

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Wednesday, July 14, 2021, 1:00 p.m. to 2:30 p.m., online

Attendees:

AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Bikram Raghubansh	City of Portland
Brent Atkinson	ODOT
Briana Calhoun	Fehr & Peers
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Fehr & Peers
Dennis Mitchell	DKS
Dominique Huffman	City of Wilsonville
Galen McGill	ODOT
Jason Anderson	PSU
Jason Spencer	Western Systems
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
John Fasana	Washington County
Joseph Marek	Clackamas County
Kara Hall	Fehr & Peers
Kate Freitag	Chair ODOT
Kim Ellis	Metro
Lake McTighe	Metro
Lewis Lem	Port of Portland
Nick Fortey	FHWA
Pamela O'Brien	City of Portland
Patrick Marnell	Intelight
Scott Cramer	ODOT
Scott Langer	WSDOT
Scott Turnoy	ODOT
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Trepanier	INRIX Systems

Introductions and Announcements

Chair Freitag called the meeting to order at 1:03 p.m. She asked the committee for announcements and project updates.

Round the Table Updates

- Caleb Winter with Metro reminded the committee about safety deployment and reaching out agency representatives on the Transportation Alternatives Committee (TPAC), and how that work dovetailed with TransPort for focusing on crashes and equity impacts.
- Tammy Lee with PORTAL gave an update on the maintenance issues they have encountered, as well as migrating data to the new server. She announced a training on Structured Query Language (SQL) and encouraged anyone interested to register.
- Intelligent Transportation Systems (ITS) Architecture representative Bikram Raghubansh announced that he has installed Regional Architecture Development (RAD) software. He gave a brief update on several projects around the City of Portland. The Columbia Blvd is still delayed due to a railroad permit. DKS is helping with submitting a draft DAP for the Airport Way project which should be finished March 2022. Additionally, they have signed the contract for the Barbour BLVD project and will start the design process next month for the installation of five miles of fiber.
- Alison Tanaka with City of Portland and Central Signal System announced that they are still gathering info with the City and DKS. Additionally, they will start scheduling regular meetings next month. More, they submitted an \$8 million Raise grant with City of Gresham and Oregon State University (OSU) for ITS equipment, street lighting and bus stop improvements. They also requested TSMO funding for controllers and for their multimodal performance measures project.
- Caleb noted that the July Cooperative Telecommunications Infrastructure Consortium (CTIC) meeting was cancelled. The next meeting will be August 25. Bimonthly meetings will continue in September. Further, Caleb noted that they had 99.6% stable node availability. He stated that Clackamas County will switch over soon and does not anticipate any interruptions. Finally, he mentioned that TriMet had changed the memorandum of understanding (MOU) to a non-binding agreement.
- Caleb updated the committee on the Metro-region Traffic Incident Management (TIM) Coalition. The next meeting would be held August 10. He also noted that the virtual Oregon 2021 TIM conference on September 25 would be free and announced that TIM is offering free training every month.
- Chair Kate Freitag with ODOT stated that the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project on 212 and 224 is up for DPA review. The Cornelius Pass project will be finalizing a new schedule for delivery of the design phase. Galen McGill with ODOT noted that they had published an update to their performance measures. Additionally, he mentioned that they have abandoned efforts for the cloud kinetic software central signal system for the cloud hosting agreement due to lack of interest. They will go with an agency hosted solution instead. Further, they are working on another amendment for implementation support for Max Adapt. Finally, they are finalizing a request for proposal (RFP) for the connected vehicle ecosystem and also the broadband strategy project related to HB2411.
- AJ O'Connor with TriMet announced that the project is underway with LYT. Additionally, they are holding meetings for the Division Transit project. He will report on milestones at a later date.
- Carl Olson with Clackamas County mentioned that the Oatfield and Sunnybrook fiber projects are nearly complete. The Clackamas Regional Center (CRC) mobility project is proceeding and will wrap up soon. Further, the Freight ITS, phase 2A draft PS&E is up at the end of the month and

phase 2B will begin scoping. Additionally, they are scoping the I-5/I-205 ICM. The Canby ferry project is still in working on right of way (ROW) issues.

- Jim Gelhar with Gresham noted that their video management system (VMS) project is still delayed. He anticipates completion for the project by mid-October.
- Shaun Quayle with Washington County gave updates on ODOT and City of Portland configuration and testing. They are waiting on the IGA process for the ATC controller project. Additionally, they have had a conversation with LYT on next generation Transit Service Provider (TSP) micro server. Further, the Street Simplified interface is looking better with near miss analytics. More, they are working with Kittelson to build automation tools to leverage the Legacy BlueMac system. Finally, their ITS plan update is almost complete.
- Nick Fortey with the Federal Highway Administration (FHWA) received approval to amend the ATCMTD grant.
- Jabra Kasho with City of Beaverton noted that the Scholls ferry project is underway and that they are working on a concept of operation with DKS.
- Scott Langer with Washington State Department of Transportation (WSDOT) noted that they are still working on designs for southbound I-205 metering.

Discussion on ODOT Enhance

Scott Turnoy with ODOT gave a presentation on the 2024-2027 State Transportation Improvement Program (STIP) Enhanced Highway Discretionary Funding. He gave a brief overview of the STIP Enhance Highway and developing the draft Region 1 proposal. He covered the list of concepts for consideration and asked the committee to decide if there were any additional opportunities not listed that they should be considering.

Scott noted that they had \$65 million in highway operational enhancements, including 30% dedicated to rural areas, improvements for congestion or freight with benefits for safety, accessibility, and equity and climate outcomes. He noted that projects that leverage matching funds may have an advantage.

Scott covered the schedule for input, proposals, scoping and finalizing the project list. He asked the committee to consider what projects they would recommend to ODOT for cost-effective investments that yield policy benefits and what scope elements they would recommend ODOT pursue. Current concepts for consideration are:

- I-5 Active Traffic Management (ATM)/ITS
- Active Traffic Management opportunities
- Multnomah County I-5 Northbound Corbett Ave: ATM
- Clackamas County I-5 Northbound Charbonneau auxiliary lane extension
- Hood River Cascade Locks: WaNaPa/Toll Booth Road
- Washington County OR 2017 Southbound braided ramps, auxiliary lane and third lane extension

Scott asked the committee what additional concepts they should be considering and if there were high-priority concepts that should be considered for the Enhance Highway Discretionary program. He also mentioned that there was interest in advancing improvements on 99W and also corridor management concepts on central city and 217. Shaun questioned if the STIP program was ongoing or if they could expect a change in federal funding. Scott assumed it will provide opportunity for more programs to be implemented. Shaun also called out bus on shoulder and express bus service as an interest, as well as connection restricting lane changes and softening up curves on east-bound US-26, I-405, and I-5 at the bottle neck point. Further, he asked Scott to consider Washington County as an area of interest.

Bikram asked what the running total was and if projects with match from local agency would be considered. Scott noted that he was unsure of the running total, but that proposals with agency coordination and match will be looked at favorably for state facilities. He asked that committee members with projects email him within the next two weeks.

Caleb asked if any of the routes shown on the presentation were of interest to TriMet. AJ asked Scott about contacting Tom Mills at TriMet. Scott asked if the 26 east-bound bus on shoulder project, or other US-26 segments should be advocated for in addition to or in place of some of the projects. Chair Freitag noted that the early pilot work on east-bound 26 was from Sylvan to Jefferson.

Scott also mentioned Clackamas County's phase two for 213 and I-205 would provide congestion relief around Redland. Caleb called out I-84 multi-modal corridor management work, which would provide more warning and cut down on fatalities. Finally, Scott encouraged committee members to email to Vanessa Vissar and Chris Ford with additional projects or questions.

2021 TSMO Strategy – Performance Measures

Chris Grgich and Briana Calhoun with Fehr & Peers gave a presentation on updates to the region's Transportation System Management and Operations (TSMO) Strategy Performance Measures. They gave a brief overview and reminded the committee that TSMO uses a holistic systems approach with a broad set of strategies using innovative, cost effective solutions. They discussed progress, diversity and equity elements, and reviewed the six goals of keeping everyone free from harm. Further, they talked about collaboration with regional partners, ensuring reliable and connected travel choices, eliminating disparities, and preparing for change. Chris covered the objectives as smart, measurable, agreed upon, realistic, and time-bound (SMART). He noted that key performance indicators should be regularly tracked and reported, with recommendations for additional metrics for Metro and other agencies. However, secondary pieces of key indicators are not easily measured with the available data.

Chris asked if there were other metrics missing or in need of revisions and how best to report them. Additionally, he asked the committee to consider if they were on track with their vision and goals to advance the TSMO strategy. He noted that TransPort discussion will also inform the next step of setting targets and what they might expect from the next ten years of TSMO implementation.

Briana and the committee discussed the seven Performance Measures to quantify or monitor impacts:

- Vehicle Miles Traveled (VMT) per capita indicates changes in travel behavior with related metrics covering impact on the transportation system, or choices and economic activity. Shaun suggested they find a way to keep track of electrification for emission pollution and VMT. *Scott noted that VMT would be something the State will continue to look at.*
- The number of collisions is a measure of safety and performance and is an indicator of the overall safety system, as well as the disproportionate number of communities of color and low income persons killed or injured. Additionally, it is an indicator of the disproportionate impact of collisions on communities of color and low income individuals and their experiences. Collision risk identifies potential safety concerns, as well. *Joe Marek with Clackamas County suggested they look at overall collision and collision risk. Caleb pointed out that Metro and ODOT policy consistently use the word crash instead of collision. Caleb also mentioned focusing on secondary crashes, as well as target, action, and policy priorities for fatal and serious injuries.*
- The buffer index for transit and vehicle is the amount of time added to ensure on-time arrival.

It indicates the speed and reliability of transit, or the severity of congestion. Black, Indigenous, and People of Color (BIPOC) and low income people are disproportionately impacted by increasing buffer times. Buffer times also impact freight and the reliability of some multimodal corridors.

Caleb discussed travel time reliability, time spent planning a trip or connecting trips in the planning stage. AJ asked how they would calculate buffer. Chris noted that they use time, but are open to more options that can be measured. Shaun noted that a measurement for transit could be walking distance to the bus stop.

- The frequency of collaboration and communication events has key performance measures for the number of agencies with a public participation plan for TSMO projects, number of agencies attending TransPort, and the percent of key operating agreements executed. Metrics for these include the number of coordination events and agencies involved, as well as the number of agencies meeting the action plan.
- System connectivity and Completeness addresses how connected infrastructure is for each travel mode. Performance indicators cover ITS connectivity, the ratio of infrastructure by mode, and the share of household and employment within a half-mile of frequent transit. Additionally, levels of traffic stress for walkers and bikers, and the ratio of infrastructure buy mode in equity focus areas is also considered. This includes disparities in areas that have been historically underserved. *Chris suggested adding this to the equity goal. Galen asked how they were proposing to measure ITS connectivity. Caleb noted that it would be through system maps set up for TSMO and what they have built out in terms of fiber, as well as strategy for corridor management. It was pointed out that having a concept of today and tomorrow was confusing and hard to define. Chris suggested gearing it towards signal connectivity.*
- Targeted TSMO investments focus on regional distribution of these investments in key corridors for model efficiency. Performance Indicators track regional distribution on equity and TSMO projects, accounting for focused spending on hi-frequency regional transit routes, freight routes, spending for major emergency such as a natural disaster, and indicates the distribution of TSMO projects and focused priority of key travel routes. *Chris asked the committee to consider if these elements benefit key corridors, or if it kept them from doing something on an adjacent corridor that would benefit the main corridor.*
- Finally they discussed housing and transportation costs in terms of what portion of income was consumed by each. Key performance indicators include affordability of transportation for all households, and the experience of disproportionate financial burdens. *Shaun suggested that cost metrics be indexed to both the cost of living and wage inflation. Joe noted that they could quantify the cost of transportation, but that housing was not in their wheelhouse. Caleb asked how they could connect to land use and noted that this was their first shot at trying this type of measurement. Chris pointed out that the measurement was for all households initially, and that is then broken out in terms of equity. He pointed out that BIPOC communities spend more on transportation. Joe asked is this measurement was for a specific time, or continuous. Either measurement would change the results. Chris noted that was something they would need to explore further.*

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 3:02 p.m. The next meeting will be held online, Wednesday, August 11, 2021, 1:00 p.m.