

TransPort/ Meeting Summary Draft

Wednesday, December 11, 2019
1:00 to 2:30 p.m.
Metro, Room 370 A/B

Meeting Attendees:

Kate Freitag – Chair	ODOT
AJ O’Connor – Vice Chair	TriMet
Anjum Bawa	Fehr & Peers
Caleb Winter	Metro
Damien Casados	Coral Sales Co
Dan Hazel	City of Hillsboro
Doug Gresham	City of Hillsboro
Justin Bernt	ODOT
Kristin Tuft	PSU
Mark Haines	City of Portland
Mark Jenkins	TriMet
Mike Burkart	ODOT
Pamela O’Brien	DKS Associates
Patrick Mahedy	ODOT
Peter Koonce	City of Portland
Rick Buen	Multnomah County
Ryan Lowe	Coral Sales
Shaun Quayle	Washington County
Susie Serres	DKS Associates
Tammy Lee	PSU
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Will Farley	City of Lake Oswego
Willie Rotich	City of Portland
Ya-Min Ha	Bluemac Analytics

Introductions and Announcements

Chair Freitag called the meeting to order at 1 p.m. and asked for introductions and announcements.

2019 TSMO Project Applications - Staff Review

Caleb Winter gave a brief overview of the TSMO project application review and provided memo, project list, and conditions of approval. He updated the committee on total funds and the revised requests for balancing them. Caleb stated that per Option A, they would need \$4.7 million in funding, but did not have enough to cover all funding requests. Although revised project funding was reduced to \$6 million in federal funds, the overall funding request is still more than what is available.

Option A for Advanced Traffic Controllers (ATCs) was the primary proposal from agencies, including: City of Portland, ODOT, Clackamas County and Washington County. All ATC projects are located at intersections around the region. The City of Portland reduced the number of ATCs to around 70%. TSMO staff estimate \$840,435 in federal funds would support this project. Additionally, Clackamas County could reduce the number ATCs more than 80%. Staff estimate \$735,878 in federal funds would be enough to support this project. Further, ODOT will expedite ATC installation on TV Highway, Hall Boulevard and 99E. They have revised their request to \$239,507 in federal funds. Finally, Washington County reduced the number ATCs to just under 70%, and would have \$1,151,936 in federal funds for this project.

Option A for PSU, PORTAL would hold the funding level at the original request of \$600,000 in federal funds. Metro's TSMO Program Plus would cut back the level of effort on tasks, but include a low estimate for ODOT administrative costs. This would total \$285,880 in federal funds. Further, City of Portland Regional Traffic Signal System Performance Measures would be allotted \$619,137 in federal funds for Traffic Signal Communications. City of Portland included the revised request of \$227,196.

Projects that would not receive funding were the Metro Regional Operations Asset Data ConOps and Portland Bureau of Transportation (PBOT) Rail Safety Crossing Project.

Going forward, TSMO Program staff will finalize recommendation letters with conditions of approval. Starting January 10, 2020, staff will announce recommended projects to TPAC. Lead agencies will refine project scopes, draft IGAs and work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation.

Caleb asked the committee to consider changes or additions to the Draft TSMO Project Conditions of Approval before they took action on the TSMO project recommendations. Chair Freitag stated that she did not see anything for conditions of approval for the ODOT project. Caleb will make that correction and stated that it would work with next generation signal priority.

The committee asked what next steps would be in terms of funding. Ted Leybold stated that they would incorporate the projects into the Transportation Improvement Program (TIP) immediately. Metro will work with ODOT and local area liaisons (LALs) when projects are ready. Further, he stated that funding was currently available and that projects could get started right away on obligating funds and developing project IGAs. Ideally, the goal is to have IGAs signed and executed in six months.

2019 TSMO Project Recommendation (action item)

Caleb Winter briefly talked about the applications, recognizing the partnerships on many of them. He stated that they would like the best outcome for TSMO projects and asked the committee to take action

on the recommendations presented in the staff review. Caleb asked them to consider whether the amount of funding was right and if they had selected the right projects.

Ted Leybold recommended that a voting member move to put the TSMO project selection package on the table for discussion, and then make a motion on the package with changes, if any. A.J O'Connor motioned to put the TSMO project selection package on the table for discussion. Chair Kate Freitag seconded the motion.

A.J. suggested book-ending the funding options. He called out Option A, along with the revised amount, which would leave funding \$1.286 million short. He recommended cutting out project budgets, which would allow more funding for project location or scope. The committee agreed this was logical. Caleb reminded the committee that all projects had an option to revise their requests.

Commented [PB1]: Was this AJ?

The committee discussed Automatic Traffic Controllers (ATCs) and signal systems in reference to the City of Portland funding needs and those of Washington County. However, it was called out that signal systems reporting measures was a regional project that everyone would benefit from.

Pete Koonce asked if the amount of funding matched population. Caleb stated that population numbers were raw and reminded the committee that they were not doing formula funding. Pete noted that this as an inequity in the system and stated that funding of \$1.4 million for City of Portland was reduced by 30% - more than other projects. Ted asked if the city needed more controllers than were asked for initially to be replaced.

The committee asked how soon City of Portland could come up with a list of controllers that would meet TSMO funding criteria for \$1 million. Caleb reminded that committee that Washington County was non-certified and would move forward on determining where they could find cost savings. He also stated that minimum match levels would decrease.

Pete Koonce asked for a motion to amend Option A to include a statement that any savings would go the City of Portland for controllers. Ted Leybold seconded the motion for the sake of discussion before the committee moved to make a motion on Option A. He suggested language around the de-federalization around Washington County funds be dedicated to ATC controllers for the City of Portland that met regional criteria as identified by the City of Portland.

Chair Freitag commented that, although this was not something they could absolutely count on it would help to provide guidance should they find an opportunity for savings. There being no further discussion, Chair Freitag asked for a motion to approve option A of 2019 TSMO Project recommendation that included potential (SFLP) savings to be directed to the City of Portland for the ATC project. She asked all TransPort voting members for approval on the proposed amendment. The vote was unanimous for the amendment. Chari Freitag asked for approval for Option A with the amendment included per recommendation. The vote was unanimous.

Commented [PB2]: What does SFLP stand for?

Chari Freitag asked Caleb to comment on the next order of business for project recommendations. Caleb stated that they would work on conditions of approval and preparing a memo of notification for the Transportation Policy Alternatives Committee (TPAC) on the commendation. Project award letters would be delivered after TPAC notification. Projects will also go through an amendment process and through the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as a consent item.

Further, Ted stated that in order for project to be entered into the Transportation Improvement Program (TIP), they would need to speak with individual project managers, Oregon Department of Transportation (ODOT) and local area liaisons (LALs). Once that is complete, they will schedule projects in the Metropolitan Transportation Improvement Program (MTIP); which is when the funds will be obligated for spending.

Round the Table Updates

Chair Freitag asked for updates from the listed sub-committees and agency updates:

- Kristin Tuft announced that they were working with Washington County and making progress on updating their Bluemac system. Additionally, they now have updated meta-sensor location, detection and position data from ODOT. Further, she stated a recent Vancouver, Washington workshop had helped them identify items they would like to include for workshops for the Portland region. Finally, the November PORTAL user's group has a presentation from PSU students on weekend congestion from 2012 to 2019.
- Tammy Lee discussed the PORTAL Bike/Ped website with a new home and floor pages, and interface. She would like to organize meetings to get more feedback on bike and ped data and how to improve that.
- Willie Rotich discussed the Signal Systems users group and their recent procurement request. Additionally, he talked about Swan Island project contract and bid. They should be able to begin work in January. Further, he discussed the ongoing Columbia project and stated that the City of Portland is waiting for updates.
- Chair Freitag updated the committee on the ODOT Turner project, specifically the I-205 North section, which is real-time and live as of October. She also commented on her TSMO training at the National Operations Academy in Baltimore, MD.
- Caleb Winter gave a Traffic Incident Management (TIM) coalition update from their November meeting. They are considering what projects they want to do in the future and would like to have more participation. Additionally, they are considering changing their name to Metro TIM in an effort to distinguish between traffic incident management around the state and the Metro region.
- Mark Jenkins stated that TriMet has consensus on the ITS network and they are working on logistics for moving forward. Additionally, they have their inter-governmental agreement (IGA) for the Next Generation Signal Priority System from ODOT. DKS and Kittelson working on the project and they hope to have the signed IGA back to ODOT in January.
- Shaun Quayle stated that Washington County is working with their Bluemac server to get local data into the cloud. They expect to go live in January and will share access information with the committee when ready. Additionally they are still working with the State and vendors on pedestrian protection system research and are still revising Street Simplified crash locations. They are still working with Intelight on sensors and are almost done with design for the rural ITS project. Finally, he discussed their partnership with the City of Hillsboro, who as loaded the County use of their environmental sensors.
- Joe Marek updated the committee on the Clackamas County Freight ITS project. Additionally, he stated that they are looking at expanding their roadside weather station and that they have construction started on Sunnyside Road.
- Ted Leybold stated that TPAC has made a recommendation for the next round on funding for FFY 2022-24, which includes continuation of funding for TSMO. Clackamas County has put in a Freight Priority ITS Improvements project, which has been recommended for 2/3 funding. The FFY 2022-24 recommendation will go the JPACT December 19 and Metro Council in early January.

Commented [PB3]: Unsure who this was – Joe maybe?
For Clackamas County, 1:14:45. Not on sign in sheet,
however.

- Caleb Winter stated that they had begun work on the 2020 TSMO strategy. They are working through the scope and request for proposal (RFP), and have funds to begin the work at Metro.
- Tina Nguyen stated that they have the Washington Square adaptive project signed and should have an RFP out to the consultant by mid-February.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:22 p.m.

Meeting summary respectfully submitted,

Caleb Winter

Pamela Blackhorse