

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday September 14, 2022, 1 to 2:30 pm, online

Attendees:

Adrian Pearmine	DKS
AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Basem Elazzabi	PSU
Bikram Raghubansh	City of Portland
Caleb Winter	Metro
Carl Olson	Clackamas County
Grace Stainback	Metro
Iona Cosma	Clackamas County
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
John Fasana	Washington County
Kate Freitag, Chair	ODOT
Matthew Flodin	Metro
Mike Burkhart	ODOT
Nick Fortey	FHWA
Scott Turnoy	ODOT
Shaun Quayle	Infix
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Tina Nguyen	City of Beaverton
Will Farley	City of Lake Oswego

Introductions and Announcements

Caleb asked the committee for announcements and project updates. Chair Kate Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1:05 p.m.

'round the Table Updates

- Caleb Winter with Metro discussed correlating hard-braking activity with crash occurrences on Interstate construction projects in Indiana. He noted that there is approximately one crash per mile for every 147 hard-braking events. He suggested that hard-braking event data be used by agencies for further evaluation to help identify emerging work zone locations.
- Caleb announced that Transportation Incident Management (TIM) Coalition's annual conference will be on Wednesday, September 22 in Salem, Oregon.
- Tammy Lee with PORTAL provided a map and announced that they are finished with the second TriMet visual.
- Bikram Raghubansh with the City of Portland noted that they are wrapping up eight miles of fiber installation on the NE Columbia project. Additionally, they are reviewing bids for the Airport Way project and that the Barbur Blvd Intelligent Transportation Systems (ITS) project will have notice to proceed on bids this week, following approval ODOT.
- Alison Tanaka with the City of Portland noted that Central signal Systems had reinstalled software on their server and are using several test intersections to evaluate a Kinetic Signals feature.
- Mike Burkart with ODOT announced that the Cooperative Telecommunications Infrastructure Consortium (CTIC) will be held September 21.
- Caleb announced that the ITS Network Management Team meeting will be on October 26.
- Chair Freitag announced that the 212/224 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project is in construction. Radar installation will coordinate with Clackamas County. They are anticipating full implementation end of the year. Further, the Corn Pass ATCMTD project will begin the ODOT portion of construction. Per Scott Turnoy with ODOT, the I-5/I-205 project is still in procurement, and they are working on Transportation System Management Operations (TSMO) ATC conversions.
- Carl Olson with Clackamas County announced that they have noticed to proceed for the TSMO STC project. The Freight ITS project Phase 2A has shifted to November due to a struggle in procuring materials. Further, they are scoping Phase 2B. Finally, the Canby Ferry ITS plans have been received. They will begin advertising in November.
- John Fasana with Washington County stated that work on Cornelius Pass is underway, and they are moving forward with the Durham Adaptive project for implementation by end of October. He also noted that the Grahams Ferry Overheight project is nearly complete, and they are working on final wiring and configuration.
- AJ O'Connor with TriMet stated that they are doing last minute checks for the Division Transit project opening on Saturday, September 17. Sunday September 18 they will begin paid service for FX. AJ Thanked TransPort attendees for their support and expertise in ensuring project would be a success. Adrian Pearmine with DKS also noted that there are other corridors that could be future options for FX and suggested partnering with TriMet and ODOT.
- Jim Gelhar with City of Gresham noted that they had an issue with the Transit Service Provider (TSP) system, which was locking in calls during TriMet FX test phase, resulting in delays on side streets. He thanked the Portland Bureau of Transportation (PBOT) for writing code to fix this issue.
- Chair Freitag noted that Bob Hard with Southwest Washington Regional Transportation Council (SWRTC) had retired. His position will be taken over by Dale Robins. Further, Mark Northrup will coordinate with CTIC and network management.
- Caleb noted that the metro TSMO Strategy had been referred to by the Florida Center for Urban Research as an example of relationship building and performance measures. Additionally, the

Joint Policy advisory Committee on Transportation (JPACT) had reviewed the flex fund process and allotted TSMO funding at \$6.9M. Ted Leybold with Metro noted that the funding is important for the group for the next sub-allocation of TSMO projects. New funds were also approved for the carbon reduction program. These funds will come through Metro for and can be used for TSMO projects and program as well.

Defining Key TSMO Corridors

Caleb Winter and Grace Stainback with Metro provided presentations on the Regional Mobility Policy Update. The update will include system completeness, among other mobility measures. Part of system completeness will be a mapped reference to identify key corridors that will feed into an updated TSMO network map in the 2023 Regional Transportation Plan.

Grace covered the project purpose, which expands on current measurement options to update the mobility policy by defining and measuring mobility for the Region 1 transportation system. Additionally, it makes recommended amendments to the Regional Transportation Plan (RTP) and Oregon Highway Plan Policy 1F for the Portland area. Currently, they are wrapping up phase one and going to phase two with action items to be implemented.

Further, she noted the potential applications of the measures that had been tested as a target in planning, in which they define the complete transportation system and set standards based on what the plan is able to achieve. Additionally, Grace stated that they would identify if there were a measurable change in performance compared to the standard. She also noted that if there was significant impact, they would identify where to mitigate.

Grace discussed TSMO system completeness as planning for infrastructure and programs and maintaining system compatibility, as called out in the Regional ITS Architecture Plan and TSMO strategy. She also noted the plan amendments as those impacted facilities within a ½ mile routing from site from all directions. This includes gaps in ITS infrastructure along TSMO key corridors as defined by the TSMO strategy, the Regional Transportation Plan (RTP), and ITS projects as identified by TSPs.

Caleb talked about updates to TSMO key corridors for stakeholder review based on direction from the RTP, TSMO system maps, I-84 Multimodal Integrated Corridor Management, and the Clackamas Connections ICM. He also covered performance measures and the alignment with other plans, policies and processes for the transportation plan, safety strategy, mobility policy, emergency route planning, equity, and congestion and asset management.

Further, Caleb noted the Federal Congestion Management Process 23 CFR 103 National Highway System, Throughway Congestion Management and Transit Reliability, and the Next Generation Transit Signal Priority. He touched on the interactive map tools and data sets currently in use, such as PORTAL, and reviewed the 2021 TSMO Strategy items. giving examples of potential problems that TSMO management and operations in key corridors would respond to.

Caleb also provided a list of key corridor needs that outlined high-level communications that are usable and applicable across the transportation system, such as digital infrastructure, managed facilities coordination of system management, and active traffic and safety. Finally, he discussed details to help coordinate efforts through data communication and signalized intersections.

Caleb asked what thoughts this might inspire ahead of the upcoming workshop and questioned where they want to manage facilities, highlighting active transportation and safety as an important part of the discussion.

Scott Turnoy with ODOT mentioned the I-5, I-205 and I-84 corridors and asked how they should be thinking about those in terms of setting up corridors for the next phase of planning. Caleb noted that they are pulling together what and where they need to identify regional and local needs. Bassem Elazzabi with Portland State University (PSU) noted that they may end up having cluttered data sets. He suggested that they develop a map with different types of data sets in which the user can decide what they need. Caleb noted that they have capacity on sharing options and data throughout multiple agencies. He also suggested using Oregon Household data but noted that they need more information on origin and destination within a specific travel shed. Caleb asked committee members get back to him with additional information and advised that he will have more scoping information for the upcoming workshop. Next steps are identifying key corridors.

Open Discussion on Funding Opportunities

Chair Freitag noted that Letters of Intent (LOI) are due in a week for TSMO Strategy project solicitation. Caleb asked if there was anyone who would like to share additional information. He reviewed the project solicitation background information and timeline and reminded the committee that collaboration could lead to foundational investments and a consensus on investment in the 2021 TSMO Strategies that provide region-wide benefits. Caleb encouraged them to develop their intergovernmental agreement (IGA), scoping and Unified Planning Work Program (UPWP) entries as soon as possible.

Caleb asked what projects attendees might have lined up, or are interested in. Bikram with City of Portland stated that he is working with at City of Gresham on Stark and Burnside to make it TSP ready. AJ noted that TriMet will look at future corridors as well, noting that Division is just the start. Alison Tanaka discussed the Central Signal System fiber network and performing an assessment to make it more robust. She noted that coordination with agencies would be time consuming, taking a year or more. She asked if there will be another funding opportunity next year.

Caleb stated that the next TSMO funding opportunity would be three to four years out. He encouraged her to determine what level of detail they would need to submit a LOI this fall. Carl Olsen with Clackamas County suggested that they issue a basic LOI and submit a formal letter from the county within the next two months. He noted that this could also connect with the City of Portland signal systems for future purchases.

Carl will submit a LOI with priority focused on corridors from the TSMO strategy equity piece that require bike and ped safety at signalized locations. Additionally, they would like to install right turn signals to help reduce ped and bike conflicts and install signals in areas where there are high incidence of red light running. Caleb also suggested a project with TriMet in which they provide real time transit arrival information. Finally, Caleb asked if there were any additional questions on LOI and reminded the committee that he had time on his calendar for additional discussion.

Adjourn

Chair Freitag asked if there was anything additional to announce to the group. Caleb asked if anyone would be attending the ITS Work Congress. Shaun Quayle announced that he would and will update the committee at the next TransPort meeting.

There being no further business, Chair Freitag adjourned the meeting at 2:25 p.m. The next meeting will be held online, October 12, 2022.