letter of support as they had agreed to support a Washington County project. As such, the congressional delegation only allows for one support priority. Caleb offered to do a mutual letter of support and asked if TransPort might direct Metro to do so. The committee debated whether Metro support would help BUILD grant applications. Chair Freitag directed Caleb to talk with Nathaniel of FHWA.

Adjourn

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