

## APPENDIX 2 ODOT INTERVIEW NOTES

### ***Responses to Questions by:***

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**Coordination**—The key to any coordination is a good working relationship among agencies. In this Region the agencies have formed a regional committee (TransPort) that meets regularly on ITS issues, funding, and project coordination.

***Question 1:*** Any communication or coordination problems between stakeholders/project team members?

***Response:*** Coordination was good between the agencies. The City and ODOT have had a long history of working well together on many projects. Past experiences working together and good relations between City and ODOT staff members helped make the project a success.

***Question 2:*** Were there any miscommunications concerning the project's goals and the roles and responsibilities of each project partner.

***Response:*** No problems. The roles and responsibilities of each team member were very clear throughout the project, in part due to the way the work was divided between the agencies. The project was specifically split so that ODOT took care of work on their systems and PDOT took care of work on their systems.

A number of meetings were held at key points in the project which helped to make sure all team members understood what tasks they were responsible for, could provide their input on the project, and that they were happy with the direction the project was taking.

The way that the project was initiated also helped in terms of having a shared vision for the project. The project was originally initiated through Transport. As part of the Transport team, the City had submitted the project as one of a number of potential projects that could help benefit the Region. The Transport team reviewed all of the potential projects and the Barbur/I-5 project was selected as one of the projects identified to be most beneficial for the Region. It was then included as part of the grant application and came to fruition when the grant was awarded. Going through this review process helped in the creation of a shared vision for the project, not only between just ODOT and the City, but with all the regional jurisdictions involved in Transport. It allowed for a vision that was focused on creating benefits for not only on the sections of the roadway where project was being installed, but for the Region as a whole. The infrastructure and concepts implemented through the I-5/Barbur project are not only being used for the project, but are/will contribute to other existing and future projects as well. Conversely, the team was able to use infrastructure funded through other projects for this project as well due to the advance planning and coordination. There are plans to implement the Project developed strategies for diverting traffic between parallel freeway/arterial corridors on other roadway corridors as well.

### **MOU/Interagency Agreements**

***Question 3:*** Was an MOU put together for this project?

**Response:** No MOU. May potentially follow up with one but its not really needed. ODOT and the City have always had a history of working well together and both agencies have a good understanding of the responsibilities and rights of each agency.

### **Funding/Budget**

**Question 4:** Were there any funding issues that came up?

**Response:** Not really. We didn't budget enough for the plan itself but we only needed approximately \$10,000 more and were able to redistribute project budget to provide additional money for the plan.

**Question 5:** Were any innovative funding techniques used for project?

**Response:** Reusing some existing cameras that were salvaged from a freeway project. This saved some money, though cameras are not that expensive so it didn't reduce costs significantly.

What really helped out was that a lot of the equipment such as cameras and VMSs needed for this project had been funded/identified and installed as part of other projects. This was possible due to the good regional planning and cooperation as mentioned during the response to Question 2.

### **Contract**

**Question 6:** Any difficulties creating, signing, approving contract agreements between City, ODOT, Consultants, Contractors, FHWA?

**Response:** Not really, just the usual time it takes paper work to go through the process.

### **Schedule**

**Question 7:** Was the project completed within schedule?

**Response:** There were some project delays though nothing substantial.

### **Standards and Protocols**

**Question 8:** Any standards and protocols compliance issues?

**Response:** The CMS's proposed on Barbur Boulevard did not comply with ODOT standards for CMSs. As a compromise, it was agreed that it would be acceptable for the City to install the non-ODOT-compliant VMSs along Barbur Boulevard provided that the City would be responsible for maintaining the signs.

### **Staffing**

**Question 9:** Any issues determining staffing required for operating and maintaining the system?

**Response:** It was fairly easy to determine the staffing for the system. There aren't any TMOC operators working at the City during the evenings and weekends so having ODOT operate the system during those times was an easy decision. During the weekdays, ODOT would call the City and the City would implement signal timing changes to their intersections.

## **Technical Problems**

**Question 10:** Any difficulties integrating new systems with existing legacy systems/software, or between different jurisdictional systems?

**Response:** Not really. The VMS sign system NTCIP driver is not yet installed, but soon will be. Have not really had a chance yet to test system to see if it helps improve traffic as there really haven't been any accidents since the system was operational.

## **Overall**

**Question 11:** What would you do differently if you could do the project over again?

**Response:** It may have been beneficial to take a more regional look at where to install the equipment (i.e. VMSs, cameras, etc.). One other location where it may have been beneficial to install a CMS was at was further south on 99W near the OR 217 intersection. However, this intersection would have been the only location where equipment would have been installed outside City limits. Because of the way the project responsibilities were split where ODOT and the City would each be responsible for installing equipment on each of their facilities, it would not have been easy to install equipment at the 99W/OR 217 intersection. The City of Portland can not construct outside of the City limits so if equipment had been installed at that intersection, ODOT would have had to do it (and it would have been the only location where ODOT would have installed a CMS).