

# *TransPort / Summary DRAFT*

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)  
Wednesday, December 8, 2021, 1:00 p.m. to 2:30 p.m., online

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## **Attendees:**

AJ O'Connor	TriMet
Alice Root	Kittelson
Alison Tanaka	City of Portland
Anastasia Roeszler	WSP
Caleb Winter	Metro
Carl Olson	Clackamas County
Chase Hildner	Washington County
Chris Grgich	Fehr & Peers
Damian Casados	City of Portland
Dan Kaempff	Metro
Dave Roth	City of Tigard
Dennis Mitchell	DKS
Galen McGill	ODOT
Ioana Cosma	Clackamas County
Jabra Kasho	City of Beaverton
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Joseph Marek	Clackamas County
Justin Bernt	ODOT
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Katie Bell	ODOT
Mat Dolata	WSP
Mike Burkhart	ODOT
Nguyen Thanh	ODOT
Nick Fortey	FHWA
Patrick Marnell	Intelight/Q-Free
Ray Atkinson	Clackamas County
Scott Harmon	DEA
Scott Langer	WSDOT
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Tim Collins	Metro
Tina Nguyen	City of Beaverton
Will Farley	City of Lake Oswego

## **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**

- Caleb Winter with Metro covered safety and the number of increased fatal crashes in 2021.
- Tammy Lee with PORTAL reminded the committee about the enhancement tasks in their agreement that could use review. They are working on other enhancements for dashboard. Additionally, she announced a transportation data seminar next week.
- Alison Tanaka with City of Portland noted that they have permits for the NE Columbia project to add fiber and utilities, and will begin work in February, 2022. The design plan for the NE Airport Way and Barbour Blvd projects is 90% and 60% planned, respectively. Alison also noted that the Central Signal System Users Group had met with counties and cities to talk about project status. Finally, they are preparing a contract for Q-Free and will send that to agencies for review.
- Mike Burkart with ODOT announced that the damaged fiber on I-5 has been replaced near Rosa Parks.
- Caleb noted that the Intelligent Transportation Systems (ITS) Network Management team will meet February 23, 2022. The city of Vancouver, Washington may join that meeting. C-Tran may join the network soon. Washington State Department of Transportation (WSDOT) will be hosting a central signal system.
- Caleb announced that the Traffic Incident Management (TIM) Coalition has areas of their workplan identified. The next meeting has yet to be determined, but it may cover the I-5 car-jacking incident.
- Ted Leybold with Metro announced that the call for projects for Regional Flex Funds Allocation (RFFA) will go out soon. He reminded the committee that Transportation Systems management Operations (TSMO) projects are eligible for standalone allocation, and encouraged committee coordinate with people in their agency that may be applying. He also noted that Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) funding made it possible for Metro to hire two engineers.
- Chair Kate Freitag with ODOT noted that the Region 1 project for Highways 212 and 224 is moving forward for final design and delivery this week. The Cornelius Pass project final design is due in Salem tomorrow. Galen stated they will start to decommission some of their Bluetooth sensors beginning with Newberg.
- AJ O'Connor with TriMet announced that they are working with Portland Bureau of Transportation (PBOT) and meeting with ODOT to discuss cyber security concerns.
- Carl Olson with Clackamas County noted that the Freight ITS project would be advertising for construction bids and are working on the prespective for phase two. Additionally, they are waiting on the inter-governmental agreement (IGA) from ODOT for the TSMO ATC project, and are also finishing up the Columbia River Crossing Mobility project.
- Jim Gelhar with City of Gresham announced that the sign on Hwy 26 was going up today.
- Nick Fortey with the Federal Highway Administration (FHWA) announced that they had posted the infrastructure final rule. He and will provide a link for an infrastructure webinar.
- Tina Nguyen with City of Beaverton noted that they are continuing with the contract for the Allen project, and are still working with DKS.
- Will Farley with the City of Lake Oswego mentioned that they are continuing work on the Boones Ferry project.

## **Interstate and Highway Active Traffic Management**

Scott Turnoy with ODOT presented on the 2024-2027 STIP Enhance Highway Discretionary Funding Program. He briefly discussed the three locations being scoped for projects on the 125% list that are now in the scoping phase. Of the Region 1 projects submitted, the Highway Enhance Project Review Team combined and asked for further scoping on several Active Traffic Management (ATM) projects. Those projects covered queue warning, traveler information and advisory speeds for I-5 - Capitol Highway to 217, I-84 - Troutdale to I-205, and US 26 Sylvan to Cornelius Pass Road. Scoping will be complete by late January, with selection taking place in February.

### **Discussion:**

Shaun Quayle asked if they were accounting for inflation. Chair Freitag stated that ODOT does an inflation estimate out to 2027 that includes longer term inflation. Nick Fortey asked for clarification on advisory speeds and the use of variable speed limits. Scott called out that the signs in the Portland area are actually variable advisory speed signs. Additionally, it was noted that a legislative change was needed to switch to variable speed limits, but that there is not a lot of political or administration support for it. Dennis Mitchell stated that Portland Police rely on the signs in order to issue speeding tickets. Using advisory speeds, they can cite for basic rule violations. Galen noted that police can also access that information. Chair Freitag and Galen further stated that they would need a legislative change for interstate corridors, and that a study would be required. Caleb closed the discussion by asking for a letter of support from the committee by late January. He will provide a draft beforehand to address any concerns or requests for additional information.

## **2021 TSMO Strategy – TransPort Work Plan**

Caleb provided information on the TransPort work plan for 2022-2025, which includes 10 near-term and ongoing Actions in the 2021 TSMO Strategy. Caleb discussed the shared responsibilities developed at previous TransPort meetings, leadership among TransPort, existing groups related to TransPort and two newly proposed groups on Transit and TSMO, as well as an Integrated Corridor Management Data Sharing Task Force.

Caleb called out where action falls in terms of leadership and the responsibility for bringing work updates back to transport on a quarterly basis. He noted Central Signal Systems (CTIC) users group for coordinating state, county and city, transit operations of traffic signal and related infrastructure. This group would aid in understanding inventory, equipment, practices and maintenance in the next three years. He asked Alison Tanaka to consider how often the group would meet. Alison asked if they should identify projects that were already funded, vs projects that need funding for the future. Caleb noted that they should develop a scope, schedule and budget, and that to the agenda. Alison stated that they could develop a list of projects that can be funded with future funds as something to discuss going forward.

Caleb also discussed the ITS Architecture group, which will promote and guard regional interoperability and provide updates from 2022 to 2025 - the Portal users group; which will detect, collect and evaluate safety and operational performance metrics for multimodal users; and the Traffic Incident Management (TIM) coalition which will focus on communicate safety and incident response strategies across agencies and emergency responders. Finally, Caleb discussed the Transit & TSMO, or Transit Operators TSMO group that will be piloting new approaches to service with agency coordinated right of way (ROW) and deployment if ITS Technology and information, including coordination with ODOT on rail crossing safety to identify and implement hazard mitigation at crossings with a history of collisions. Caleb will send out a final draft of the TransPort work plan to the committee.

### **2025-27 Regional Flexible Funds Project Solicitation**

Dan Kaempff with Metro gave a brief overview and presentation on the 2025-27 Regional Flexible Funds Allocation (RFFA). RFFA funds are comprised of federal transportation dollars. Funding is available to invest in projects included in the 2018 Regional Transportation Plan (RTP). It covers approximately 5% of all transportation in the region and focuses on making multi-modal improvements. The RTP is the high level document that guides transportation investments in the region and helps define funding categories and amounts. There is \$41,249,814 in available RFFA funds and \$20,000,000 in Trail bond funds for a total of \$61.25 million. Dan stated that they now have one broad project category in step 2, which focuses on policy outcomes. RFFA criteria includes equity, climate, safety, and congestion relief.

Dan called out eligible project types such as active transportation, including on and off-street facilities and trails and arterial expansion, improvements and reconstruction limited to arterial freight facilities for ITS, small capital projects and project development. Proposals should include strong alignment with regional priorities and clear and complete project scope, budget and plan. He emphasized that proposers who have an understanding of regional priorities in terms of location, equity focus areas and/or fatal crash areas may score higher during the evaluation process. Proposals should also include stakeholder support and have the ability to leverage other investments or resources. Dan noted that Kittelson will take a look at all project scopes and identify issues.

RFFA application materials are available at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa). A proposer's workshop will be held on Friday, December 10 at 1 p.m. The application period for transportation projects will be open until February 25, 2022, with proposals due by 4 p.m. Applications will be reviewed March through June 2022, with coordinating committee discussions to provide input to Metro staff taking place July through August. JPACT recommendations and Council action will take place September and October of 2022.

### **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, January 12, 2022 at 1:00 p.m.