



[Western States Rural Transportation Consortium](http://www.wsrtc.org)

# **Western States Rural Transportation Consortium (WSRTC)**

**Steering Committee Meeting**

**June 12, 2012**

**Yreka, California**

**Meeting Minutes**

This document is the official record of the WSRTC Steering Committee meeting held June 12, 2012, in Yreka, California.

## **WSRTC Steering Committee Meeting**

**June 12, 2012**

Yreka, California

*In conjunction with the Western States Rural Transportation Technology Implementers Forum*

### **Meeting Minutes**

Prepared by

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

#### **Welcome and Introductions**

The meeting was called to order at 1:00 PM. David Veneziano welcomed the group and introductions were made around the room and by those who had called in to the meeting. An overview of the agenda was given. The slides being presented were sent out in advance to the group via email for those calling in.

*The meeting agenda, PowerPoint presentation from the meeting, and the meeting minutes are available on the Consortium website at: <http://www.westernstates.org/Documents/Default.html>.*

#### **Western States Forum**

Leann Koon provided a preview of the upcoming Western States Forum and a brief overview of the speaker agenda. A total of six speakers were scheduled, and specific information related to the 2012 Forum could be found on the meeting website: <http://www.westernstatesforum.org/>.

#### **Pooled Fund Updates**

Doug Galarus reviewed slides on the pooled fund. The current year of the pooled fund started on April 1, 2012 and will run through April 30, 2013.

Ted Bailey added that the language used for this year reduced the travel minutiae and streamlined things. The goal is to be flexible; people are able to be reasonable in their travel and participate as needed. The previous task order had too much detail, but the new task order language is more flexible, especially regarding different rates. Any unused funds can be used to attend other meetings.

State contributions to the current year to date: Nevada has their contribution included in their budget, and Tom Moore will follow up and get back to the group on where those funds stand regarding their transfer to the pooled fund. Caltrans is putting the 2013 fiscal year funds into their federal plan and they'll work to get those funds transferred to the pooled fund for next year's allocation.

Ted provided the group with an update of changes on the WSDOT side of the pooled fund's administration. Ted's WSDOT responsibilities are evolving towards asset management so Ron Vessey will be transitioning into the leadership role for management of the pooled fund.

Ted presented the group with an idea for a task order incubator project. On the I-90 Snoqualmie Pass rural corridor and an urban arterial in Seattle, WSDOT has deployed a number of ITS devices with the idea of doing side by side comparisons of them. There is \$120K available from WSDOT for research, and Ted has proposed to their Research Office running part of those funds through the pooled fund for the University of Washington to complete the work. The WSRTC members would have access to the results via this mechanism. A new task order would be initiated without draining the pooled fund (funding would come from WSDOT as indicated previously). The group was in favor of this idea and approach, and Ted will send out the proposal for everyone to look at. The presence of this project on the WSRTC website and funding to support adding the project to the website would come from the pooled fund. WTI will continue to be responsible for developing and posting content on the website relevant to this project and other Pooled Fund work.

Sean Campbell indicated there is a need by the group to do some due diligence on items related to the Consortium and the website. There were discussions between Leni Oman and Coco Briseno (WSDOT and Caltrans research directors, respectively) regarding a need to indicate who was involved with the Consortium and highlighting the research the group was engaged in.

Ted clarified that WSDOT Research was interested in seeing what evidence there is that our research is actually being implemented into lasting change for the agencies involved. The thought was to use the website to gauge this by developing a webpage that says how the research, the Forum, and so forth have had an impact on agencies. This could be done by quotes/testimonials/comments that say this is how it has changed the way we do business. The content could just be quotes or paragraphs, not in-depth case studies.

Ian could think of at least 5 different things that were implemented in California or other states because of information exchanged at the Forum. Presenting such information on the website should be tastefully done, consistent, and easily found.

Sean indicated the email from Coco suggested that the information should be on the front page, but Sean thought we could organize it as we think best.

Ed Lamkin said the trucking industry is using OSS so they should be asked for feedback, quotes, and/or input.

Doug and Leann will work on this content and come up with an approach for what it will look like. Doug asked whether "Testimonials" is the right term to use for the webpage, while Ian offered the idea of calling it "Results." Ted thought that something to the effect of "Impacting Change Through Research," only condensed down to one or two words was what to aim for. The goal is to come up with something catchy.

Sean briefly discussed the task order budgets. Task order 3 is in good shape. Ted thinks the current budget status is good on all the Task Orders. Task Order 2 has been spending down the UTC portion first because of constraints on those funds.

### **Incubator Project Updates**

David reviewed slides covering the status of the year 1 incubator projects.

Survey of Safety Warning Devices – Discussion of the survey and questions was conducted. Ian said that from his experience in completing the survey, it is easy to name systems, but the time required for the rest of the questions just added up. What will be critical is to establish a personal relationship with each respondent. It needs to be made clear that the purpose is to compile information that everyone surveyed can use (i.e., trying to put this together to help everybody not just bleeding them for information, the work is really important). Completing the survey might take several follow-ups. Participants are more likely to respond to a phone call.

Ted said that he would have to query many people to get the information being sought. Perhaps some kind of incentive program could be used to get responses? If a person takes the survey, maybe we put their name in the hat for \$500 travel support to NRITS?

David asked if Ted could direct us to leads to follow up with. Ted indicated that it actually would be worth it to him and more effective to have him do the legwork himself.

One idea that was proposed was a safety device meeting/panel at NRITS for discussion. Make participation the reward and there is travel support to encourage participation. Ed said that there would be ethical issues in California for taking a reward for doing the job. Maybe a task order from the Consortium could be used to accomplish this with a limited audience. Ed said he could run it by some people in the administration to see if it's ok or not. The specific idea would be to offer to sponsor participation to a conference that you arguably should attend for your job. Ed will take it on to find out whether this can be done.

David asked whether there is an opportunity for talking with people at the Forum. Could we do a panel at NRITS this year? The thought from the group was that if NRITS was as close to the Western States region as Idaho was last year, that might be possible, but Mississippi is a different setting.

Ted asked about taking a two step approach. First, use a short survey (maybe 10% of the content of the current survey) to find out what states/agencies have and get contacts on the hook. Then, follow-up with respondents for more detailed information. This might also help in getting more contacts. Another idea is that in Washington, if a survey goes out through say the AASHTO list serve it is almost a mandatory response. Perhaps sending out the survey (the short version) via this approach should be considered when distributing.

Tom mentioned that location identification via mileposts will be extremely problematic for Nevada. Ian and David thought that even just describing a general area would be adequate. Would a general name for the location and what the system is used for be sufficient? That way, if there is follow up by someone who wants to do a similar system, then general location and system description could be given to get more information. It was agreed that the sufficient amount of information is enough to uniquely identify a site for follow-up with a specific agency. Nevada would certainly have a general location on a map.

One other idea offered by the group was that of putting all of this information on a (query based) map. This may be possible in the future with accurate location information, but the incubator projects are limited scope and budget and that type of activity can't be easily done under the current project.

David thanked the group for their feedback on the survey. He finished up with a status update on the Regional ICM Planning incubator. This work is progressing, with the planning approach currently under development.

### **General/Upcoming Project Discussion**

Doug reviewed slides covering upcoming projects that may be of interest to the group.

Professional Capacity Building (PCB) takes a lot more effort than walking over to a training vendor as there is a critical need to engage people who have actually done it. Jon commented that Nevada has been doing a large amount of training for specific equipment and it has been extremely challenging to engage practitioners with field experience who would also be suitable instructors. Reports should mention that people who are doing things now are going to retire. Sean mentioned that the loss of institutional experience did not appear to be a huge concern at the Federal level. East coast agencies are contracting out ITS work and the loss of institutional knowledge isn't a concern to them. Nevada is putting out more ITS deployments but not bringing on new people. There is a place for contracting, but you still have to have the staff that knows what they are doing.

WeatherShare – Nevada asked about TMVD (TMDD?) secure data base/warehouse. California has used it to isolate their systems from anyone that is pulling it. Video images are very easy now; this will help get more Nevada information onto One Stop Shop (OSS).

AWOS/ASOS/RWIS – Ted asked about expansion beyond California. Sean indicated that a discussion of this could be held. There are possibilities to do this through the pooled fund. The work is also planning a gap analysis of sorts.

Responder – Ian is excited about the next phase.

Augmented speed enforcement project – Smart Drums are being tested. Nevada commented that this might be a solution for curve warnings.

Incubator projects – general questions were asked regarding how fast they are completed, conclusions, etc. and when the next round for ideas starts.

### **NRITS 2012 Discussion**

NRITS 2012 will be in Biloxi, Mississippi, September 16 -19, 2012.

Nevada – Attendance will depend on travel assistance, would send a couple people, 1 or 2 representatives.

Ian – won't be attending.

Sean – will be attending.

CA – Ed may attend, will discuss with Ian.

Leann – will be attending.

Doug – will be attending.

David – may be attending.

Ted/Ron – Washington looks like they'll have approval for up to 3 people, Ted possibly, Ron for sure and a 3<sup>rd</sup> if accepted as a speaker. Out of state travel concerns apply of course.

If people are going, then it makes sense to meet. Sunday may be the preference except for the call-in attendees. The group will figure out the logistics of meeting over the next couple of months.

An abstract for a presentation on the Consortium was submitted, but it was not known at the time of the meeting if it had been accepted. Notification of acceptance has since been received.

### **Roundtable Discussion**

#### Washington

- The 522 proposal was discussed (see notes above).
- Documenting systems engineering process for high risk projects. Decided to do basic questions for all and then more detailed for some. Jon would like more information for Nevada.
- ITS equipment contracting will be expanding to 200+ vendors. The process puts the competition at the vendor level. Risk is transferred to ordering and removes the complexity of contract and performance specifications. Ian asked what is being done with state deployments furnished with federal money?
- For proprietary equipment, the contract allows WSDOT to self-certify ITS equipment.
- A TMC review study is being done to answer politician's questions about why can't a state-wide TMC be done, etc. Came about because Seattle requested funds for expanded TMC operations. WSDOT keeps getting asked the same questions. Ian would be interested in the results. Ron will send the results to Leann and she'll distribute. Part of this effort also tells the story about the value and benefits that TMCs bring to operations.

#### Clint Burkenpas – Caltrans District 2

- A construction project is ongoing that is using an automated traffic information system.

#### Nevada

- They're looking at industry for control systems software to see what each manufacturer has.
- Two ITS design-build projects are being done from Las Vegas to the California border using fiber and WiMax solutions. Two thirds of the Reno area has been built out with fiber.
- Rural projects include enhancements, cameras, and every 60 miles on I-80 there is access to fiber.
- Re-doing the weather system for the Washoe Valley. Polls RWIS sites on a one minute basis using a central controller.
- Sean asked about cameras in the Reno area. Static shots once per minute?

#### Caltrans District 1

- Thanked Sean for upgrading CCTV's to pull images on greater frequency.
- Started by using dial-up. Now looking at a Wireless ISP. Lately there have been DSL challenges. Realize there is a need to develop their own wireless backbone that works for them.

#### Caltrans D2

- Network Core Upgrade – Field Element Network core upgrade equipment is installed and operational. Systems have been cutover successfully. A blade server enclosure and Storage Area Network are currently being installed to allow virtualization of several TMC related services including IRIS, ATMS and TMCAL CAD system. TMCAL is currently operational and IRIS is expected to be turned up in September. This upgrade significantly increases core capacity on the existing 100 router Wide Area Field Element Network.
- Fiber Project – Construction of 18 miles of fiber along I-5 in the Redding urban area continues. Phase I should be completed this summer. Phase II will follow to construct the electronics hub buildings. The interim communications interconnect from I-5 to the District Office will be licensed 150 Mbps microwave.
- AVMS – Participating in the development of a new Variable Message Sign for statewide application. Anticipate a fully functional prototype to be evaluated in the district in a year.
- Remotely Operable Chain-on Signs – Project to develop and install remotely changeable chain-on signs along with an illuminated chain-on area in Yreka has begun. The signs will use a combination of flashers and variable speed limit signs to communicate with motorists. This will avoid the complexity of CMS signs and operational complexity.
- AWS – The Animal Warning System on SR 3 near Fort Jones is now functioning properly. The system has been actively warning motorists when deer are present for the past six months. Video has been captured showing effective nighttime warnings and motorists avoiding collisions. Local sentiment is still strongly against the system. Data collection may be extended; however, it is likely the system will be removed after the current project is completed.
- RWIS – Development of our new district standard RWIS is complete, tested and deployed at a single trial location. The system is based on Campbell Scientific weather station apparatus using a standardized configuration and mounting assembly. A demonstration unit is on site for the Western States Forum.

#### Sean, Caltrans DRI

- A new version of the commercial wholesale web portal, part 2. This is an effort to standardize District data. Formats include Text, CSV, XML, JSEN.
- Research program has taken a sizable hit (\$7 million reduction).

#### WTI

- Finishing up work with ODOT testing Vaisala's friction sensors. Definitely of interest to Caltrans. Nevada indicated that with wind warning the surface makes a difference. David said that so far they are working fairly well in identifying water depths. Friction measurements are more general and not as accurate. David will send another report when it is available on the testing of a High Sierra Electronics friction sensor. Jon asked about acoustic wind sensors-Ian used them, but got rid of them because they couldn't be field calibrated.

RWIS discussion, WSDOT said one of their regions was setting up a standard and swapping out equipment (Vaisala for Campbell).

Sean can send Ted the WS3 proposal that will be replacement for ScanWeb.

**Other Discussions**

None

The meeting was adjourned at 4:45 pm.

**Action Items**

<b><u>Item</u></b>	<b><u>Deadline</u></b>
1. Ted Bailey will provide the group with the WSDOT proposal for side by side evaluation of ITS devices	As soon as possible.
2. Ed Lamkin will discuss with administration the possibility of using the pooled fund to sponsor participation to a conference for survey participants.	N/A
3. Ted Bailey will forward systems engineering process for high risk projects documents to Jon Dickinson.	N/A
4. Ron Vessey will forward to Leann Koon for distribution to the group the results of WSDOT's TMC review study.	N/A
5. Doug Galarus and Leann Koon will work on content for a new consortium website page presenting the impacts of consortium research.	N/A
6. Logistics will be planned for a meeting at NRITS in September. Leann Koon will send out contact information for the NRITS coordinator.	July-August
7. David Veneziano will forward the reports of friction sensor testing to Ian as they become available from WTI.	N/A



### Meeting Participants

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