TransPort / draft summary

TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC)
Thursday May 14, 2025, online 1 to 2:30 p.m.

Attendees:

AJ O'Connor	TriMet
Adrian Pearmine	STV
Andrew Brown	ODOT
Basem Elazzabi	PSU/TREC
Bikram Raghubansh (Vice Chair)	PBOT
Caleb Winter	Metro
Cara Belcher	TriMet
Carl Olson	Clackamas County
Chris Grgich	Fehr & Peers
Dongmei Lin	City of Beaverton
Grayson Isbell	ODOT
Ioana Cosma	Clackamas County
Jabra Khasho	City of Beaverton
Jean Senechal Biggs	Metro
Jeremy Ward	P3Mobility
Jessica Martin	Metro
Jim Gelhar	City of Gresham
Joel Rabinovitz	DKS Associates
John Fasana	Washington County
Jonathan Rand	City of Gresham
Kate Freitag (Chair)	ODOT
Lacy Bell	Nelson Nygaard
Luke Norman	TriMet
Mike Burkhart	ODOT
Miriam Hanes	Metro
Monica Harwood Duncan	Citizen Engineers
Nick Fortey	DKS
Pam O'Brien	DKS
Randy Johnson	DKS
Samuel Inoue-Alexander	HDR Inc
Scott Turnoy	ODOT
Tammy Lee	PSU/TREC
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. There were no announcements.

'Round the Table Updates
- Caleb Winter with Metro gave a safety update. He noted that Metro staff continue to meet to discuss Safe Streets for All (SS4A) grant funding and the upcoming June deadline. He also asked that attendees reach out to him if there are intersections they are operating.
- Caleb gave an update on the Transportation Incident Management (TIM) Coalition, noting that the yearly meeting was cancelled due to budget uncertainty. For TIM training inquiries, reach out to Dustin Ross.
- Tammy Lee with PSU PORTAL gave an update on the new Eco Counter being developed. She noted that the older version is being phased out and that Eco Counter will begin charging for API access. Going forward, an agreement is being worked on with Eco Counter for statewide API access. Tammy also noted that ODOT and other agencies may contribute funds for this. Additionally, she stated that the first Community Based Advisory Committee will begin in June and that the next PUG meeting will be held on June 5. Further, Tammy stated that ramp data had been added to the new stations page and a buffer index would be added once travel time is updated. Finally, she noted that there would be two REU students for the summer term working on the "You Only Look Once" model.
- Bikram Raghubansh with the City of Portland, gave an update on Central Signal Systems. He noted that they continue to have issues, but that the next release will address four major system bugs.
- Grayson Isbell with ODOT, announced that the next Cooperative Telecommunications Infrastructure Committee (CTIC) meeting will take place on Wednesday, May 21, 2025.
- Caleb gave an update on the Intelligent Transportation Systems (ITS) Network. He announced that the State will replace the equipment that connects agencies around the region. Once the switches are received, TriMet will configure and install them this summer.
- Jean Senechal Biggs with Metro discussed the ongoing Regional Flexible Fund Allocation (RFFA) process, noting that Metro staff are working towards a package for the three year allocation.
- Carl Olson with Clackamas County announced that Joe Merrick is retiring on June 18. They will have a celebration at the County on Monday, June 16, at 2 p.m.
- Jim Gelhar with Multnomah County noted that they are working with TriMet and will update four traffic signals on Division for Better Bus.
- Nick Fortey with Federal Highway Administration (FHWA) announced that Nathaniel Price retired on May 9.
- Jabra Khasho with the City of Beaverton gave an updated on the Washington Square Adaptive Project.
- Dongmei Lin with the City of Portland announced that City and ODOT are developing an IGA for the Smart Detection and LPI project.
- Chair Freitag covered the Advanced Traffic Management (ATM) installation and noted that I-5 has some projects in construction. She also pointed out that there will be freeway closures this summer. Further, she discussed construction delays on TV Highway and the fiber installation project for 217 to I-98.

Transit Signal Priority at SCATS Intersections

Caleb introduced Randy Johnson with DKS who gave an presentation on cloud-based Transit Signal Priority (TSP) at Sydney Coordinated Adaptive Traffic Systems (SCATS) intersections. He noted that options are limited and that they are in need of a regional discussion for operating and integrating both. Through Better Bus and a Transportation System Management and Operations (TSMO) Program partnership, consultants and agencies are exploring options to improve transit reliability at traffic signals.

Randy stated that TriMet's FX2 Division bus line used cloud-based TSP and showed that reliable results could be achieved through machine learning. Additionally, TriMet, Beaverton, Clackamas County and Washington County will soon pilot cloud-based TSP to prepare for future transit investments. Currently, there are several cities that operate SCATS that algorithmically adjust to traffic volumes. However, while SCATS improves general traffic system reliability, it is incompatible with the regionally selected cloud-TSP solution. Partners are discussing various solutions for providing TSP across all systems in the region.

The committee discussed the work done by DKS and the partnership with Better Bus and TriMet,. They referenced past discussion about the evolving TSP system, a successful pilot program, and the regional system rollout. Additionally, they highlighted the challenges with the SCATS adaptive system and the need for a communication standard like NTCIP 1211. They also discussed prioritizing transit operations in Gresham, Beaverton, and Tualatin.

Further, Randy covered the challenges and potential solutions for integrating SCATS and TSP systems. He highlighted the limitations of the current infrared system and the need for a more efficient solution. Randy presented various alternatives, including a non-cloud-based and cloud-based TSP system, and fully replacing it with a 1211-compatible system. He also discussed the potential costs and vendor willingness for each option and suggested further studies to understand the benefits and compatibility of these solutions with existing systems. Finally, Randy discussed the potential need for advanced detection in certain approaches.

Jeremy Ward with P3Mobility asked if the new SCATS Priority Engine had been considered. Caleb and Randy discussed the Tualatin project, the Attain grant, and the integration of SCATS. They also covered the need for a regional planning system and the potential for a new version of the web portal for system monitoring.

TSMO Program Work Ahead
Caleb discussed future work for the TSMO program. He reviewed the tasks associated with the program, including providing training to TSMO partners, TSMO program evaluation, and developing a Memorandum of Understanding (MOU). Further, Caleb mentioned the need for resources to implement these tasks as well as additional training for new members. John Fasana with Washington County suggested standardizing performance measures for TSMO projects, with the committee agreeing to further discuss this option. Caleb asked the committee for additional feedback and input on the tasks discussed.

Adjourn
There being no further business, Chair Freitag adjourned the meeting at 2:30 p.m. The next online meeting will be held, June 11 at 1:00 p.m.

Meeting summary respectfully submitted by Miriam Hanes and Jessica Martin,
edited by Summer Blackhorse.