

*TransPort/ Meeting Summary Draft*

Wednesday, November 13, 2019

1:00 to 3 p.m.

Metro, Room 370 A/B

Meeting Attendees:

AJ O'Connor – Vice Chair	TriMet
Anastasia Roeszler	Global Transportation Engineering
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Daniel Ramirez-Cornejo	ODOT
Dan Hazel	City of Hillsboro
Doug Gresham	City of Hillsboro
Galen McGill	ODOT
Hau Hagedorn	PSU
Jabra Khasho	City of Beaverton
Jamie Snook	TriMet
Jim Gelhar	City of Gresham
John Fasana	Washington County
Justin Bernt	ODOT
Kristin Tuft	PSU
Mark Haines	City of Portland
Mike Burkart	ODOT
Mike Coleman	Port of Portland
Nathan Price	FHWA
Patrick Mahedy	ODOT
Peter Koonce	City of Portland
Rick Buen	Multnomah County
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Tammy Lee	PSU
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland

## **Introductions and Announcements**

Vice Chair A.J. O'Connor asked for introductions and announced that round table updates would be moved to the end of the agenda.

## **Regional Enhanced Transit Concept**

Jamie Snook provided a presentation and discussed Enhanced Transit concept (ETC). She gave some background on the project and noted that the region and congestion is growing. She stated that transit was an important part of their decision making process to meet climate smart strategy goals; which include land use the 2040 growth concept.

Jamie discussed the data and that impacted the regional conversation about transit priority. She called out the top 10 routes for transit ridership, noting that 50% are busses and that line 72 carried more riders than some TriMet Max lines. Additionally, she mentioned that, due to increased congestion buses get stuck in traffic for increasingly long periods of time. She pointed out that when transit is competitive more people are willing to use transit.

She mentioned that Enhanced Transit was a partnership between the City of Portland, TriMet and Oregon Department of Transportation (ODOT) to increase reliability along streets throughout the region. Characteristic for Enhanced transit include: agencies partnerships, increased capacity, reliability and transit travel speed, selection of moderate capital and operational investments that are flexible and context sensitive and can be deployed relatively quickly and include bus or streetcar and can address a hot spot, corridor or full line.

Jamie also discussed the ETC toolbox, which included: dedicated bus lanes, business access and transit (BAT) lane, peak-period pro-time transit lane, queue jumps and right turn except bus lanes. Additionally, the toolbox includes transit signal priority and improvements, transit-only aperture and multi-modal interactions, bus stop consolidation and curb extension at stops/stations, and far-side bus stop placement.

Jamie gave a series ETC of examples that reflected efforts to improve transit reliability, speed and capacity, and identify, design and build a set of Enhanced Transit projects. Additionally, she discussed developing a pipeline of Enhanced Transit projects. She talked about implementation of three projects - SW Madison, NW Everett and Burnside (Phase I) and noted that the ETC data driven process is used to identify large transit delay concerns to help develop concepts and design for implementation of projects with system-wide benefits.

She briefly discussed Federal Highway Administration (FHWA) approved red paint deployment for busses, pointing out PBOT worked with Portland State University (PSU) to perform evaluation and assessment of red paint performance. Further, she introduced design element to address conflicts at intersections or along segments of roadway.

Next steps for ECT include, implementing projects identified within the Regional ETC program, developing a pipeline of future ETC projects, working with partners to prioritize transit in key locations, identify future funding opportunities and coordinate ETC investments with other key initiatives. Jamie discussed the City of Portland's Rose Lane Project and the Regional Transportation Funding Measure for the Better Bus Program. She stated that she would like to see this work partnered with TransPort and transportation systems management operations (TSMO) and stated that no project was too small.

Jamie mentioned that a transit ridership survey would be done early 2020 and that red paint would be deployed in Washington County. Finally, she stated that next generation Transit Service Providers (TSP) allowances were called out for Tualatin Valley Highway, Cornell Road, McLaughlin, and some of the outlying larger corridor projects.

### **2019 TSMO Project Applications**

Caleb Winter provided handouts discussed the 2019 TSMO project applications. He noted that some of the TSMO projects could benefit from ETC and would like to figure out what might work with advanced traffic controllers, central signal systems and next generation TSP. Caleb asked the committee to help develop a package for the 10 TSMO applications Metro received. He stated that they had received more work than anticipated and that available funds would not cover all projects.

Caleb shared the results from the risk assessment and review meetings and noted that many projects fit one or more of the TSMO criteria. Project rating covered higher, middle and lower-rated projects. All 10 projects combined came to \$6.9 million in TSMO Program funds. The initial solicitation was estimated at \$4.6 million. Caleb stated that project reviewers suggested scaling projects down and also assessing the four higher-rated projects that involved upgrading signal controllers and optimizing signal timing.

The committee recommended a cost for the higher-rated projects in terms of the needs for different agencies. Caleb suggested looking at the different transit lines that would benefit from signal systems, communications and controllers. He noted that PBOT's applications was for Advanced Traffic Controllers (ATC) and did not include communications. He stated that this was true for other ATC applications as well.

Nathan Price called out that if a project was within the metro boundary, the federal amount should be below a million dollars. There was discussion on fund exchange, local programs, state and federal dollars and IGAs. It was noted that an IGA was a template and that as long as there were no changes to the template it could move forward as long it followed the standard federal process. If pro-rated, it would be 90% of the amount. In terms of a fund exchange, the committee asked what would happen if a project fell within all the funding parameters. They asked if, once funds were exchanged who had ownership.

Caleb reviewed the GIS exercise and how to determine which intersections were best suited for regional TSMO investment. He discussed equity and transit reliability. Jamie introduced the committee to an interactive dot board that helped with some of the GIS data in which lines were having mobility issues and how that might impact project ranking.

The committee discussed performance measures for freight, reliability and congestion. Ted Leybold asked if a freight project required advanced controllers. Caleb mentioned that all the applications would create infrastructure that helped them use transit at the regional level. He asked what they might add to help reduce the list and how much funding should be allocated towards the ATC. He pointed out that they had a number of ways to use the regional criteria.

The committee suggested working with or adjusting the number of intersection, as that it may be more efficient and could cut up to 40% of project costs. They were reminded that any funds that were exchanged would be kept by ODOT and applied towards their own project. The committee was encouraged to have more conversation on this option and review the latest Association of Oregon Counties and League of Oregon Cities (AOC/LOC) [agreement](#) for federal funding. They were reminded

that should they remove the match, they might be funded up to 90% for state funds, but that the money would not necessarily go towards their project. Additionally, the committee discussed the timeline if federal funding was secured.

Ted advised that Metro could produce documentation on how a locally funded cost estimate is different from federal aid delivered project. This might help define where those cost saving are and how many intersections were included. He suggested defining the cost per difference between intersections and sharing the bill, which would provide the basis for TransPort recommendations. Based on the recommendation and how funding might be structured, they could persue State Funded Local Projects (SFLP) funds or federal funds depending on what would be made available. The committee stated that they would need to determine the order of funding. Caleb mentioned that any project could be scaled down and that there needed to be more discussion on this.

The committee discussed combining projects for Regional Traffic Signal Systems Performance Measures in terms of federal funds, and noted that this might be a way to scale down projects. The proposal deadline from TransPort would be due before the Thanksgiving holiday.

#### **Round the Table Updates:**

- Willie stated that the signal systems ....
- Caleb mentioned that they had added Clackamas Connections to the Unified Planning Work Program (UPWP) and that they would begin a scope of work soon. He also stated that Beaverton Scholls Ferry Adaptive IGA was in process to be signed.

#### **Adjourn**

There being no further business, Vice Chair A.J. O'Connor adjourned the meeting at 2:44 p.m.

*Meeting summary respectfully submitted,*

*Caleb Winter*

*Pamela Blackhorse*