

TransPort / Meeting Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)

Wednesday, June 9, 2021, 1:00 p.m. to 2:30 p.m. Online

Attendees:

AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Anastasia Roeszler	WSP
Bikram Raghubansh	City of Portland
Brendan Williams	PSU/TREC
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Fehr & Peers
Dennis Mitchell	DKS
Doug Spencer	ODOT
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
Kate Freitag	Chair ODOT
Lewis Lem	Port of Portland
Mike Burkart	ODOT
Mike Coleman	Port of Portland
Nick Fortey	FHWA
Pamela O'Brien	City of Portland
Rick Buen	Multnomah County
Ryan Low	Coral Sales
Scott Turnoy	ODOT
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Ted Trepanier	INRIX Systems
Tiffany Slauter	ODOT
Tu Ho	DKS
Will Farley	City of Lake Oswego

Introductions and Announcements

Chair Freitag called the meeting to order at 1:00 p.m. She asked the committee for announcements and project updates.

- AJ O'Connor with TriMet announced that they will have a new general manager by end of June. Additionally, AJ announced that there is an open position for a HOP Fastpass error administrator.
- Carl Olson with Clackamas County announced that registration for the Oregon Institute of Transportation Engineers Intelligent Transportation Systems (ITE ITS) subcommittee Sensorama 2.0 workshop is open. The workshop is free and will be held on June 29 from 1 to 4 p.m.
- Chair Freitag noted that the online Western Rural ITS conference will be July 20 to 22. Early bird registration ends next Tuesday.

Round the Table Updates

- Caleb Winter with Metro discussed the May Safety forum. Chair Freitag mentioned that there was interest on doing additional forums.
- Bikram Raghubansh with City of Portland and the ITS Architecture Representative, stated that the Portland Bureau of Transportation (PBOT) was approved to publish the TransSuite UI. Additionally, he is working on the ITE multi-modal project, and next generation ISP.
- Alison Tanaka with the City of Portland and Central Signal System Users Group announced that they are still working on the server upgrade. They still plan to meet with TransPort to review options when they have them.
- Mike Burkart with ODOT stated that the Cooperative Telecommunications Infrastructure Consortium (CTIC) is working with Transportation Systems Management and Operations (TSMO) on supporting the Barbour Blvd fiber project, which is a regional priority.
- Caleb noted that he had met with Matt Fouts to discuss the language for the ITS network policy. They will schedule the next ITS meeting in a few months. Caleb also noted that the ITS Network was stable at 99%.
- Caleb mentioned that the next meeting for the regional Traffic Incident Management (TIM) Coalition would be August 10.
- Bikram briefly discussed the eight mile stretch of fiber on their ITS project and noted major delays on rail and utility by about two months. Additionally, they are working with DKS on design for the Airport Way project and looking at completion by the end of the year. Finally, he mentioned that they are in contract negotiations with DKS for the Barbour Blvd project for five miles of fiber.
- Alison mentioned that the ITS Network is still working on memorandum of understanding (MOU) which she will eventually bring to TransPort.
- Caleb noted that they are working on the TSMO strategy update and taking it to the next Joint Policy Advisory Committee on Transportation (JPACT) in June. Ted Leybold with Metro, discussed the funding allocation which will be up for approval in July and then go to the Metro Council. While funding should remain stable, they are keeping an eye on the new Federal transportation bill. If they bill does not pass, funding for current and TSMO projects may become problematic.
- Chris Grgich with Fehr & Peers talked about the TSMO strategy update on the vision and goals statements. They will work with their management team on finalization or additional changes, and send performance measures to the management team in two weeks. Further,

they will develop focus groups and hold interview to get additional feedback from TransPort in late June or early July.

- Carl stated that the Freight ITS project phase 2A should have the final plans by Friday and they have PS&E scheduled for July 30. Additionally, they are finishing agreements and hope to get started soon the phase 2B project. Further, the Canby Ferry ITS project is still working through water way, and Joe Merrick and Caleb are still working through the ICM project on scoping. Finally, the CRC Mobility project on Sunnyside Road has the overpass mostly complete.
- Jim Gelhar with the City of Gresham noted that there was progress on the travel time project, but that it was still delayed due to lack of availability of domestic steel.
- Chair Freitag with ODOT stated that they scheduled to have the project charter be signed for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant. The Hwy 211 and 224 corridors and Cornelius Pass projects are past their delivery dates and will be pushed out to end of the year. Also, the Replacement video management system (VMS) has been received for 99W and 99E and will be installed later in June.
- Nick Fortey introduced himself as the new Federal Highway Administration (FHWA) representative for TransPort.
- Scott Turnoy with ODOT discussed the State Transportation Improvement Program (STIP) 2021-2024 proposed Active Traffic Management (ATM) projects. ODOT is partnering with Metro on regional concepts around major freeways and arterials that would reduce rear-end crashes, manage congestion, and provide uniform speeds and reliable travel time.

Additionally, he pointed out that they need to complete the ATM atlas and are currently working on costs and estimates. ODOT is proposing the use of exiting ATM equipment for additional signage around I-5, which would help leverage the planned for ATM system. Scott stated that they are seeking additional input, and are focused on congestion relief and freight mobility, climate and equity, and stability and safety. Chair Freitag urged him to bring the plan to TransPort next months for feedback. A link to the ATM Atlas can be found here: <https://www.oregon.gov/odot/projects/pages/project>.

Making Next Gen Transit Signal Priority a Reality

AJ O'Connor with TriMet gave a presentation and discussed the Lyt Mobility Solutions. Lyt was the only company that provided a true cloud-based Transit Service provider (TSP) system. Lyt scored highest and was most economical. Further, Lyt combines real-time artificial intelligence (AI) with cloud and pre-existing infrastructure to create Lyt Speed, a smart TSP able to learn, adapt, and connect to road sections, traffic and speed overtime, speed limit, dwell times and road capacity.

AJ gave an example of how the system integrated between traffic agencies, TriMet, Maestro, existing Intelight controllers and cellular networks for bus priority. He gave an overview of Maestro, noting that it was a small unit that did not need additional equipment and could be installed with other traffic partner agency, including emergency responders. In addition, AJ provided a diagram of how it would work within a traffic agency network and explained how it communicated.

Additionally, he noted that reasonable pricing from Lyt would make it easier to license beyond Division and potentially across the region. He stated that they would work with DKS to determine the current state of the infrastructure and the optimal state for a modern controller, fiber or cellular connection. He pointed out that they would address correct corridor set up, which is a priority for TriMet. They would

then tackle frequent bus routes. AJ mentioned they would coordinate with City of Portland for up-stream controllers, which would lessen the impact of trains running through downtown.

AJ also discussed noted that they would not be turning off the existing TSP systems as they should work together with Maestro. However, high speed data may be disqualified, although they could consider using copper. It was noted that a modern controller might help as well, but they can still work with non-modern controllers. Bikram noted that the Maestro device would not interact with TransSuite or systems like it. Carl called out that it could be a tool for fire prevention for properly outfitted vehicles.

Caleb asked about the scheduled data and frequency. AJ pointed out that Lyt software sends an ETA to each intersection via high frequency, which gives time for both the system and buses to react (about 45 seconds before the bus arrives). Caleb asked about the timeline. AJ noted that they would need at least six months for testing and additional time for training for operators. They hope to have contract approval by June 23. Finally, Caleb noted that there is a next generation ITS project coming in under budget and stated that the FHWA and ODOT grant helped considerably. Chair Freitag mentioned that ODOT will help with the virtual device, IT, and the logistics for making that happen. AJ will continue to update the committee and things progress.

Adjourn

There being no further questions or discussion, Chair Freitag adjourned the meeting at 2:10 p.m. The next TransPort meeting will be held online Wednesday, July 14, 2021, 1:00 p.m.