TransPort / *Summary DRAFT*

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday June 8, 2022, 1 to 2:30 pm, online

Attendees:

AJ O'Connor	TriMet
Adrian Pearmine	TriMet
Alison Tanaka	City of Portland
Alyssa Cameron	ODOT
Anastasia Roeszler	WSP
Basem Elazzabi	Coral sales
Bikram Raghubansh	PBOT
Cadell Chand	OSU
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Ioana Cosma	Clackamas County
John Fasana	Washington County
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Katherine Bell	ODOT
Laura Dawson-Bodner	Metro
McKenzie Traetow	Oregon State University
Mike Burkhart	ODOT
Neelam Dorman	HDR
Nick Fortey	FHWA
Patrick Marnell	Q-Free
Ray Atkinson	Clackamas County
Shaun Quayle	Inrix
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Will Farley	City of Lake Oswego

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

'round the Table Updates

- Chair Freitag with the Oregon Department of Transportation (ODOT) noted that, with schools letting out there will be more bikes, pedestrians and kids outdoors. She encouraged extra diligence while on the road.
- Chair Freitag said that the Traffic Incident Management (TIM) conference will be on September 28, 9am to 5pm at the state fairgrounds in Salem. Information can be found [here](#).
- Tammy Lee with PORTAL noted that they have updated all metadata for ODOT and the Washington State Department of Transportation (WSDOT) and are running re-aggregation. In addition, they are working with TriMet on a dashboard.
- Alison Tanaka with the City of Portland noted that the Central Signal contract had been executed. She will send it out to partner agencies along with a meeting invite and details. She also shared that Columbia Boulevard is in construction and that the AirPort Way and Barbur Boulevard projects are in design.
- Chair Freitag noted that ODOT is working on the I-5 Capitol Markham project contracting and background work. The Oregon 8 fiber project has kicked off and will fill a regional priority gap.
- Mike Burkhart shared that the fiber outage for lower 217 will be rescheduled.
- Chair Freitag noted there is conversation around tolling and regional mobility pricing, how it will work with Intelligent Transportation Systems (ITS) and share fiber.
- Ted Leybold with Metro noted that Metro is getting ready to wrap up the Metropolitan Transportation Improvement Program (MTIP) fiscal year. Projects should be ready to obligate in August. He noted that Don Hamilton said there is $15.9 million for projects along I-5. Chair Freitag added that they will put into the draft STIP and it will move to public review.
- Carl Olson with Clackamas County said there was a pre-conference for freight ITS today. Additionally, their contractor is due to start at the end of August depending on material availability.
- John Fasana with Washington County said the regional ATC controller project Inter-government Agreement (IGA) with ODOT is out for signature. He also updated on the Durham project.
- Chair Freitag said the I-205 project is coming along.
- Ted noted that, with the bipartisan infrastructure law a new system management technology grant had been created. He asked if any local agencies are considering putting together an application.
- Carl Olsen stated that they are pursuing a Safe Streets and Roads for All grant. Ted noted that they had released information on both funding pots and encouraged all to consider submitting a proposal. He said federal grant programs sometimes ask for a Metropolitan Planning Organization (MPO) endorsement and that Metro could provide one. He said there will be five grant cycles and that members are well positioned for that funding source. He will talk to Caleb about putting this on the agenda for next month's meeting.
- Chair Freitag said Alisa Cameron presented last month during the Regional Mobility Pricing workshop. She has since left ODOT and Andrew Batash is filling her roll temporarily.
- Shaun Quayle with Inrix said Safe streets For All grants are open only to MPOs and local agencies and noted that MPOs should lead because of their experience with the federal process. The goal is to have applicants be successful.

Engineering Partnership Delivering Frequent Express (FX) Transit

Adrian Pearmine with TriMet presented on Engineering Partnership Delivering Frequent Express (FX) Transit, which will be applied over all frequent express corridors. He began by discussion the current situation, the vision, new architecture, system benefits and drivers, and project status with next steps.

The signal priority at the City of Portland is a Portland Bureau of Transportation (PBOT) and Portland Development Partnership. Adrian noted that Infrared at traffic signal heads was a great technology 20 years ago. However, the current focus will be using new technology on the Division Corridor and BRT, with future expansion throughout the region to include all traffic partners.

The vision is to make sure the technology is scalable geographically, as well as cost effective and deployable. TriMet does not want to install new hardware on buses, as the project is not just bus-centric. They will include light rail and emergency vehicles, but the current budget does not include rollout to emergency vehicles.

Communication over cellular line of sight will not be needed. The next generation will differentiate between BRT, high frequency corridor and small local buses. They want better performance analytics, but no new equipment.

Adri9a stated that they outsourced to a software service provider who has worked on a common platform for traffic and transit. The vendor is LYT and has robust pilot programs and demonstrations. This is their first competitive procurement win.

He touched on key enabling technologies which will include replacing infrared local communications with a platform in the cloud, and dispatching data to the TriMet central system with information going back to transportation companies and controllers. Information will include vehicle location, bus capacity and schedule.

Adrian showed a slide detailing specific architecture. ODOT was concerned about another device on their network and its ability to talk to their controller. Palo Alto reprogrammed their firewalls to allow a narrow window limiting which messages could go through. This will limit the capability of sending messages out to controllers. Additionally, NTCIP has inherent security standards and will be able to test live bus data in a test environment. The transfer will take several years, so infrared technology will be maintained.

Adrian showed a timeline of key project milestones. The initial corridor deployment was in March, with a drop dead date of September 2022. He discussed the impacts and potential issues, as well as the benefits of the new approach to Transit Service Providers (TSP).

The project is in the design phase. Impacts will be on the placement of stops, adjustments to road sections and different signal heads. The signal and communication upgrades are from 11th to 82nd along Division, and on the outer Division multimodal safety project. He indicated the LYT system testing gates and noted that there are complex intersections on the corridor. The system will need to deal with lights and all types of traffic. Further, the project team is looking at additional routes, including lines designated to underserved areas.

Adrian added that, at the beginning no one had realized the technical complexity of the project, or the complexity of all agencies working together. He noted that the IGA will include more focus on the

responsibility of implementing signal times, business rules, agency communication, and operational and cyber security.

Adrian thanked partners Bikram Raghubansh, Alison Tanaka, and Jim Geller for testing. He will provide a future update that will include business rules to re-engage traffic partners in the discussion. Ted asked if the information will feed into service planning and schedules. AJ said it would, and Adrian added that the maximum investment is on signal priority.

Adjourn
There being no further business, Chair Freitag adjourned the meeting at 2:27 p.m. The next meeting will be held online on July 13, 2022.