

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Wednesday, January 12, 2022, 1:00 p.m. to 2:30 p.m. online

Attendees:

AJ O'Connor	TriMet
Alice Root	Kittelson
Alison Tanaka	City of Portland
Bikram Raghubansh	PBOT
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Fehr & Peers
Dennis Mitchell	DKS
Galen McGill	ODOT
Grace Stainback	Metro
Jana LaFrenier	PBOT
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
John Fasana	Washington County
Justin Guinan	ODOT
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Mike Burkhart	ODOT
Nick Fortey	FHWA
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro

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 provided safety updates and asked if agencies were applying for the Regional Flexible Funding Allocation (RFFA). The deadline for applications is February 25, at 4 p.m.
- Tammy Lee with PORTAL reminded the committee that they are running updates and backups at this time for the Oregon Department of Transportation (ODOT) and Washington State Department of Transportation (WSDOT). They will also be holding a transportation webinar series in February with Washington and Clark County.
- Bikram Raghubansh with City of Portland noted that they have permits for the NE Columbia project to add fiber and utilities in mid-February. Additionally they are working on the design plan for NE Airport Way. The Barbour Blvd project is in the final planning stage and that they will begin advertising for bids soon. They are also working on the 82nd Ave project and getting it ready to transfer to PBOT.
- Alison Tanaka with City of Portland announced that the Central Signal System Users Group will be ordering Kinetic Signal servers and start installation in May, 2022. They have an extension on the funding deadline because of distribution issues. Additionally, they will be doing a NE Columbia project phase II field visit and would like to connect with ODOT before the field visit.
- Mike Burkhart with Cooperative Telecommunications Infrastructure Consortium (CTIC) noted that he will send a meeting invite next meeting next week.
- Caleb announced that the Intelligent Transportation Systems (ITS) Network Management team will meet February 23.
- Caleb announced that the Traffic Incident Management (TIM) Coalition has areas of their workplan identified. He also noted that Jeff Boyer will be stepping away and Justin Guinan with ODOT will take over.
- Caleb announced that the Metro council adopted the 2021 TSMO strategy on January 6. The Council asked that Caleb do additional work on climate as part of the performance measures for Vehicle Miles Traveled (VMT). Caleb briefly discussed the 2022-2025 TransPort Work Plan sub-tasks. Shaun Quayle with Washington County asked if there was a way to put a reminder into relevant groups for follow up. Caleb noted that they would have quarterly status updates.
- Chair Kate Freitag with ODOT announced that Region 1 projects for Highways 212 and 224 is moving forward for final design and delivery this week and that the Cornelius Pass project final design is due in Salem tomorrow. Galen McGill with ODOT noted they will start to decommission some for their Bluetooth sensors, beginning with Newberg.
- Grace Stainback, the new Metro Regional Travel Option grant coordinator introduced herself to the committee.
- Scott Turnoy with ODOT gave a brief presentation on the 2020 Traffic Performance Report. Report data is based on 2019 model data and addresses top reoccurring bottlenecks, safety, corridor analysis, and a before and after study. Shaun noted that the data may be pulled from INRIX and suggested that they make adjustments for approximation of greenhouse gas emissions. Scott also noted that the RDIS platform may be able to provide volume. Caleb called out that the TSMO strategy may also help with that.

- Shaun Quayle with Washington County stated that they working on the adaptive project, which has been pushed out to spring, 2022. They are also in the process of increasing INRIX signal analytics to include 150 signals, which covers over half of their signals.
- Carl Olson with Clackamas County announced that the Freight ITS phase two is out for bid.
- Jim Gelhar with Multnomah County noted that the City of Gresham and Portland General Electric (PGE) would get power to their variable message system (VMS) sign on Friday.
- AJ O'Connor with TriMet gave an update on Transit Service Providers (TSP) and noted that they are investigating using a Palo Alto firewall as a message filtering option between Maestro and the controllers. Additionally, LYTE is in contract with Q-FREE to filter message sets, should Palo Alto fail. Further, he noted that they would like to discuss traffic business rules at the next Central Signal Systems meeting. He also noted that they would like to reach a consensus on how controllers could be configured with support from TSPs. Shaun asked that they make sure to include Intelight and that they plan for discussion before, or after the initial meeting. Caleb will reach out to Bikram to schedule a Central signal systems meeting.

Transit Operator TSMO Group (Action Item)

Caleb Winter with Metro discussed new groups needed to support the 2021 TSMO Strategy that are included in the TransPort 2022-2025 Work Plan. A Transit Operator TSMO Group would provide a forum for transit operators piloting new approaches that require technical, multi-agency coordination (Action 9 of the [2021 TSMO Strategy](#)). A.J. O'Connor, Vice Chair of TransPort was nominated to be the Chair of this group.

Based on TransPort Bylaws, Caleb asked if there was support from voting TransPort committee members for AJ's nomination. Jim Gelhar with City of Gresham, Bikram Raghubansh with City of Portland, Caleb Winter with Metro, Carl Olson with Clackamas County and TransPort Chair Kate Freitag with ODOT moved to approve the nomination. The nomination passed.

AJ agreed to the nomination. AJ noted that TriMet, Portland Street Car and C-Tran, as well as Wilsonville SMART and some smaller providers will be involved in the committee. Chair Freitag noted that there would be a lot of value in the conversations between different partners. AJ stated more through discussion between transit agencies makes for better incident and corridor management.

Vehicle Overheight Warning System

John Fasana with Washington County gave a presentation on the Grahams Ferry Road Overheight System. He noted that height-restricted facilities represent a deficiency of the transportation system. A permit is needed for any vehicle + load higher than 14 feet and the permit comes with a routing plan. Washington County, TriMet and DKS are developing the concept for a warning system based on sensors to evaluate height before a potential crash.

John provided background and briefly discussed the existing system, noting that if an operator makes an error, they create significant hazard. He noted that the existing system had lights on all sections of the four-way intersection near the underpass, and height warning signs before and on the commute train bridge. When truck operators collide with the overpass, it creates hours of delays for commuter rail systems and surrounding traffic. According to data from 2019, there has been a significant increase in strikes.

John noted that the new system provided better signage and flashing lights at the appropriate operator height, before the four-way stop leading to the bridge. Additionally, overhead signs will have drop down

height measurement for operators. John also mentioned that the new system was the latest in a series of Washington County warning systems. He further stated that the new system used ITS planning and systems engineering to build, design, and eventually help operate and maintain the new system. Finally, John noted that the overheight problem is systemic and that the new system is a Band-Aid for the time being. They will continue to study options for the project.

Vice Chair AJ O'Connor asked if there was any conversation around operators using GPS services, such as Waze or google, and if bridge height or warnings were included in their app feed. John noted that neither application had not been reactive to working with agencies on this. Dennis Mitchell with DKS called out that they had also changed from solar to hardwired power and upgraded to allow the sensor to go off in the other direction, thus illuminating the need for a reflector on the other side. Bikram asked if ODOT Trip Check could post a permanent notification. John stated that they would need to look holistically at that, since there are also weight restrictions. Caleb noted that there appeared to be a minimum in Oregon and Region 1 for height. There should be messaging to check routes using Trip Check. John further noted that TriMet and Counties may receive notification snapshots of trucks in overheight areas. Finally, Caleb noted that Metro is working on a freight plan for the region and that this topic would be good to add to it.

Adjourn

There being no further business, Vice Chair O'Connor adjourned the meeting at 2:32 p.m. The next meeting will be held online, Wednesday, February 9, 2022 at 1:00 p.m.