

# *TransPort / Summary DRAFT*

Wednesday, February 10, 2021, 1:00 p.m. to 2:30 p.m.

1 to 2:30 p.m., online

---

## **Attendees:**

|                    |                     |
|--------------------|---------------------|
| Adrian Pearmine    | DKS                 |
| AJ O'Connor        | TriMet              |
| Alice Root         | Kittelson           |
| Anastasia Roeszler | WSP                 |
| Alison Tanaka      | City of Portland    |
| Bikram Raghubansh  | Clackamas County    |
| Brad Teed          | C-Tran              |
| Caleb Winter       | Metro               |
| Chris Grgich       | Fehr & Peers        |
| 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   |
| Kara Hall          | Fehr & Peers        |
| Kate Freitag       | Chair ODOT          |
| Kian Leiner        | FHWA                |
| Kristin Tufte      | PORTAL              |
| Lewis Lem          | Port of Portland    |
| Maggie Lin         |                     |
| Mat Dolata         | WSP                 |
| Matt Durado        | Washington County   |
| Mike Burkart       | ODOT                |
| Pamela O'Brien     | DKS                 |
| Pat Marnell        | Intelight           |
| Rick Buen          | Multnomah County    |
| Scott Turnoy       | ODOT                |
| Shaun Quayle       | Washington County   |
| Sophia Semensky    |                     |
| Summer Blackhorse  | Metro               |
| Susie Serres       | DKS                 |
| Ted Leybold        | Metro               |
| Ted Trepanier      | INRIX               |
| Thanh Nguyen       | ODOT                |
| Tina Nguyen        | City of Beaverton   |
| Will Farley        | City of Lake Oswego |
| Ya-Min Ha          | BlueMAC             |

## Introductions and Announcements

Chair Freitag called the meeting to order at 1:02 p.m. She asked for introductions and announcements.

### Round the Table updates

- Caleb Winter with Metro reminded the subcommittee to check in on safety and asked what they might offer to the Transportation Policy Alternatives Committee (TPAC). The next safety planning workshop will be in May.
- Caleb introduced Kara Hall with Fehr & Peers. She gave a Transportation Systems Management Operations (TSMO) strategy presentation that covered survey findings, priorities and goals. Ted Leybold with Metro stated that the funding process for the 2024-27 Metropolitan Transportation Improvement Program (MTIP) is underway. They are coordinating funding through transit agencies, the Oregon Department of Transportation (ODOT) and Metropolitan Planning Organizations (MPOs). He also noted that funding for the Regional Flex Fund Allocation (RFFA) is also underway, with workshops coming up in the next few months that will help to define program direction and frame work on how to invest funds going forward. Since TransPort sub-allocates these funds, he encouraged them to participate in the workshops and provide feedback.
- Kristin Tufte with PORTAL mentioned that they held a workshop with Bob Hart to discuss ideas for transit visualization. She stated that Portal is focused on on-time performance, based on terminal departure and run time, as well as agency planning and public-facing tools. She noted that PORTAL is considering public transit and partnership tools that are internal secure and external open. Finally, she mentioned that they will transition to ODOT ATI soon and upgrade to new versions of Jango and Python.
- Caleb mentioned that the Intelligent Transportation Systems (ITS) Architecture representative is still vacant and accepting nominees.
- Alison Tanaka with City of Portland, Central Signal System users group thanked Galen McGill with ODOT for following up on the ODOT price agreement. They are moving forward with the purchase using the exiting pricing agreement and do not need to go through full request for proposal (RFP) process. Additionally, she announced that they would install Interconnect on Swan Island and Colombia. The Barbour Blvd and Airport Way projects gearing up. AJ O'Connor with TriMet asked if they had selected Intelight and expressed concern around the impacts of Vision zero going away. Alison, noted that they were using Intelight, but is unsure if the impact.
- Caleb noted that the ITS Network that the next meeting will be held on February 24 and cover equipment.
- Caleb also mentioned that the Traffic Incident Management (TIM) Coalition would be working to get 911 updates online by March for Washington and Clackamas County. The update would be connected to ODOT so all emergency responders can connect. The next training meeting will be held on May 11. Incident responders are encouraged to attend.
- Chari Freitag with ODOT noted that they their February 24 project was in the charter process and that designs should be completed this year. Galen also mentioned that consultants' Jacobs and DKS were working on documents for the Connected Ecosystem project. Finally, they mentioned that there was State legislation effecting rule-making for projects tied into the broadband effort.
- AJ O'Connor with TriMet announced that they are awaiting proposals from Transit Service Provider (TSP) vendors and starting discussion on testing network latency. TriMet is working with a CAD vendor to prepare for the new TSP system.
- Bikram Raghubansh with Clackamas County stated that they should be wrapping up ITS plan update by March, 2021. The Freight ITS project is hoping to begin construction soon, however, the Canby Ferry ITS project is delayed by a right of way (ROW) issue. Additionally, they are continuing to work on various fiber projects.
- Jim Gelhar with City of Gresham stated that their ITS project will begin a pre-construction conference next week.

- Shaun Quale with Washington County is finishing their ITS update and doing internal outreach, and may have some lessons learned to share at the next Subcommittee. Additionally, he noted that they hope to implement the Durham Adaptive project by summer or fall, 2021, and mentioned that they are using peer-to-peer and Intelight adaptive software. Finally, he stated that ATC MTD was moving along with coordinating software. He will follow up with Metro and ODOT offline to discuss controller upgrades that need to be incorporated into the STIP.

### **Core Traffic Metrics from Connected Vehicle Data**

Shaun Quayle provided some observations on connected vehicle data evolution from Washington County's perspective. He introduced Ted Trepanier who provided a presentation on INRIX IQ Signal Analytics. INRIX uses signal GPS-based data from connected vehicles, such as auto manufacturers, fleets and fleet movement, mobile devices and applications. Current data represents about 13% of travel across the United States. Ted noted that Covid had reduced trips in the region from 14.8 to 11.6 million.

Ted discussed signal analytics, pointing out that it allowed for high frequency data that was scalable and included remote evaluation of all signals and corridors, as well as analysis from any time period. He covered computation process and parameters, and signal performance and metrics. Metrics include percent arrival on green, travel time, control delay and split failure data. Ted noted the benefits of performance measures as: priority programming, flagging issues, determining adjustments, and before/after studies. Additionally, he covered analytic modules, reporting and email summary options, and how mapping worked within the platform.

Shaun stated that performance measures, although vehicle related could also be used for safety measures. Caleb noted that the system recorded region wide, and pointed out that sampling rates were important for accurate performance measures. Members of the Subcommittee asked about corridor analysis and whether it could be made specific to a selective corridor. Ted stated that the tool was selective in that sense. Further, he noted that the costs for the program began at \$50 per intersection and \$300 per year, per signal with a \$50,000 minimum project fee. However, pricing goes down after 300 signals have been programmed. Shaun asked if INRIX allowed for enterprise licensing. Bikram asked if the system allowed for a one-time purchase of before/after snapshot of a project. Ted stated yes, they allowed for enterprise licensing and yes they could do a before/after snap shot, but that the \$50,000 minimum still applied. Finally, Shaun asked if the program did queuing, and asked about accuracy, ground truthing and manual delay. Ted noted that they did not do queuing but were looking into it. Additionally, he stated that delay was an estimate with based assumptions, but noted that it and was very accurate.

### **TRB Download**

Caleb briefly covered the 100<sup>th</sup> Annual Transportation Research Board (TRB) meeting. He asked committee members who attended to share their highlights and asked if there were any TSMO or ITS topics in need of further research. He Subcommittee briefly discussed the equity sessions and data driven transportation mandated by federal executive order. Additionally, they discussed some of the new tech coming in, noting that the state of Tennessee was using (AI) for integrated corridor management. Caleb also covered rapid response research after covid and updated critical issues reporting.

### **Adjourn**

Chair Freitag adjourned the meeting at 2:31 p.m. The next meeting will be held online March 10, 2021, at 1 p.m.