TransPort / *Meeting Summary*

Wednesday, August 12, 2020
Online, 1:00 – 2:30 p.m.

Attendees:

Adrian Pearmine	DKS
AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Ana Roeszler	WSP
Anjum Bawa	Ferh & Peers
Bauto Ho	DKS
Bikram Raghubansh	Clackamas County
Bob Hart	RTC
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Ferh & Peers
Damian Casados	Coral Sales
Dennis Mitchell	DKS
Galen McGill	ODOT
Jabra Kasho	City of Beaverton
Jacob Sherman	Portland Bureau of Transportation
Jim Gelhar	City of Gresham
Joseph Wenk	??
Justin Bernt	ODOT
Kate Freitag, Chair	ODOT
Kiel Ova	Traffic Technology Services,
Kerrie Franey	ODOT
Kristin Tufte	PSU
Lewis Lem	Port of Portland
Mark Haines	City of Portland
Matthew Faust	TriMet
Matt Dorado	Washington County
Mike Burkhart	ODOT
Patrick Marnell	Intelight
Summer Blackhorse	Metro
Susie Serres	DKS
Rick Buen	Multnomah County
Ron White	Independent Contractor
Ryan Lowe	Coral Sales
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland
Will Farley	City of Lake Oswego
Ya-Min Ha	BlueMac

Introductions and Announcements
Chair Freitag called the meeting to order at 1 p.m. and asked for introductions and announcements.
- Caleb Winter with Metro announced that RTIS training would be made available for committee members. Caleb will share links to the training once they are released.

Round the Table updates
- Kristin Tufte with PORTAL stated that they are comparing data, performing ongoing maintenance and working with a new monitoring script. Additionally, documentation on PORTAL global application programming interface (API) is nearly complete.
- Willie Rotich with City of Portland stated that the Airport Way project did not have enough funding for and would have to consider a change of scope. Additionally, he mentioned that Central Signal Systems project was awaiting a response concerning what the cost would be for them to replace it.
- Caleb noted that he has been unable to attend the last Traffic Incident Management (TIM) coalition meeting, but noted that they are holding more executive meetings geared towards regional planning and will include more information infield responders.
- Caleb also noted that Metro would be working with Ferh & Peers, to sign a contact for 2020 TSMO update. He noted that they needed stake holders on the project and to please email him if interested. They will be meeting at the end of august for further discussion.
- AJ O'Connor with TriMet announced that they are 75% complete with the request for proposal (RFP) and are asking for review going forward. The deadline is mid-September for the RFP release. Vendor selection will take place next year. He noted that they are ahead on Division project transit schedule.
- Galen McGill with ODOT stated that they are still waiting for an inter-government agreement (IGA) with Washington County, noting that this is the last piece for the 2018 grant to get all projects obligated by the end of the federal fiscal year.
- Chair Kate Freitag with ODOT stated that I-5 advanced traffic management (ATM) will be commissioned and online next week. The south section of I-205 is under construction as well.
- Tina Nguyen with City of Beaverton stated that the RFP for Washington Square Adaptive has been released. Justin Burnt reminded the subcommittee that the contact was in procurement and to contact the procurement officer for additional info. Additionally, he mentioned that there was no decision on the State funded local projects (SFLP) in regards to Transportation systems management operations (TSMO) or other projects across the state.
- Jim Gelhar with City of Gresham announced that the east county travel time VMS project for west-bound US-26 will go out to bid in October, pending FHWA approval.
- Bikram Raghubansh with Clackamas County noted that the Freight Intelligent Transportation System (ITS) project phase 2B had signed a contract with DKS. He noted that they had additional funding through a Regional Flex Fund (RFF) grant and that they are working with ODOT on the prospectus in order to develop the inter-governmental agreement (IGA). DKS is also working with Clackamas County on the 2020 ITS Plan update. Further they are waiting for approval from ODOT for the TSMO ATC controllers for the state funded local project (SFLP). He pointed out that they are nearly 90% completed for the Canby Ferry ITS project. Finally, they have the I-5 and I-205 integrated corridor management (ICM) agreement signed and they are waiting for notice to proceed from ODOT.
- Bob Hart with Southwest Washington Regional Transportation Council (RTC) noted that the C-Tran bus on shoulder project would be in the same segment with the WSDOT ATM project. He stated that they are currently working on a Request for Qualifications (RFQ) for a regional ITS architectural study and a shared signal system study. They plan to develop a contact list for fiber maintenance and outage issues that includes partner information.
- Kate reminded the subcommittee that the ODOT Trunnion project would close I-5 north bound, September 11 through 20 and would create significant traffic impacts for I- 5 and I-205.

ITS Network Fixes and Future

Since 2005, the ITS Network provides a high-speed data link between multiple agencies around the Portland-Vancouver region. The ITS Network travels on shared fiber optics and remains a low-cost option to share data streams such as traffic cameras and a connection to the Central Traffic Signal System. As partners link to services like electronic transit fares, partnership around the ITS Network becomes critical to traveler services. ITS Network Management Team Chair, Matt Fouts, Willie Rotich, Regional ITS Architecture Lead, and Adrian Pearmine with DKS will discuss the variety of steps ahead to maintain fast, cheap and reliable data.

Matt mentioned that the network had been in use for 15 years and that it was apparent that they needed to look at different solutions to bolster the network structure. The purpose of today's conversation is the expansion of the ring to CTRAN for sharing Hop data with TriMet. Although it is identified in the architecture and the data connections are clear, they will need to make a more clearly defined data flow as part of the e-share program. This could become a sensitive set of data with connections from TriMet and C-TRAN. Upgrades to routers are needed and there is concern over fiber outages. Additionally, there are only partner volunteers available to manage the network for what was low sensitive data. At this time, they need to formalize a government management.

Additionally, signal priority speed needs to be redesigned and a cloud based service solution may need to be considered to solve the issue. They could also consider a hybrid option for cloud-based service for more critical things, such as development of a communication system after-plan.

It was noted that the switches were replaced in 2017 using funding from TransPort. E-fare was determined to be accessible by dynamic VPN over internet for street car. Currently, there is no live transaction verification or sensitive data and it is not customer facing. Additionally, they discussed if they should continue to invest in data-sharing. They suggested commissioning a network in which they could use a new data sharing platform. Further, they stated that connected vehicles would need a highly reliable and low facing network that can be built up for the future. Caleb asked what would be needed for and more advanced option and what options should be considered. It was noted that they would need a revised memorandum of understanding (MOU) and have partners agencies sign up again as an ITS network volunteer. CTIC would continue to handle the Fiber and physical infrastructure.

The subcommittee discussed a resolution of issue, but questioned whether TransPort should continue to utilize the ITS network. They asked who can make recommendations and if they should look at sub-groups to see what is available and what can be done going forward. Further, they asked what the cost would be and suggested working with CTIC and the ITS team to look at alternatives for viability and consider the ability to share data and develop a design to make that happen. Caleb stated that they could discuss this further at the next ITS meeting, as well as part of the communication master plan effort.

Safety Efforts Coordination

Caleb asked the sub-committee how they might incorporate or utilize technology in safety projects and asked them to share the safety benefits from exemplary projects, such as signalized areas, that reduce the severity of crashes. Bikram mentioned that they can deploy radar feedback signs for speed and pull the data to determine volume speeds, advise motorists and activate warning signs. Joseph Wenk stated that they use radar feedback signs and fixed mobility. He noted that they would not spend money for analytics due to expense. Ron White also pointed out that Global Positioning Systems (GPS) can also be used. He suggested that Vast would be ideal source for vehicle safety and had several services that were robust. The sub-committee also discussed utilizing hard-braking and near-miss information, but stated that they are not ready to trust video and AI just yet. Additionally, they discussed leveraging smart cars as an option, but noted that

that this would create an equity issue, as not everyone had the use a smart car. Shaun Quayle mentioned that technologies like thermal tech or street simplified were in development, but not proven yet.

Caleb asked partners to brief their representatives. He suggested questions around safety prioritization. Caleb noted that the Transportation Policy Alternative Committee (TPAC) discussed crash data every month. As a sub-committee of TPAC, TransPort needs to develop communication for TPAC.

Adjourn
Chair Freitag adjourned the meeting at 2:35 p.m. Next meeting September 9, 2020, 1:00 p.m. – 2:30 p.m. online.