

TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday March 13, 1-2:30 p.m., online

Attendees:

AJ O'Connor (Vice Chair)	TriMet
Ali Razmpa	Kittelson
Alison Tanaka	City of Portland
Andrew Brown	ODOT
Bassem Elazzabi	PSU/TREC
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Fehr & Peers
Colette Mitrenga	HDR
Dennis Mitchell	DKS
Dustin Ross	ODOT
Eliot Rose	Metro
Grayson Isbell	ODOT
Ioana Cosmas	Clackamas County
Jim Gelhar	City of Gresham
John Fasana	Washington County
Kate Freitag (Chair)	ODOT
Maggie Lin	DKS
Matt Dorado	Washington County
Michael Southwick	WSDOT
Mike Burkhart	ODOT
Nick Fortey	FHWA
Scott Langer	WSDOT
Shaun Quayle	INRIX
Summer Blackhorse	Metro
Tammy Lee	PSU/TREC
Ted Leybold	Metro
William Farley	City of Lake Oswego

Introductions and Announcements

Chair Kate Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1:02 p.m. She asked for introductions and announcements.

'Round the Table Updates

- Caleb Winter with Metro provided a safety update on new controllers and radar that would enhance traffic safety in intersections, specifically southeast Powell Blvd.
- Dustin Ross with ODOT noted that the next Traffic Incident Management (TIM) Coalition meeting would be held September 24 and 25, 2024, and mentioned that they may not have enough staff to complete a five-hour training session. Further, he shared that they had purchased new efficiency and safety equipment but was having difficulty finding a contractor to install it.
- Tammy Lee with Portal shared that they are working on the pedestrian estimated volume project with ODOT and Washington County.
- Alison Tanaka with the City of Portland and Central Signal System noted that they are waiting for the next version of Kinetic signals to be released.
- Mike Burkart with ODOT noted that the next Cooperative Telecommunications Infrastructure Committee (CTIC) bi-monthly meeting would be held March 20.
- Caleb mentioned that next Intelligent Transportation Systems network (ITS) team meeting would be held April 24.
- Chair Freitag noted the completion of the Transportation Systems Management and Operations (TSMO) grant project and discussed scoping of the Cornelius Pass project. Andrew Brown with ODOT gave an update on the Integrated Carbon Management project that is nearing completion.
- AJ O'Connor with TriMet announced that the intergovernmental agreement (IGA) for Transit Signal Priority (TSP) had been completed and signed.
- Caleb announced Metro's recruitment of a Transportation Planning and Policy Director and that Metro had hired Tracey Lam to be the Planning, Development and Research Equity Program Manager. Ted Leybold with Metro shared updates on the Rose Quarter project, which received a \$450 million grant and discussed the challenges faced by Governor Kotek's decision to halt the Regional Mobility Pricing project.
- Carl Olson with Clackamas County gave a brief update on the TSMO ATC conversion, Sunnyside ARTS, and the Freight Phase 2 projects. He also discussed a grant funding opportunity focused on protecting vulnerable users. Finally, he covered their work with ODOT to integrate cameras into their video management system to improve TripCheck images and discussed the deployment of over 100 cameras in the county.
- John Fasana with Wahington County covered future updates to their ATC controllers.
- Alison Tanaka with the City of Portland noted that they are adding new wireless devices and developing performance measures for multimodal users, providing signal modifications, and procuring new cameras. She also announced that Bikram Raghubansh would be covering for her while she is away this summer.
- William Farley with the City of Lake Oswego briefly covered signal modifications and the procurement of new cameras.
- Scott Langer with the Washington State Department of Transportation (WSDOT) discussed the surge in intoxicated drivers hitting road workers and the increase in wrong way driving in southern Washington. Scott also discussed the ongoing efforts to find a system that can alert drivers without causing false calls. Finally, Michael Southwick with WSDOT mentioned that they

are in the process of implementing their Q-Free system in Vancouver and Clark County and expect it to be operational by mid-summer.

Status Update on 500 Traffic Signal Upgrades

Caleb shared a map showing locations of the upgraded traffic controllers and those still in need of upgrades. He emphasized the importance of focusing on traffic signals and the benefits they bring. Caleb asked for updates from various agencies on the deployment of ATC funding.

Carl shared that they had encountered issues with procuring the necessary controllers but were working on a source for procurement. Carl also highlighted the benefits of using ATCs to increase flexibility and the ability to prevent unnecessary waits for left turns, which reduce delays at intersections. He also emphasized the significance of these controllers along Line 33 and their role in ensuring smooth operations.

Caleb discussed advantages of replacing Legacy equipment to facilitate remote work and avoid maintenance issues. Matt shared Washington County's plans to conduct 64 of their 105 controllers in-house and outsource 71. He touched on the recent introduction of a temporary split phase system and the near completion of traffic signal conversions. Matt also shared that Scott's team was working on new controllers, as well.

Chair Freitag reported that out of the original 85 controllers, 109 have been completed and that they now have a total of 325. She also highlighted the advantages of TSP and the ongoing work to standardize controllers for all devices. Finally, Alison reported on the status of the traffic signal system in Portland and the benefits of ATCs.

Letter of Commitment for Carbon Pollution Reduction Grant (Action Item)

Chair Freitag introduced the Carbon Pollution Reduction Grant (CPRG) that TriMet and Metro are collaborating on. Caleb briefly discussed the Letter of Commitment for TriMet, in collaboration with Metro. TriMet and Metro are working on the grant application to bring more resources to the deployment of Next Generation Transit Signal Priority (Next Gen TSP). He noted that the Environmental Protection Agency (EPA) required Metro and regional agency partners to develop a Preliminary Climate Action Plan to identify good candidates for implementation grants.

The committee discussed the plan and its potential implications for transportation and solid waste projects. Caleb mentioned that four projects were being proposed for implementation, one of which was related to transportation and another to energy projects. The committee also discussed the need for upgrading controllers and establishing communication systems but noted that there was uncertainty about which transit lines would receive funding. However, they agreed that the funding should target areas where reliability issues were most impactful. Finally, they discussed the range of the requested budget, which was estimated to be between \$8 and \$15 million.

Caleb also highlighted potential discussion for the April TransPort meeting about climate benefits, including estimating carbon emissions reductions from signal re-timing. He mentioned updating a roster for agency Transportation Policy Alternatives Committee (TPAC) members that maps information for improved safety and signal priority and includes a request for information about transit corridor projects and safe streets grants.

Chair Freitag raised a concern about the grant covering the staff time needed for the project. Carl confirmed his support for the project, while AJ mentioned they were documenting the setup work done by PBOT and others for the project. Caleb noted that there was no financial commitment involved at this time.

Action:

Caleb announced that the committee had a quorum and covered the language for the motion, “Specifically, should TriMet receive this grant, TransPort is committed to:

- Participate in CPRG Next Gen TSP projects from start to finish.
- Assist in the design by sharing existing systems engineering for Next Gen TSP and supporting more city and county operators through implementation.
- Continue effective performance of the projects by collecting and sharing metrics established by the first transit line, FX-2 Division, in service with Next Gen TSP since September 2022.”

Chair Freitag asked for a motion to approve the Letter of Commitment for the Carbon Pollution Reduction Grant. Carl Olson with Clackamas County made a motion to approve the Letter of Commitment for the Carbon Pollution Reduction Grant. John Fasana with City of Lake Oswego seconded the motion.

Chair Freitag asked for a show of hands in favor of the motion. The committee passed the motion unanimously to approve the Letter of Commitment for the Carbon Pollution Reduction Grant without further discussion.

Adjourn

Chair Kate Freitag asked if there were additional announcements for the good of the order. There was none. There being no further business, Chair Freitag adjourned the meeting at 2:24 p.m. The next online meeting will be held on April 10, 2024.