# Western States Rural Transportation Consortium (WSRTC)

## Steering Committee Meeting
## June 17, 2014
## Yreka, California

## Meeting Minutes

This document is the official record of the WSRTC Steering Committee meeting held June 17, 2014, in Yreka, California, just prior to the annual Western States Rural Transportation Technology Implementers Forum.

# WSRTC Steering Committee Meeting
## June 17, 2014
**Meeting/Teleconference**
**Yreka, California**

## Meeting Minutes

Prepared by

David Veneziano, Leann Koon, and Doug Galarus
Western Transportation Institute, Montana State University

David Veneziano called the meeting to order at 1:00 pm Pacific Time.  Introductions were made by everyone at the meeting site in Yreka, California, and by those calling in.  David reviewed the purpose of the meeting and the planned agenda.

*The meeting agenda, slide presentation, and minutes are posted on the Consortium website at:*
*http://www.westernstates.org/Documents/Default.html.*

**Western States Forum**

Doug Galarus provided an overview of the upcoming Western States Forum.  A total of six speakers were scheduled covering a variety of topics.  A preview of presentations was made available to those registered for the Forum.  Thirty-six participants represented six states, five state DOTs, one City Public Works Department, two universities, and the FHWA.

**WSRTC Pooled Fund Discussions**

Sean Campbell passed around a spreadsheet of Pooled Fund contributions to date.

Approximately $91,000 remains after commitments for One Stop Shop and the travel Task Orders have been met.

The meeting coordination Task Order has approximately $38,000 remaining.  COATS Phase 6 funding/contract has stalled, so the Consortium had to dip a bit more into this Task Order than in the past to help with the Western States Forum.  The COATS contract is now with the Department of General Services, so this issue hopefully will not arise for next year's Forum.

Doug G. estimated that $10,000 to $20,000 will remain in the Task Order after the Western States Forum expenses for this year.  Some of those funds would be used to support member travel to the National Rural ITS (NRITS) conference in August.

Task Order 4 expires on October 31, 2014.  Unused funds from Task Order 4 should be rolled over into a new Task Order such as Task Order 5 or another subsequent Task Order.

Ron Vessey asked if the group was talking about doing a new Task Order or a no cost time extension of Task Order 4. Either approach is doable. The preference would be to do a new Task Order which would require a new Scope of Work.

The major item needed before a new Task Order can be put together is a better understanding of the remaining budget. The current Consortium Pooled Fund ends in June of 2016 so the new Task Order should have the same end date.

Sean Campbell asked the group whether there was interest in having a Phase 2 of the Consortium. Caltrans has found the Consortium to be a benefit, but what are the views of others?

WSDOT is interested in continuing and has set aside a placeholder for future funds. Doug Spencer indicated that ODOT would need to defer the answer to that question to Galen McGill.

Ron V. asked what the expectation was for future Pooled Fund contribution percentages and budget thresholds of which to be aware. New Caltrans leadership would like to see the other state members make a larger commitment to balance out the Caltrans contributions.

WSDOT expects to participate in the next round of the Consortium/Pooled Fund and increase its contribution, but it would like to have a ballpark figure of what Caltrans' expectation is. A general estimate would be that Caltrans would contribute $30,000 to $35,000 and the remaining funds would be covered by the other states (e.g., $5,000 - $7,500 per year).

Over the next year there will need to be more discussions of the type of funding levels that will be expected. Overall, the $50,000 per year total level seems to be a good start.

The One Stop Shop end date is currently September 30, 2014 and another no cost time extension will be needed. Ron V. indicated that this will not be a problem to do. Does the group want to go out another year or extend this through the Pooled Fund end date? The consensus of the group was to extend the project through the end of the Pooled Fund (June, 2016).

New funding commitments will be due July 1, 2016.

Ron V. presented two items from WSDOT. First, he asked whether Task Order 2's wording is flexible to accommodate work that may be done through an extension to the One Stop Shop. Second, the Pooled Fund website will be updated by WSDOT's Research Office. Nevada has not posted their commitments to the Pooled Fund website, but they have provided their funding to WSDOT.

**Incubator Project Updates**

David Veneziano and Doug Galarus provided the group with a status update on the current Incubator Projects.

The Survey of Safety Warning Devices report has been reviewed and revised. Additions will be made occasionally to the report as new contacts and systems are identified and it was recommended that a comprehensive update be done approximately every four years. The group agreed that the report could

be finalized and sent to the Consortium as well as the contacts interviewed during the course of the survey.

The ICM incubator has developed the data analysis approach using GIS to identify prospective alternative routes. This approach and all other work are in the process of being summarized in a final report for the project which will be provided to the group for review and comment.

The Bluetooth technology incubator project is examining the application of Bluetooth technologies for travel time data collection in a rural environment. As California experienced little in the way of challenging winter weather this past season, the Bluetooth project team did not have the opportunity to observe and collect much data regarding winter travel times. Further, due to delays in executing the COATS 6 contract, work on the Bluetooth project was deferred. Generally, the premise for the Bluetooth project is that this application is more complicated than typical Bluetooth deployments.

## Current Projects

Doug Galarus discussed completed, current and upcoming research projects of interest to the group. These included Professional Capacity Building (PCB) for Communications, OSS Phase 2, WeatherShare Phase 3, Integration of Aviation AWOS with RWIS Phase 2, and WeatherShare Integration with Caltrans QuickMap.

## Roundtable Discussion of Projects

### Ed Lamkin - Caltrans District 2
- Recently took a new job with the District 2 Capital Program, but is still serving as the Rural Program Steering Committee chair.

### Doug Spencer – Oregon Department of Transportation
- The Portland Variable Advisory Speed systems on I-5/I-405 and OR 217 are moving ahead. Both systems are weather and congestion-based using Vaisala data, ramp metering data and Wavetronix sensors.
- The Mt. Hood corridor Variable Speed Limit system is currently at the Concept of Operations stage. Region 5 also has a VSL at the Concept of Operations stage.
- Ramp metering systems have implemented the new Advanced Traffic Controller (ATC). This has operated for a year without any problems.
- The Multnomah Falls parking management system has been in operation since May. There have been problems with vehicles stopping and parking on rest area entrance ramps when the lot is full and the gates have closed.
- VMS signs are being installed at the ends of Salt Creek Tunnel to provide bicyclist and ice warnings for inside the tunnel.
- Video management software is being replaced. The Newburgh-Dundee bypass is being outfitted with Wavetronix equipment to monitor traffic, with signage at either end of the bypass to provide drivers with guidance. This was necessary since there are no intermittent access points within the corridor to enter or exit.
- Bluetooth is being used in work zones to monitor traffic and provide travel times on TripCheck.

**Nathaniel Price – FHWA Oregon**

- There is a joint project underway in Oregon and Washington to provide travel times on I-5/I-205.

**Ian Turnbull - Caltrans District 2**

- RWIS Migration – We are in the middle of migrating our RWIS deployments to a Campbell Scientific based system. The RPU and environmental sensors have been reliable and worked well. Calibration issues associated with the RM Young tipping bucket for precipitation measurements took a while to resolve. The Luft roadway sensors have been extremely problematic. We are still working through a viable solution. The support from Luft and Campbell on this particular issue has been very poor and slow. Worth a word of caution here. We are also conducting a test deployment of the High Sierra IceSight out-of-pavement road condition sensor at Sims Road. The IceSight sensor is aimed at a section of pavement that has Luft roadway sensors embedded nearby for a direct comparison of performance.
- System-wide Measured Performance - We are currently measuring the actual availability of each of our CCTV and RWIS field elements using our Information Relay data collection and processing appliances. This is then aggregated into a system-wide measured availability for each type of field element. The results after a full year of measurement: CCTV = 99.53%; RWIS = 99.47%
- Roadside Microwave Upgrade - In prior meetings, I had reported on the upgrade of our microwave communication system backbone along the I-5 Sacramento River Canyon. It now consists of licensed 11 GHz radios with a 150Mbps transport payload. We have now started to upgrade the mountaintop microwave links to the roadside with 4.9 GHz public safety band licensed links. Each link provides 11 Mbps connectivity from the roadside to the high-speed backbone. This significantly expands our ability to gather higher bandwidth video (full motion) and telemetry feeds from this critical segment of I-5. Jeremiah Pearce is presenting on the technical aspects of this project at the WSF.
- Roadside ITS Element Deployment – Finishing up the deployment of 35 new ITS field elements and 15 major element upgrades throughout our district. 23 new or upgraded CCTVs; 6 new or upgraded VMS; 3 new HARs; 6 new or upgraded RWIS and 5 new roadside towers.
- Video Encoder Format Migration – We have completed an evaluation of video encoder products to facilitate our migration to H.264 video encoding. The Axis Q7424-R encoder was the only encoder that met our needs for both low-speed and high-speed operation. We will be initiating the migration project over the next year.
- Siskiyou Chain-On Area - A trial system to limit maintenance worker exposure to traffic during chain control operations is being constructed on northbound I-5 in Yreka. The system replaces manually operated chain signs with a flasher and light system that can be operated from the maintenance vehicle or the TMC. The focus was to keep the system simple and fool-proof while clearly communicating to drivers the chain condition and speed limit in effect.

**Sean Campbell – Caltrans Division of Research, Innovation, and System Information**

- The Division of Research and Innovation has merged with Systems Information in the past year.
- Work on CWWP2 (commercial Wholesale Web Portal) is ongoing.

**Joe Baltazar – Caltrans District 2**
- The District has partnered with the National Weather Service and the National Oceanic and Atmospheric Administration to put together quick access information items specific to District 2 that are being used in managing different operations like winter maintenance operations.

**Aaron Cushman – Washington State Department of Transportation - Olympic Region**
- The region is doing its first ITS-only project, adding VMS signs, 22 data stations, 9 cameras and 17 ramp meters along I-5.

**Ron Vessey and David Kieninger - Washington State Department of Transportation**
- Microwave radio is being expanded within WSDOT's North Central region.
- VMS signs are being filled out where needed.
- A back-up power project is being pursued for isolated sites.
- An intersection collision avoidance system has recently been deployed on Highway 97.
- Driver feedback signs have been installed at a high-speed roundabout.
- Bike detection has been installed on a shoulder that activates flashers on a sign to warn drivers. This has been installed at a location with a narrow shoulder with restricted sight issues.

**John Carson – Caltrans District 1**
- A new server has been installed to handle remote monitoring and control of signals, with 4 intersections in Eureka now connected to it.

## Other Discussions

The 2014 NRITS Conference will be held August 24 – 27 in Branson, Missouri.  Those from the Consortium interested in attending should coordinate with Leann regarding travel, etc.

Discussion of an upcoming meeting was raised, specifically when discussions should be held regarding renewal of the Pooled Fund (Phase 2).  The thought was that this could be done via teleconference, possibly in early November.  Another idea was to look at the November to January timeframe to see if there were any meetings in the WSRTC region that a consortium meeting could be held at.

## Next Meeting

The next WSRTC Steering Committee meeting will be determined at a future time, but is expected to occur within the November to January timeframe.  Discussion of a prospective meeting will be coordinated with the group via email as that timeframe approaches.

**Action Items**

| Item | Deadline |
|---|---|
| 1. Survey of Safety Warning Devices report finalized and distributed via email | Week of 6/23/2014 |
| 2. Either no-cost time extension or new task order for OSS. Review language in the scope of work. | As soon as possible |
| 3. Share PCB Phase 1 and Phase 2 deliverables with the Committee. | As soon as possible. |
| 4. Consider other events with which to coordinate Steering Committee meetings. | End of summer. |
| 5. Prepare new scope of work for Task Order 5. | July 31, 2014 |

# Meeting Participants

| Name | Organization | Email |
|---|---|---|
| Joe Baltazar | Caltrans District 2 | Joseph.baltazar "at" dot.ca.gov |
| Sean Campbell | Caltrans DRISI | Sean_Campbell "at" dot.ca.gov |
| John Carson | Caltrans District 1 | Jpcarson "at" dot.ca.gov |
| Aaron Cushman | WSDOT | cushmaa "at" wsdot.wa.gov |
| Doug Galarus | WTI/MSU | dgalarus "at" coe.montana.edu |
| David Kieninger | WSDOT | David.kieninger "at" wsdot.wa.gov |
| Leann Koon | WTI/MSU | leann.koon "at" coe.montana.edu |
| Ed Lamkin | Caltrans District 2 | ed_Lamkin "at" dot.ca.gov |
| Mike Mogen | Caltrans District 2 | Michael.mogen "at" dot.ca.gov |
| Nathaniel Price | FHWA – Oregon | nathaniel.price "at" dot.gov |
| Doug Spencer | Oregon DOT | Doug.L.SPENCER "at" odot.state.or.us |
| Ian Turnbull | Caltrans District 2 | ian_turnbull "at" dot.ca.gov |
| David Veneziano | WTI/MSU | david.veneziano "at" coe.montana.edu |
| Ron Vessey | WSDOT | vesseyr "at" wsdot.wa.gov |