

# *TransPort / meeting summary draft*

Wednesday, January 13, 2021,  
1:00 p.m. to 2:30 p.m., online

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## **Attendees:**

Adrian Pearmine	DKS
Anastasia Roeszler	WSP
Alison Tanaka	City of Portland
Bikram Raghubansh	Clackamas County
Brad Teed	C-Tran
Caleb Winter	Metro
Damian Casados	Coral Sales
Dennis Mitchell	DKS
Dominique Huffman	City of Wilsonville
Galen McGill	ODOT
Jabra Kasho	City of Beaverton
Jana LaFrenier	City of Portland
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Justin Bernt	ODOT
John Fasana	Washington County
Kate Freitag, Chair	ODOT
Kian Leiner	FHWA
Kristin Tufte	PORTAL
Matt Durado	Washington County
Mike Burkart	ODOT
Pamela O'Brien	DKS
Pat Marnell	Intelight
Ron White	Independent Contractor
Ryan Lowe	Coral Sales
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Susie Serres	DKS
Tammy Lee	PSU
Tim Janes	Advanced Traffic
Tina Nguyen	City of Beaverton
William Farley	City of Lake Oswego
Ya-Min Ha	BlueMAC

## **Introductions and Announcements**

Chair Freitag declared a quorum and called the meeting to order at 1 p.m. She asked for updates and announcements from the committee.

### **Round the Table Updates**

- Caleb Winter from Metro discussed technology that can help inform safety. He asked for updates from the committee, if any.
- Caleb encouraged the committee to check out the updated Metro Transportation Systems Management Operations (TSMO) page and discussed the compilation of project information from TransPort. Additionally, he stated that the stakeholder advisory committee would continue and that the TSMO strategy update survey has been sent out and will be summarized once it is completed.
- Caleb pointed out that the Traffic Incident Management (TIM) Coalition fall meeting was cancelled. The next meeting will be held on February 9.
- Kristin Tufte with PORTAL stated that they are working with ODOT on the Trip Check ATI which will effect some of their data. They are also working and working on a variety of PORTAL updates. Tammy will continue with ATR and ITS data. Kristin continues to update their hardware.
- The Intelligent Transportation Systems (ITS) Architecture representative position is still vacant. Caleb encouraged members of TransPort to consider becoming a ITS representative.
- Mike Burkart with ODOT mentioned that the next CTIC meeting would be held on January 20.
- Alison Tanaka with City of Portland updated the committee on the Central Signal System Users Group. They have completed a server upgrade and created accounts for everyone on the TransSuite server. Additionally, agencies will have access to TransSuite online. The server will be upgraded within the next year.
- Caleb mentioned that they would be scheduling an ITS Network meeting.
- Shaun Quale with Washington County is working with ODOT on peer-to-peer networking for building templates for a center-to-center connection to the max use center. Additionally, they are moving forward with corridor projects for infrared cameras to distinguish bikes. The cameras are 80% to 90% accurate and they are advocating to have errors resolved. Further, they are working on ATC controllers with a fund with exchange through Metro.
- Bikram Raghubansh with Clackamas County stated that they are working on 2020-21 ITS Plan update with DKS to be completed by March, 2021. Further, the Freight ITS plan is at 60% and is slated for fall or winter construction. They are slated for up to \$1.7 million for phase 2B, with \$1.3 million for the next phase. Currently, they are working on the request for proposal (RFP) for the I-205/ I-5 integrated corridor management (ICM) project, and are looking to expand fiber for Oatfield and Sunnybrook. Additionally, funding for ATC controller upgrades should start this summer, but they are waiting to hear from Metro.
- Jim Gelhar with the City of Gresham updated the committee on their Bluetooth travel time project, stating that the contract has been signed. He thanked ODOT for their help.
- Scott Turnoy with ODOT stated that they have DKS on contract to help with the multimodal ICM architecture effort. Additionally. They are developing a survey to accompany the virtual workshop from last month, centered on the challenges for policy and agreements, and facilitating data sharing efforts.
- Pamela O'Brien, Chair of Portland Institute for Transportation Engineers (ITE) will send out information for the next meeting within the next two weeks and announced that they will be meeting July 18 and 21.

Other items discussed covering price points for ATCs. Shaun pointed out that Washington County, along with other agencies has a license to purchase and add more ATC, which could be more cost effective if purchased in blocks. He questioned if they should include a per-intersection cost and asked how other agencies were doing this, assuming they want to be on a central system as a region. Should they purchase Individual licenses or wait?

Bikram noted that ODOT cannot purchase licenses for PBOT and that local agencies would have to go through their agency's procurement process. He noted that the County may do a block purchase of 200 licenses to include all the cities that they have maintenance agreements with.

Alison pointed out that there was discussion around doing a full RFP as part of a competitive process. She noted that they were unable to use ODOT funds and is unsure if they could use the funds that Metro allocated for maintenance costs for the region. Additionally, she stated that the long RFP lead-time is impacting projects.

Galen McGill with ODOT stated that they should be able to use ODOT funds for procurement. John Fasana with Washington County noted that if it is going to be a year or more, they would likely purchase their own block licenses. He stated that it would not be cost effective region-wide in the long run. Caleb asked if the ODOT contract expired next year and suggested that timeline and cost would need to be evaluated. Galen also that they had signed a new wireless contract and were in the final stages for determining 10-year pricing. They could make this available to local counties to utilize, as well.

### **What is Shovel-Ready and Regionally Significant?**

Chair Freitag noted that this discussion would help set the stage for stimulus funds that may be coming. Caleb provided a presentation and discussed potential near-term contributions TSMO can make toward recovery. He questioned what the fundamental needs were for this process and the capacity needed to lend support.

Chair Freitag noted that there is fiber on TV Highway from Brookwood to OR 217 funded by a TIGER grant. She also noted that the State Transportation Improvement Program (STIP) is funded years in advance. She noted that the scope for the 2024-2 STIP appears to have enough funds to install fiber. Shaun stated that Washington County is unsure what things will look like in terms of what projects may go forward with the current funding package and possible stimulus. He suggested focusing on an off the shelf ready treatment with a green element, such as Street Simplified to help pinpoint safety problems. Further, he acknowledged Caleb's comment about finding a way to blend in ITS treatment with larger construction projects.

Chair Freitag pointed out that one of the challenges they faced was that ITS projects are not traditional transportation projects, such as paving, which is a job with a visible outcome. She asked the committee to consider how ITS might put people to work and mentioned that operations has an opportunity to add value through safety, which is a top priority for all agencies.

Additionally, Chair Freitag asked about the economic recovery document in the slide presentation. Caleb stated that item was furnished by Greater Portland, Inc. and covered how to be competitive in business areas, which are tangentially related to transportation funds for recovery. Recovery may include federal funds to the State and MPOs, job creation, green emphasis, and ATSPM detection needed for project management data, as well as safety, mobility and end of life assets.

Shaun stated that safety didn't happen in a vacuum and asked the committee to think through their priorities, especially if funding is increased. Alison suggested thinking about equipment that needed to be updated on a regional level. Caleb noted that asset management should be part of this discussion. He stated that they could tap into wireless connectivity also, and questioned how much data could be supported now than in the past. Galen commented that radio could be used as alternative to fiber, but was not a good option for back haul.

Caleb asked about intersection treatment with signal changes. Chair Freitag noted that ODOT is working with TriMet on small single location requests not tied to a project. She stated that capacity issues make it hard to get momentum with extra work, and that it could be more challenging with grant funding, less so with federal funds. She noted that the committee would have to work together to figure that out.

Caleb noted that BUILD grant cycle staff time was spent more on operations and maintenance and less on safety. Shaun stated that they should discuss competitive grants in order to get a sense of what they are seeing. Ideally, technology should help free project managers up to take on more tasks.

The committee noted that climate also played a big part in determining outcomes. Chair Freitag stated that ODOT system sustainability without having additional resources for maintenance or funding was an issue that might also play into this conversation. She questioned how they would fund maintenance, what was currently working, and what could be done better.

Caleb noted that resiliency and sustainability was also a consideration, as well as equipment issues such as back-up batteries for traffic signals. Shaun also mentioned upgrades to video software and noted that they have limitations with current software. He stated that regional licensing and integration work was key for center to center integration and collaboration. He suggested considering the option to outsource maintenance and how that could be supported long term. Next steps would be for each agency to have this conversation on their own and develop a list for regional priorities. This would help create more informed discussion later on.

## **Adjourn**

There being no further business, Chair Freitag adjourned the meeting at 2:31 p.m. The next TransPort meeting will be held on Wednesday, February 10, 2021.