

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday July 13, 2022, 1 to 2:45 pm, online

Attendees:

AJ O'Connor	TriMet
Adrian Pearmine	DKS
Alison Tanaka	City of Portland
Anastasia Roeszler	WSP
Basem Elazzabi	Coral sales
Brent Atkinson	ODOT
Cadell Chand	OSU
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Jana LaFrenier	City of Portland
Jim Gelhar	City of Gresham
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Katherine Bell	ODOT
Maggie Lin	DKS
Matt Dorado	Washington County
Matthew Flodin	Metro
McKenzie Traetow	Oregon State University
Mike Burkhart	ODOT
Pamela O'Brien	FKD
Patrick Marnell	Q-Free
Shaun Quayle	Inrix
Stacy Shetler	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Tom Urbanik	Kittelson
Will Farley	City of Lake Oswego

Introductions and Announcements

Chair Kate Freitag called the meeting to order at 1:01 p.m. She asked the committee for announcements and project updates. Caleb Winter with Metro introduced Matt Flodin who is a new intern for Metro that will be helping with the TSMO Strategy. Matt Dorado with Washington County introduced Cadell Chand who will be moving over to the Washington County transportation group to help with analysis.

'round the Table Updates

- Caleb Winter covered the US Department of Transportation (USDOT) Slow the Flock Down program, and grant proposal and bi-partisan funding that will allow for better opportunities with more funding available.
- Caleb noted that the Metro-region Traffic Incident Management (TIM) Coalition's Annual conference was coming September 28. It will be held in Salem, Oregon and will provide opportunities for training.
- Tammy Lee with PORTAL announced that they will have a user's group meeting on Wednesday, July 21. She noted that they had overhauled their metadata for Oregon and Washington Department of Transportation (ODOT and WSDOT) and stated if they remove, or move an existing station, the map will only show current station. If users would like past and present stations to show on the map they should email Tammy directly.
- Alison Tanaka with the City of Portland announced that the Central Signal System and Q-free will meet during last week of July and will have Kinetic Signals installed. Additionally, they will start working on an Intergovernmental agreement (IGA) for hardware and software maintenance and will look at a cloud-based system going forward. Further, Alison discussed fiber installation for the NE Columbia project and noted that the Airport Way project is close to going out for bid. Finally, she noted that the Division project will be testing their Transit Service Provider (TSP) system next week.
- Mike Burkart with ODOT noted that the Cooperative Telecommunications Infrastructure Consortium (CTIC) will be next Wednesday.
- Caleb reminded the committee that the next Intelligent Transportation Systems (ITS) Network meeting would be in two weeks. He briefly covered the work plan, which includes communicating asset needs and scenario planning for incidents.
- Chair Freitag with ODOT, noted that the 212/224 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) is waiting for materials and may begin construction on late August or early September, and noted that a contractor for the Corn Pass arterial project is on board. Katie Bell with ODOT stated that they will be meeting with a successful prospect for the I-5/I-205 ICM project.
- Matt Dorado with Washington County is moving forward with ATCMTD Corn Pass for controllers.
- AJ O'Connor with TriMet noted that they are testing the TSP system and testing gate seven. He stated that they are behind with Gresham and ODOT controllers, but noted that Gresham and ODOT will review Q-Free soon and will need configure the controller and test it as well.
- Jim Gelhar with the City of Gresham noted that they will be adding travel time data to their sign.
- Carl Olson with Clackamas County stated that the Freight Intelligent Transportation System (ITS) is in the construction phase and that the Canby ferry ITS project has 100% PS&E from the consultant. Finally, the Transportation Systems Management operations (TSMO) ATC traffic controller replacement has approval from ODOT.
- Chair Freitag noted that they need to reach out to the City of Hillsboro and find who will be available for TransPort meetings.
- Will Farley with Lake Oswego noted that they are paving streets and updating them for the American with Disabilities Act (ADA) compliance and radar.

Comparing Bluetooth Readers versus INRIX Corridor Analytics in Washington County

Matt Dorado of Washington County provided a presentation on Bluetooth vs. INRIX corridor Evaluation and gave an overview of the evaluation effort and next steps. Shaun Quayle with INRIX provided an overview of the INRIX Corridor Analytics software and touched on the safety applications within INRIX signal performance measures and safety view.

Matt gave a brief history, comparison and preliminary results, and INRIX software and use case examples. He noted that INRIX and BlueMAC produced similar travel times but that INRIX reflected higher congestion values, had a more complete data set and a lower corridor sample size. Matt covered the top county wide congestion scores, noting that the manual process scores had been automated and that the INRIX system had expanded to around 150 intersections within the County. Additionally, he stated that INRIX keeps track of all vehicles from start to finish at a corridor, but allows for flexibility the start and end points.

Matt discussed Corridor analytics, a draft comparison analysis, and route length. Shaun recommend users start and end corridor before and after from the target area. Matt also noted that in terms of comparison of traversal count to point ADT, INRIX was not the best for evaluation. Travel time had a lot of variability and, based on strongest signal strength had +/- 10%. Further, Matt stated that Findings had similar travel time results within 10% for individual routes, with other routes closer to 3%.

Carl Olson with Clackamas County noted that the sample rate for INRIX appeared low. Shaun stated that the capture rate was at a two-base count, which is not the best way to do it, but that it is what they have available for the time being. He suggested that they look at an absolute sample to get to margin of error and sample set, then view it throughout the day, month or year keeping in mind that there are different ways to ask this question.

Shaun provided a series of slides, beginning with examples of use around where the most intersections or corridors are. He noted that it is focused on percent change with a level of variation due to data noise. INRIX does allow for ease of use on data, making it easier to interpret and decide what is significant and what is not. Shaun discussed split failures, stating that users can compare time from previous weeks or months, active signal management and notification, problem detection and errors, identification of underperforming intersections and analytics that show where they are.

Shaun also provided use case and an example based on customer complaint response, an energy calculator example and metric calculator, as well as a green story for traffic signal investments. Finally Shaun and Matt discussed next steps in terms of the comparison report, expanded analysis, comparison of INRIX SPMs to Q-Free SPMs, and the cost for a regional INRIX system through Metro or a grant.

Tammy Lee asked if there were documentation on the environmental impact and if they were reaching out to other agencies on tech collaboration. Shaun stated that they were. Caleb mentioned that the use case will determine the need, as well as the tool and questioned what they could apply the data to. Caleb also asked about the comparison of VRU concentration with crash history. Shaun stated that they have the ability to determine cycles and lengths, and hope to isolate out stopped vehicles and pedestrians (vulnerable users).

Metro 2021 TSMO Strategy Project Solicitation

Metro's Regional Flexible Funding Allocation process resulted in funds for use by the TSMO program to implement the TSMO Strategy. Project proposals will be evaluated based on how well they meet criteria. Caleb Winter gave a presentation on proposal of the application process and criteria for feedback.

Caleb began by discussing the TransPort bylaws regarding funding by updating the criteria for program fund allocation and recommendation of TSMO funds for projects. He recommended directing those funds to eligible public agencies, universities or public-private partnerships led by a public agency. Caleb covered a draft timeline for project solicitation and briefly reviewed the 2021 TSMO Strategy, challenges to system completeness, and resources and funding opportunities for two RFFA cycles that would allow the TSMO program to spend \$10M on near-term and mid-range strategy actions. Additionally, he covered the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law opportunities (BIL) formula funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the State and Metro, and the State and Region, respectively.

Further, Caleb discussed an approach for project solicitation, starting with collaboration and competition focused on the best projects to implement the 2021 TSMO Strategy. He talked about scoring, evaluation and prioritization and covered planning in terms of developing a Mobility on Demand strategy and policy, and TSMO investments and participation on regional public outreach.

Caleb noted that they support collaboration that leads to making foundational investments, such as ITS Network staff support, PORTAL 2.0 and BikePed Portal, Federally required ITS architecture updates, and multimodal ICM Data Sharing Policy implementation, and MOD/Maas coordinated partnership and TSMO System Completeness for the Regional Mobility Policy. Caleb also covered TSMO Actions and their priority levels for the next 10 years, as well as project solicitation for unfunded regional project proposals based on new criteria for finding them the best-matched opportunities for TSMO funds.

Finally, Caleb summarized the proposal elements and reminded the committee that they would need a Letter of Interest (LOI) and would need to provide eligibility that would improve inclusivity. He also reminded them that, although there are limited resources for TSMO projects in current budgets, there are also new opportunities to be found in the BIL.

Stacy Shetler with Washington County asked about scoring, noting that there are projects that do not fit well into the equity piece, but do in other areas. He asked if they would consider a two-tiered system to evaluate precision, timing and budget first, and then rank by equity. He noted that the equity goals cannot be met if the project cannot be completed. Caleb stated that in terms of project development, they do not want to set up a process that presupposes a project should be entered into consideration and would need to give this more thought.

Alison Tanaka, discussed collaboration vs competition and asked if they would split funding between these two buckets? Caleb noted that they would, but would need to decide what the region-wide projects are and consider if they would need to make that decision before they review what is left for other projects. Alison suggested choosing all the projects now until funding is available. Caleb noted that they had done that already and had the funding is available, but would need to communicate at the federal level what they could draw down over time.

Stacy noted that they had discussed nonprofit and public/private partnerships and asked which types of projects they envision for the two categories. Caleb noted that the TSMO Safety Tool box could be applied to that in terms of new technology and how that gets built into the application. Stacy mentioned that funding is a concern since they are trying to broaden their options, but that traditional TSMO funding would not cover items like sidewalks. Caleb stated that what is in the Regional TSMO Strategy could involve street lighting, however there might be things like Complete Streets where TSMO would intersect, for example a transit stop with travel information.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:50 p.m. The next meeting will be held online on August 10, 2022.