

TransPort/ Meeting Summary Draft

Wednesday, March 11, 2020

1:00 to 2:30 p.m.

ODOT, Region 1, Conference room A/B

Meeting Attendees:



Kate Freitag – Chair	ODOT
AJ O’Connor	TriMet
Anastasia Roeszler	WSP
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Dominique Huffman	City of Wilsonville
Glen Bolen	ODOT
Jabra Kasho	City of Beaverton
Jake Lovell	Metro
Jim Gelhar	City of Gresham
Justin Bernt	ODOT
Kristin Tufte	PSU
Mark Haines	City of Portland
Matt Dorado	Washington County
Matt Fouts	TriMet
Mike Coleman	Port of Portland
Molly Cooney-Mesker	Metro
Pamela Blackhorse	Metro
Pamela O’Brien	DKS
Rick Buen	Multnomah County
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland

Introductions and Announcements

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

'Round the Table Updates

Please provide project updates and discuss any issues. We'll include updates from:

- Chair Freitag stated that Oregon Department of Transportation (ODOT), ATC MTD projects have signed Inter-governmental Agreements (IGA) and are working on project scope. The Washington County Cornelius Pass and the I-205 and I-5 ATM projects are in construction and moving forward.
- Rick Buen announced that Multnomah County now had a comprehensive list of signalized intersections to add to CIP projects
- Kristin Tufte stated that the  group is next Wednesday, March 18 at 2 p.m. and will cover ATCPM data with DKS and PBOT. Additionally, they will be presenting on Portal on March 30, and have hired two new GRAs both will be working on new and existing ATR.
- Other update? –  was this?

Get Moving 2020

Molly Cooney-Mesker provided a handout and gave a brief overview of the transportation funding set for November, 2020 ballot. The funding package is a result of one year of task force meetings, broad outreach and the efforts of public agency staff and leaders.

She stated that the funding measure included corridor investments and programs that addressed safety, ease of travel and travel options, climate change and the environment, equity, and economic growth and leverage of local and regional investments. She briefly talked about the 13 recommended corridors and noted that 56% were focused on transit related investments, with 38% addressing safety and 79% focused on equity.

Funding measure investments also included ten proposed concepts for Safe Routes to School, safety, regional walking and biking connections, main streets and transportation growth planning, anti-displacement and affordable housing, better and electric bus and affordable fares for students. The timeline for investment started with a review of corridors in spring, 2019 and advanced through regional programs, tier one corridor projects and reuse mechanisms. They are working on determining tier two programs and have the final package ready by late spring, 2020. Molly stated that they will provide that information to Metro staff in April and have the final package ready to go by May, with Metro Council ready to move on the package by November, 2020.

Anthony Buczek pointed out that 11 of the corridors are ETC and transit corridors and projects that assume replacement fiber as a significant investment. The committee suggested a higher level of communication that shows investment with the data for infrastructure. Further, Anthony estimated that they could have up to 260 signals for Transit Service Providers (TSP), but will release that information when it is done being adjusted. The committee asked about signal priority per corridor. Anthony pointed out that it would depend on the corridor, but that their current assumption is that four corridors will be marked as high level for transit priority and improved TSP.

Additionally, the committee asked how the public will be notified about the bond measure in terms of the Hop Pass. It was noted that the target timeline was 10 years, but that they did not have a commitment yet. Finally, they asked about the housing piece. Molly noted that spending for housing focused on services for investments in land and for building.

Assessing Ten Years of TSMO

Caleb Winter talked about the 2020 TSMO Strategy update that assessed TSMO-related work in the region over the past 10 years. Jake Lovell provided two maps, a hand out and forms for the committee to use. He stated that he was recreating the division map using GIS data that filled in what had been built and funded. He asked the committee to review the map locations and fill out the form with additional details.

Caleb noted that fund type doesn't matter at this point in time. Jake stated that they would keep this up to date every other year using the nine fields presented in the handout. Caleb further stated that they would like to know what the controller type is.

2020 TSMO Strategy Update – Participation Plan

Molly and Caleb asked the committee to think about who additional stakeholders would be to help TransPort craft the next ten years of TSMO in the greater Portland region. Molly asked them to think about ways to communicate complete, accurate, accessible and timely information, assess outcomes of the current TSMO plan and continue to develop stakeholder relationships and procedures. She asked them for help in developing a shared understanding of equity among operators at a high level and how to define that for TSMO using a combination of research and outreach. Finally she asked them to reflect the experiences of TSMO practitioners in terms of policy, existing conditions and shared ownership for project implementation.

Molly noted that Technical and Stake holder advisory groups were important for providing technical guidance, policy level guidance and input into TSMO, and asked who they might be missing going forward. Caleb called out, public and private partners involved with operations procedures, workforce changes and training, and freight and delivery. He noted that TSMO links to capital projects in corridors that include paint, streetlights and beacons, and addressed Connected and Automated Vehicles (CAV) – and their evolving policy and emerging technology related to TSMO. He also talked about Traffic Incident Management (TIM) and emergency responders.

Additionally, they discussed data in terms of communications, storage and archiving, cybersecurity, data resiliency research, analysis and modeling. They touched on enabling real-time use of data for operators and data sharing procedures, Transportation Demand Management (TDM) in terms of Transportation Options (TO), Active Transportation Demand Management (ATDM). Caleb encouraged the committee to think broadly on categories for data communications, research, management and program development and cyber security.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:30 p.m. Next meeting Apr. 8, 2020, 1:00 p.m. – 2:30 p.m., ODOT Region 1.

Meeting summary respectfully submitted,

Caleb Winter

Pamela Blackhorse