Agenda Item Number
9.A.

MPO Applications to ODOT Transportation Operations Innovation and Demonstration Program

Presenter: Byron Vanderpool

Action Recommended: Endorse Project Applications

Introduction

ODOT issued a solicitation in April for projects to be funded through their "Transportation Operations Innovation and Demonstration Program." This program will provide $8 million in state and/or federal highway funds for projects that reduce congestion and/or improve freight mobility on the Oregon State Highway System through use of systems operations and management strategies and technologies. Projects can be situated on local roads but must benefit the state system.

This is a demonstration program for projects that utilize implementation-ready technology and procedures, and that demonstrate a concept or technology that improves the national state of the practice for transportation operations; that demonstrate a concept or technology that is new to Oregon; or that has is being expanded to other parts of the state.

There is no match requirement. Funding will be available in October 2008, and can only be used for this program.

The deadline for applications is June 30. Within MPO areas, an application must be endorsed by the MPO. Unfortunately the timing of the applications is such that we are unable to take this before the MPC at their next regularly scheduled MPC meeting on July 10. It is for this reason we are requesting the LCOG Board, in its role as the Central Lane MPO, to endorse these applications.

Staff are working with ODOT to describe projects within the MPO area that are suitable for this program. Applications are being completed, and we anticipate providing the Board with additional information via e-mail in advance of the Board meeting. The following are the summaries available as of the date of this memo.

There will be four project applications:

1) Lane County: Install a variable message sign, traffic sensors, cameras and other communication components on Delta Highway northbound, just south of Goodpasture Island Road exit. This project is to address safety issues in this area. Estimated cost is $1.5 M- $2 M.

2) ODOT: Purchase and use real-time data from vehicle probes operating within the MPO area to provide travelers with real-time maps of congestion through the TripCheck web site, through the 511 system, and on installed variable message signs. These data and displays will also be available to the MPO for congestion management planning and project prioritization. Estimated cost is $500K-700K.

3) LTD and LCOG: Utilize LTD buses as vehicle probes to provide real-time data on congestion within the MPO area. These data will be provided to the ODOT TripCheck web site, to the 911 tactical system, and to the MPO. As with ODOT's project, travelers will access the data through the TripCheck web site and via real-time messages on variable message signs. The MPO will obtain the data and develop analysis and display products that will facilitate planning and project prioritization. This project complements the ODOT project in several ways - the results can be compared to evaluate the utility of one approach over the other, and, combined, the data will cover both local and state transportation facilities to give a more comprehensive picture of traffic conditions and trends. If successful, bus probes will be a more cost-effective approach for long-term monitoring. Estimated cost is $500K - $700K.

4) LTD: Vehicle Assist and Automation on LTD's EmX system. LTD’s EmX system was originally envisioned to include an automated vehicle guidance system. This system includes lane keeping and precision docking. Lane keeping, as the name implies, is a system that guides the vehicle in its travel between stops. This has the benefits of reducing lane widths and smoother travel. Precision docking allows the transit vehicle to pull up very close to the boarding platform, much like a train. This improves accessibility (particularly for disabled persons) and reduces the time a spent boarding and deboarding passengers. Both these elements make the system more “rail-like”.

LTD together with CalTrans, the University of California, and AC Transit has recently been awarded a federal grant to demonstrate, on a limited basis, vehicle guidance in the Franklin EmX corridor. The additional funding sought in this proposal will provide for the addition of real-time speed advisory between the traffic signal and the EmX to permit drivers to adaptively adjust their speeds and thereby reduce vehicle conflicts and improve performance. The project will also include a complete evaluation of the benefits and deployment value of this technology. The amount of funds requested in this proposal is still being finalized, however it is anticipated to be in range of $350K-$500K.

Action Requested:

Authorize the LCOG Board Chair to sign the application endorsements.