

TransPort / Meeting Summary draft

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)

Wednesday, May 12, 2021, 1:00 p.m. to 2:30 p.m. Online

Attendees:

Adrian Pearmine	DKS
AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Bikram Raghubansh	City of Portland
Brendan Williams	PSU/TREC
Caleb Winter	Metro
Carl Olson	Clackamas County
Dave Hirsch	ODOT
Dennis Mitchell	DKS
Dominique Huffman	City of Wilsonville
Galen McGill	ODOT
Glen Bolen	ODOT
Jabra Kasho	City of Beaverton
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Kara Hall	Fehr & Peers
Kate Freitag	Chair ODOT
Lewis Lem	Port of Portland
Maggie Lin	DKS
Markell Moffett	WSP
Matt Bihn	Metro
Maureen Bock	City of Portland
Mike Burkart	ODOT
Rick Buen	Multnomah County
Robert Coto	ODOT
Ryan Low	Coral Sales
Scott Langer	WSDOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Susie Serres	DKS Associates
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Tu Ho	DKS

Introductions and Announcements

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

Round the Table Updates

- Carl Olson with Clackamas County and Intelligent Transportation Engineering representative (ITE) announced save the date for Sensorama 2.0, happening June 29 from 1 to 4pm
- Caleb Winter with Metro, announced the Envisioning Safety forum on May 26, at 9 a.m. Chair Freitag encouraged the committee to reach out to their respective Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee of Transportation (JPACT) agency members to continue to build relationships on safety.
- Tammy Lee briefly discussed data quality work for PORTAL and mentioned that they are finishing data bids for TriMet. She announced the June SQL training. Brendan Williams from Trec talked about a request for proposal (RFP) for research funding for practitioners and provided a link, <https://nitc.trec.pdx.edu/funding/overview>.
- Bikram Raghubansh with City of Portland and the Intelligent Transportation Systems (ITS) Architecture representative is working with Caleb to review submittals for approval. He is also familiarizing himself with ITS and the TransSuite web user interface.
- Bikram also discussed N Columbia project, which begins June 1. They will have installed nearly nine miles of fiber by August. Further, they are in the design process for the Airport Way ITS project. The Barbur Blvd ITS project is ongoing and they are in negotiations with consultants. Alison Tanaka with City of Portland is working on controller upgrades and performance measures, and had begun work on an Inter-governmental Agreement (IGA).
- Alison also announced that Central Signal System Users Group would be meeting with cities and counties soon. They are still deciding on cloud usage or server upgrade, but are currently leaning towards the server option. The server should make updates easier and they would be able to bundle it with discounts for the City of Portland. They will meet with TransPort to review options when they have them.
- Mike Burkart with ODOT announced that the next Cooperative Telecommunications Infrastructure Consortium (CTIC) would be Wednesday, May 19 at 1:30 p.m.
- Alison mentioned that the ITS Network is looking at a memorandum of understanding (MOU). She will get that out to the ITS group and then bring to TransPort. The next ITS meeting is May 26. Alison also applied to publish the TransSuite UI.
- Caleb discussed Traffic Incident Management (TIM) and announced that the next meeting would be held on August 10. Additionally, TIM is offering an in-person traffic incident training that will be available by request. He asked committee members reach out to get a training scheduled. Further, he stated that Cad to Cad was moving along.
- Caleb summarized the Regional TSMO strategy and the multi-modal policy frame work. Dennis Mitchell with DKS mentioned that they had a technical memo that they will eventually share with TransPort. Caleb also announced that Regional Congestion Pricing study would kick off this summer and also discussed freight delay and ecommerce.
- Ted Leybold with Metro talked about the Region Flexible Fund Allocation (RFFA) program direction and instruction for policy leaders on how to allocate funds. This will be discussed at JPACT Next week. He stated that there will be continued support for step one programs, including the TSMO funding allocation. They would like to have the 10-year strategy ready for consideration for adoption by fall 2021.

- Chair Freitag with ODOT stated that they are working on the TSMO grant controller update. She mentioned that the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant for the 211 and 224 corridors and Cornelius Pass are past their delivery dates and will be pushed out to end of the year.
- AJ O'Connor with TriMet announced that scoring had concluded for a transit service provider (TSP) vendor. They still need to work out details for the Counties, but will begin scheduling meetings to discuss cyber security. Findings from the meeting will go to the board in June.
- Carl Olson with Clackamas County stated that Canby Ferry ITS was delayed due to issues with right of way (ROW). Freight phases 2a and 2b are ongoing, and ICM projects for I-84 and I-5 are developing a scope of work. Fiber and regional ATC controller projects around the County are progressing and the 2020 Clackamas County ITS update received its final plan.
- Rick Buen with Multnomah County announced that the latest Reach report was online.
- Jim Gelhar, with the City of Gresham updated the committee on the ITS US-26 project. The project has stalled in procurement and delayed by 10 weeks. It won't be complete until end of July.
- Scott Langer with Washington Department of Transportation (WSDOT) gave an update on the installation of the ramp meter program for I-205 and Mill Plain. He also announced the start of the design phase for the I-205 to 14 split to the river.
- Caleb updated the committee on signal performance measures.

Road User Charge and Connected Vehicle Ecosystem

Maureen Bock and Galen McGill with ODOT provided a presentation on road usage charging. Per-mile road usage charges may start in 2026 for most new passenger vehicles. Maureen described road charging as a base rate that uses pay similar to fuel tax, but is non-variable and applicable to the entire road system, unlike tolling. She discussed the open architecture for transportation services and covered the RUC timeline and how new technology presents challenges and opportunities. Maureen talked about the STSFA Pilot project and how it was evaluated as a local funding option, and the 2021 RUTGG legislative proposal and work plan for 2021 through 2026. The work plan is ambitious and provides steps on how to prepare for what would become a mandatory program.

Additionally, Galen and Maureen discussed matching payment and responsibility per vehicle class through a highway cost allocation study. They touched on equity through fuel taxes, as compared to road usage changes, calling out cost responsibility, tax and social equity. Further, they discussed connected vehicles as a source for data that could improve safety, mobility and support road usage charging. She noted that they work better in a connected ecosystem that includes technology based, road usage charging that aligned with user pay principles and lowered administrative costs. They went on to describe a connected vehicle ecosystem that included connected devices, systems and facilities, used cloud analytics and open development for third party partners to deliver services and apps. They also covered the CVE-RUC application and possible ITS applications for improving safety and mobility through curve warnings, weather incident reporting and connected traffic signals.

Finally Maureen covered some lessons learned, which included building partnerships, educating the public and policy makers, and leveraging emerging technologies in an effort to make the transition for a road user charge as seamless as possible.

The committee discussed how a road user charge could change the industry in terms of a connected vehicle ecosystem for IPS projects. Additionally, they pointed out that next gen transit signal priority

shared a lot of similarities and demonstrated the use of cellular for connected vehicles. They appreciated the potential opportunity to move forward without having to lead with infrastructure.

Marlene pointed out that they are looking at public participation using the local are pricing pilot to give them a way to refine data collection and requirements for something in the CD environment. She cited how frequently a device could transmit core data with a time and date stamp on location and transfer. She noted that it required an algorithm to changes the kinds of things they are looking at and help find where the gaps are.

The committee discussed social equity. Caleb mentioned tolling road usage charges being different than congestion pricing and asked if there was any thought to household income, or a per mile rate. Marlene stated that the base rate was similar to fuel tax and that policy may be made for low income people. However, as the cost would not vary based on user demographics, they can provide a refundable tax credit through the Department of Revenue; which is an easier way to address equity requests. She again cited that they need to keep administrative costs low.

Adjourn

There being no further questions or discussion, Chair Freitag adjourned the meeting at 2:06 p.m. The next TransPort meeting will be held online Wednesday, June 9, 2021, 1:00 p.m.