

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)

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

Attendees:

AJ O'Connor
Alice Root
Alison Tanaka
Anastasia Roeszler
Basem Elazzabi
Bikram Raghubansh
Bob Hart
Caleb Winter
Chase Hildner
Chris Grgich
Galen McGill
Jim Gelhar
Kara Hall
Kate Freitag
Maggie Lin
Mat Dolata
Matt Dorado
Mike Burkhart
Nick Fortey
Pamela O'Brien
Patrick Marnell
Scott Langer
Scott Turnoy
Shaun Quayle
Shilpa Mallem
Summer Blackhorse
Tammy Lee
Ted Leybold
Ted Trepanier
Tina Nguyen
Will Farley

UPDATE

TriMet
Kittelson
City of Portland
WSP
PORTAL
City of Portland
SW RTC
Metro
Washington County
Fehr & Peers
ODOT
City of Gresham
Fehr & Peers
Chair ODOT
DKS
WSP
Washington County
ODOT
FHWA
City of Portland
Intelight
WSDOT
ODOT
Washington County
HDR
Metro
PSU/PORTAL
Metro
INRIX systems
City of Beaverton
City of Lake Oswego

Introductions and Announcements

Chair Freitag called the meeting to order at 1:01 p.m. She asked the committee for announcements and project updates.

'round the Table Updates

- Caleb Winter with Metro reminded the committee about safety and reaching out to agency representatives on the Transportation Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT).
- Tammy Lee with PORTAL introduced Basem Elazzabi. She announced that they are working on migrating servers and updating travel time stations.
- Bikram Raghubansh with City of Portland and Intelligent Transportation Systems (ITS) Architecture, asked for updates on next generation Transit Service Providers (TSP). He also noted that the NE Columbia project is still delayed due to permit issues. The Airport Way ITS project is working on the concept of operations, and the Barbour Blvd project is under design review and slated for construction in spring or summer 2022.
- Alison Tanaka with City of Portland and the Central Signal System Users Group stated that there working with Q-Free Kinetic Signals and working on server procurement to connect with counties that will connect to Q-free Kinetic servers.
- Mike Burkart with Oregon Department of Transportation (ODOT) announced that the next Cooperative Telecommunications Infrastructure Consortium (CTIC) meeting would be November 17.
- Caleb noted that the ITS Network Management team had sent out a non-binding agreement for signature that will be due November 1. Caleb will also be presenting at the Port of Portland connection meeting on October 21. A poll for meeting dates for the next November quarterly meeting will be sent out soon.
- Caleb will send out the next Traffic Incident Management (TIM) Coalition meeting date soon. He also announced that the Transportation Systems management and Operations (TSMO) Strategy draft is open for public comment.
- Chair Kate Freitag with ODOT noted that the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Region 1 project for Highways 212 and 224 is moving forward for final design and delivery. The Cornelius Pass project final design is due in December. Scott Turnoy mentioned that a decision on the 2024-27 STIP Enhance Allocation has advanced one application for scoping. He also briefly discussed the proposal for system improvements in I-84 and I-5 west bound.
- AJ O'Connor with TriMet announced that TSPs and the City of Gresham had approved the Maestro system and that it should be installed soon. He also noted that PBOT had the system installed in their data center as well.
- Jim Gelhar with City of Gresham noted that the variable message sign (VMS) project is delayed due to the late shipment of materials. They are waiting until mid-November to install.
- Shaun Quayle with Washington County noted that all projects were moving forward. ATCMTD and details for VMS sign are being sorted for Cornelius Pass and US-26. They are also working with their vendor for the FLIR project which will extend a green for slow pedestrians. Finally, they will move forward with the adaptive Intelight project and also and Max Adapt to the Tualatin/Sherwood road.
- Tina Nguyen with City of Beaverton announced that they are working on a request for proposal (RFP) got their Arts West project to install a SCAT system on Allen Blvd. Additionally, they are still working on the Washington Square adaptive project and DKS has finished the

concept of operations. She noted that they had begun designs for up to 21 intersections. Finally, she announced that the remaining SCAT licenses would be transferred to Beaverton.

- Will Farley with City of Lake Oswego stated that they are still working on Boones Ferry road but that it should be completed soon. Further, they will have the radar system installed at Jean Road soon as well.
- Bob Hart with SW RTC noted that they are working to get on the City of Vancouver Central Signal systems project added to the ITS Regional Network. Vancouver and Washington Department of Transportation (WSDOT) have Legacy Systems in place for Clark County and are also setting up a Q-Free system to communicate between servers.
- Scott Langer with WSDOT noted that they had explored using a Microsoft cloud enterprise license for signal systems to reduce costs, but found it was not economical. They are working with two separate servers and connecting them over an intrusion prevention system (IPS) network instead.

Data Sharing Policy for Integrated Corridors

Scott Turnoy with ODOT and Dennis Mitchell with DKS gave a presentation on the data sharing policy and integrated corridor management. Dennis discussed developing a common set of real-time data streams that could be shared among regional partners to help transit, freeway, road, and shared-use mobility operators. This should help agencies make better decisions in real-time and support travelers.

Dennis discussed the draft policy goals around establishing data system architecture that interfaced with multiple data formats, such as: dynamic transit capacity assignment, traveler information and incident management, and agency integration for system corridor management. They also did a stakeholder survey which determined the needs, gaps and data concerns. Dennis asked if there was anything missing from the list. Bikram called out collecting bridge lift data.

Dennis noted that current available data covered vehicle, transit, freight, bicycle and pedestrian, and towing data, as well as events such as weather and equipment failure. Further, areas where there are data gaps are bridge lifts, travel mode demographics, better multi-modal and transit performance measures, and real-time bus on shoulder conditions. Galen McGill with ODOT asked if construction and maintenance were included. Dennis noted that this was a good point to call out.

Dennis also addressed general concerns around: data storage, real-time publishing and archiving, software capabilities and communication structure per agency, additional gaps in data types and agency staff time. He called out issue around liability, developing common standards, privacy and private sector integration, laws, regulations, and ownership of upkeep and problem solving per agency.

He shared information a data sharing architectural diagram of existing and proposed data flows related to integrated corridor management and policy language. Policy language addressed the operation of safe multimodal, integrated, reliable and efficient corridors statewide that focused on equitable transportation for all users. Bob Hart asked noted that since C-Tran provided service between Vancouver and Portland and pointed out that incident management should be added to both sides of the river.

Caleb noted that much of the information shared was in line with the goals and objectives of the 21 TSMO Strategy. Dennis suggested they identify a task force for this work and develop a scope for a path to development that included all lead agencies, coordination with ODOT that leveraged a CV Ecosystem, and identify potential impacts to existing systems. Additionally, they would need to develop a proposal for future funding.

The committee discussed the policy ideas and noted that it was a great start with solid ideas for data sharing in real time. Alison noted that data quality could be challenging and suggested starting with one corridor. Dennis asked for volunteers for the Task Force. AJ O'Connor, Tammy Lee, Chair Freitag, Alison Tanaka, and Shaun Quayle offered to volunteer. Caleb will have them meet to decide who would be best to lead the Task Force.

Galen McGill asked if they should be thinking about other data sharing needs and suggested they coordinate on areas related to this. Caleb called out permit data, connected vehicle, and road use. Chris Grgich with Fehr & Peers suggested the Task Force look at actions 1 and 12 of the TSMO Strategy and how it might tie into the data strategy.

TransPort Work Plan

Caleb Winter and Chris Grgich provided slides and information and discussed next steps for the TransPort Work Plan. They reviewed the existing timeline and work plan for key projects, particularly those that involved regional stakeholders. Caleb asked what should go into the next three-year work plan for TransPort. He noted that they had discussed chapter 5 of the 2021 TSMO Strategy draft at the last meeting and asked the committee to think about timelines and responsibilities. Caleb reminded them that the TransPort draft work plan is for the next three years.

Chris stated that there were things to be added that are outside, or in collaboration with the work plan. He asked the committee for guidance and suggested they put this into the hands of the volunteer group. Caleb noted that this was a subset of the actions they need volunteers for.

Shaun asked if there were leads for projects that touch multiple actions and suggested that, when thinking in terms project deliver, there may be points where projects touch multiples of these actions. He noted that it would give them something tangible to track in terms of timeline and progress.

The committee noted that this approach might help determine who could lead the work group and help with next steps. They addressed who might manage transportation assets to secure the network and noted that this option may be the best one to test a network management team. Chair Freitag noted that they already have a group convened around that and suggested coordinating with CTIC, since it would be a logical place for this work to live.

Carl Olson noted that for number 7 Clackamas County had recently covered freight technology and deployment and suggested using their plan. Chris called out actions 1 and 12, which are the data baselines and new data sources, which may be where possible data gaps exist. He suggested that be something they might want to add, with the understanding that they may need to collaborate outside of TransPort. Further, he reminded the committee that they have 21 total actions in the strategy and that not all of them are fully within the scope of TransPort, but that some are under TSMO coordination.

The committee discussed number 14, noting that it could help create a continuous improvement process for existing and new signal systems and related performance. Number 16 would implement integrated corridor management into corridor planning and number 20 could be used as a toolbox to connect gaps

in bicycle and pedestrian infrastructure. Number 21 would update to ITS architecture. Bikram and Caleb will discuss how they want to do that.

Caleb encouraged the committee to give feedback before the November meeting. The deadline to finish work on these items, and for the TSMO Strategy is November 1.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:31 p.m. The next meeting will be held online on Wednesday, November 10, 2021 at 1:00 p.m.