

TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday March 8, 2023, 1 to 2:30 pm online

Attendees:

AJ O'Connor, Vice Chair	TriMet
Alison Tanaka	City of Portland
Bikram Raghubansh	City of Portland
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Low	City of Hillsboro
Christopher DeLorta	??
Dennis Mitchell	DKS
Dustin Ross	ODOT
Iona Cosmas	Clackamas County
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Joe Kirkland	Washington County
John Fasana	Washington County
Kate Freitag, Chair	ODOT
Katherine Bell	ODOT
Mike Burkhart	ODOT
Scott Langer	WSDOT
Summer Blackhorse	Metro
Susie Serres	ODOT
Tammy Lee	PORTAL
Ted Leybold	Metro
Will Farley	City of Lake Oswego

Introductions and Announcements

Chair Kate 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 discussed lessons learned from the recent snow and ice storm and asked how people traveled to stay safe and how the storm impacted local transportation agencies.
- Dustin Ross with the Oregon Department of Transportation (ODOT) and interim Traffic Incident Management (TIM) noted that they would hold their yearly meeting (to include electric vehicle crash training) in September. Further, he discussed incidents related to the recent winter storm. Scott Langer with the Washington State Department of Transportation (WSDOT) mentioned that there was an opportunity for them and ODOT to work better on their communication during storms, in terms of creating a patch or frequency sharing.
- Bikram Raghubansh with City of Portland gave an update on several projects. The Airport Way Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) is under construction and the Barbur Blvd Intelligent Transportation Systems (ITS) project contract will be executed by end of March. He also noted that during the winter weather, seven variable messaging signs (VMS) signs were nonfunctional. They are working with the contractor to assess the issue.
- Alison Tanaka with the City of Portland and Central Signal Systems announced that they provided training for regional partners on Kinetic Signals and are looking to get other agencies access. Further, she noted that they need to change the network information on the ECS used to communicate with controllers and other agencies.
- Mike Burkhart with ODOT, talked about the new 911 center and noted that the next Cooperative Telecommunications Infrastructure Consortium (CTIC) meeting will be held on March 15.
- Caleb announced that the next ITS quarterly network update would be held on April 26. AJ O'Connor with TriMet noted that there is an earlier meeting on March 21 to discuss using the ITS network and Paolo Alto fire wall for next gen signal priority. Caleb also mentioned that WSDOT was out of the ITS network so they can be on the SR14 project.
- Chair Kate Freitag with ODOT, announced that the ATCMTD Projects are complete, and they are beginning evaluations. Further, ODOT will begin evaluating the I-5 Active Traffic Management (ATM). Finally, they will reduce the budget for the OR8 fiber project.
- AJ discussed possible next gen TSP expansion on McLoughlin and will need consensus on pursuing funds for this project. Carl Olson with Clackamas County asked him to contact him for signal support. Further, he stated that he is responsible for the radio system at TriMet and noted that all regional governments use APCO P25 to communicate, which should make connecting during winter weather and outages easier. Finally, he mentioned that TriMet also had issues during the snowstorm and would like to discuss how there may be a better way to share info and coordinate transportation efforts during inclement weather.
- Carl Olson noted that the Freight ITS phase 2A project was nearing completion, the Canby Ferry project opened for bid this week, and ODOT is working on the IGA for the second phase of the freight project nearing completion. Finally, he mentioned the plans for Oregon City Arts project go should go to bid next month.
- John Fasana with Washington County introduced their new traffic engineer, Joe Kirkland. John also announced that the Durham Adaptive project was almost complete and that they are working on an after study. Further, the ATCMTD project on Cornelius Pass is in the works and the ATC controller conversion project is ready to begin.

- Scott Langer with WSDOT noted that they had applied for a grant to expand their virtual coordination center that pulls together CAD systems for emergency communications and transit and are looking to expand state-wide. He also noted that they are beginning construction on SR14 to add a shoulder lane. Further, he mentioned that there were delays in their shared signal operations and that they are struggling with hiring for an engineering position.
- Chair Freitag with ODOT noted that TransPort would begin taking nominations for Vice Chair. She asked committee member to review the committee by-laws for the position. Qualifying nominees must be from a regional agency, specifically Metro, ODOT or TriMet. Ted Leybold with Metro nominated AJ O'Connor to continue to serve as Vice Chair. Chair Freitag and Caleb stated that they will nominate in April and reminded the committee that they can take nominations any time.
- Caleb announced that they had received 12 applications from the Transportation Systems management and Operations (TSMO) solicitation. They have a review team made up of public and community representatives that will make recommendations to TransPort on April 15, and the Transportation Policy Alternative Committee (TPAC) May 5. Available funds are in the amount of \$12.2M, with the overall requested amount reaching over \$14M. Caleb noted that they had also received a total of 14 Letters of Interest (LOIs).

2023 Regional Transportation Plan: TSMO Update

Caleb Winter with Metro discussed the Regional Transportation Plan (RTP), a document that contains policies to guide long-range planning. Caleb shared chapter three of the plan that covers TSMO policies in the RTP and what has changed since the 2018 RTP. Caleb noted that the changes to the policy align with the 2021 TSMO strategy adopted by the Metro Council in 2022. Changes include references to transportation demand management (TDM) and parking policies as they relate the TSMO. The policies are:

1. Managing the transportation system for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety, and reductions in carbon emissions.
2. Taking actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.
3. Optimizing operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.
4. Providing real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses, and freight movement.
5. Improving incident detection and clearance times on the region's transit and motor vehicle networks to reduce the impact of crashes on the transportation system.

Caleb noted that draft policy four will update and respond to barriers that can be overcome with traveler information used for aiding people to find and use the most sustainable affordable and safest option. The 2021 TSMO Strategy includes actions to ensure investments and the creation of traveler information is done with community involvement supportive of racial equity.

In response to committee questions, Ted Leybold noted that chapter three was just the policy piece for the regional plan and that this piece would provide overall policy direction for activities at the regional level and local system plan updates. He stated that agencies at the regional and local level should follow the plan but scale it to their needs as a city or county. Further, he noted that anyone submitting a financially constrained project lists would need follow federal requirements. Additionally, projects applying for

federal funding suballocated through TSMO, or funding or through a federal discretionary grant, would need to define the project in the RTP. Ted also stated that ITS elements should be incorporated into the project for larger capital projects in order to get funds from the ITS type improvements bucket or the ODOT operations bucket.

Ted also noted that the section for tolling pricing now has a new policy sub-section. Metro staff are working to forecast what revenue might become available through that section and will work it into their financial constraint calculations. Caleb and Ted noted that the RTP will hold a public comment period late spring or early summer and encouraged the committee to provide edits and updates to the draft TSMO policy.

Caleb also reviewed a long-range TSMO map and asked if there were other items to add that would make it more complete in terms of the tools used and system management. He noted that the map will be implemented into the Regional Mobility policy. The timeline to complete the map is May or early June.

The committee suggested adding VMS signs, arterial management, frequent transit network, frequent bus lines, transit signal priority, and any missing operations centers. Chair Freitag discussed adding police centers to cover communications gaps and fiber locations but called out safety and security concerns for a public facing map. The committee also discussed how these elements might clutter the map and how best to mitigate that. Caleb will come back to TransPort with additional map options and updates.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:25 p.m. The next online meeting will be April 12, 2023.