

Western States Rural Transportation Consortium (WSRTC)

Steering Committee Meeting

June 18, 2019

Yreka, California

Meeting Minutes

This document is the official record of the WSRTC Steering Committee meeting held June 18, 2019, in Yreka, California, just prior to the 14th Annual Western States Rural Transportation Technology Implementers Forum.

WSRTC Steering Committee Meeting

June 18, 2019

Meeting/Teleconference

**Western States Rural Transportation Technology Implementers Forum
Yreka, California**

Meeting Minutes

Prepared by

Leann Koon

Western Transportation Institute, Montana State University

Leann Koon and Ron Vessey called the meeting to order at 1:00 PM Pacific Time. Introductions were made by everyone at the meeting site in Yreka, California. Leann reviewed the purpose of the meeting and the planned agenda.

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

Western States Forum

Leann Koon provided an overview of the upcoming 14th annual Western States Forum. Eight presentations (14 speakers) are on the agenda. Speakers will come from six different states with several new faces. Leann reviewed the agenda/schedule and participation. Those speakers and representatives who were in the meeting shared a quick synopsis of their presentation.

WSRTC Pooled Fund Updates and Discussions

The group discussed and explained a brief history of COATS and the WSRTC. The COATS partnership is in its 7th phase. Future research and incubator projects will be conducted through the WSRTC pooled fund process, while COATS will focus on technology transfer.

The minutes from the last annual meeting were considered approved. It was noted that the WSRTC Charter still needs to be updated. The group agreed to review and submit changes between now and the next meeting (NWTC 2020).

Ron Vessey briefly reviewed the status of the Pooled Fund and the various Task Orders. He shared and reviewed balance sheets and the FHWA TPF transfer log. Phase 2 of the WSRTC goes through March of 2020. There was discussion concerning state contributions to the pooled fund. The group was reminded that member states contribute \$5,000 annually to the Pooled Fund. California contributes \$60,000 per year. Member states can develop new task orders and contribute funds for those projects.

Ron Vessey asked the group about interest in Phase 3 of the WSRTC. After discussion, the group unanimously agreed to start a new pooled fund – WSRTC Phase 3. In addition, Ron will proceed in

getting WSRTC Phase 2 and the USU task orders extended for an additional two years in order to spend down that phase of the pooled fund and ensure coverage for the Western States Forum.

Six individuals will be traveling to Austin, Texas, July 21st-24th, for the ITE Annual Meeting + Exhibit. The meeting will include a Rural ITS track as NRITS has been incorporated into this meeting agenda. Travel expenses for these individuals to attend will be covered by the WSRTC through Task Order 12.

Attendees are: Nevada – Seth Daniels, Jim Whalen; Utah – Robert Dowell, Troy Torgersen; Washington – David Kieninger, Ron Vessey. Ron will organize a time for the group to meet during the conference and discuss whether it is still appropriate for the WSRTC to attend.

Doug Galarus gave an overview of USU Task Orders 1 and 2. Task Order 1 is the Automated Safety Warning System Controller. Doug Spencer asked about the likelihood that other districts would adopt the Controller system. The system hasn't been advertised for use in more urban applications or to more urban districts. For newcomers to the WSRTC, Doug Galarus clarified what the system does and where/how it is being used. Jeremiah Pearce added that it has been an iterative engineering process to get the right logic to use with the system. Discussion turned to automated variable speed limits projects and what other states are doing. Doug Spencer suggested reviewing several past Western States Forum presentations.

USU Task Order 2 is One-Stop-Shop (OSS) for Traveler Information Phase 4. One of the research goals for this project is to investigate and determine how best to keep the system running and maintained beyond the research project. Washington State DOT has investigated advertising as one means. The OSS will be demonstrated at the Forum.

Incubator Projects

Given current staffing levels, incubator projects are in a holding pattern. The Western States Forum Handbook will be updated. Jeremiah Pearce explained some of the background for the Rural Cellular Communications Deployment project in District 2. Several states are investigating different scenarios and solutions. This project has been set aside for the time being to see what impact the recent implementation of the FirstNet Public Safety Communications Network will have.

Other Projects

Leann Koon gave an update on the Professional Capacity Building (PCB) for Communications (Phase 4) project which recently concluded. Several IP Fundamentals courses were offered; these are updated repeats of the training originally offered in 2013 with the same instructor. The Telecom Wireless Fundamentals course originally delivered in 2015 was also updated and repeated. A new course on Small Data Center Design, Structured Cabling, and Grounding was delivered in October 2018. The project really focuses on finding the right training provider. Washington State DOT asked to review the trainings.

Doug Galarus reviewed the purpose, history, and status of the Aviation Weather and the WeatherShare projects.

WSRTC Website

Leann Koon discussed the WSRTC website, ADA compliance and accessibility. The original intent of the WSRTC website was to be a compendium of work. The group agreed that the options were to make it compliant or take it down. Leann will proceed with making a plan for getting the website compliant.

Roundtable of Recent ITS Activities

Jeremiah Pearce – Caltrans, District 2

- Caltrans District 2 recently completed a 10-year RWIS hardware and software upgrade from legacy Vaisala/SSI systems to a Campbell Scientific datalogger platform. Weather data from the Campbell Scientific datalogger is pulled by the District 2 Info Relay and pushed to the CWWP2. Weathershare is the new weather data repository for Caltrans. The legacy ScanWeb server was shut down in District 2 two months ago. Most of the other Caltrans Districts have fully migrated from ScanWeb/Navigator to using Weathershare.
- Caltrans District 2 has continued the Info Relay concept and developed a repository for BBS power status and diagnostics, and RSL (Comm Link) status and diagnostics. The BBS Relay pulls and logs power statistics for every site, enabling us to identify chronic issues and proactively report and repair power problems.
- District 2 started work on a chain-on system complex near Fawndale which will include overhead sign structures. The system will be implemented at the first major chain-on spot on Interstate 5 northbound, considered the gateway to the mountains and a location that has experienced 15 to 20 mile backups due to chain restrictions and closures. The system can be actuated from the TMC or a mobile device in a vehicle, thus keeping personnel safer by keeping them off the road. The project is similar to Washington State DOT's project on I-90 over Snoqualmie Pass without the geometric changes. Utah DOT was interested, and Ron Vessey will connect them with Todd Daley.

Ron Vessey, Washington State DOT

- Ron talked about headquarters funding and support, commenting that districts have a fair amount of autonomy in their state.
- WSDOT is hiring an incident response administrator. It is a statewide position that will focus on multi-agency partnerships to address incidents like the recent train derailment around JBLM and summer wildfires that have involved multiple jurisdictions.
- A large group of agencies in the Seattle area is working to build a better way to respond to and mitigate large incidents. One solution is a virtual coordination center. If it is successful, then it may be expanded across the state.
- Phase 1 of the organized chain-up project is completed and has been operated through a couple winters. Some widening and signing changes were made. An issue is getting drivers to follow the directions.
- A wildlife overpass and underpass have been installed on I-90 on Snoqualmie Pass. Check out the WSDOT website for more details.
- TSMO funding has been applied to start the strategic plan.

Robert Stull, WSDOT, North Central Region

- The region has had good success using WaveTronics equipment and systems for detecting bicycles, intersection and collision warnings, mitigating congestion, and incident notifications to the public.

Jim Whalen – Nevada DOT

- Headquarters is nearing completion of the TSMO program plan which includes investment priority.
- In District 1 around Mesquite, DMS, CCTV cameras, RWIS, detection, and cellular communications are being installed; the project is about 80% complete.
- District 1: A new agreement has been put in place such that all ITS equipment on state and federal highways currently managed by FAST will now be managed by NDOT.
- District 2 Reno: Four wrong way driver systems have been deployed and testing has yielded many false results. The system will be completed in the next couple months.
- District 2: Working to get a solid, reliable Nevada Integrated Mobility Observation system in District 2. The system incorporates sensors on snowplows, DSRC radios, and other communications to get information in real-time.
- Districts 2 and 3: Implemented a new network; systems were moved away from IT and will soon be completely independent from IT.
- District 3: Instrumental in implementing ethernet based web relay system that collects data from 30 remote sites. It also collects power information, etc., from solar sites.
- NDOT has just started a statewide project to replace the existing radio system with a P25 system for all first responders in Nevada. They are currently experimenting with getting low bandwidth data from ITS sites.
- NDOT is currently investigating where to implement smart lighting to save on power costs. (WSDOT's system that was presented at a previous Forum was based on time of day.)
- NDOT has applied for the WayCare predictive application which can help reduce response time.

Doug Spencer – Oregon DOT

- ODOT is working on developing public private partnerships for fiber optic communications. This has been difficult in the past with Oregon's laws regarding right-of-ways and utilities. ODOT is currently working on a fiber optic partnership agreement with Facebook.
- ODOT is working on a traffic signal management plan.
- ODOT is considering a connected vehicle ecosystem; large partnership with a private entity to get data and use it, etc. Similar to UDOT and Colorado DOT. Permission still needs to be secured.
- The 911 Center is being upgraded to current IT standards.
- A presentation on ODOT's work with Connected Vehicles, SPaT and Map data will be given next month.
- ODOT just received a \$12 million grant from FHWA for Advanced Traffic Management work (Oregon Smart Mobility Network); Doug is the project manager for several projects within the grant. Some of the projects funded through the grant will be a signal project in Portland, active pedestrian detection in Washington County, Tri-Met (Portland transit system) center to center traffic signals, weather related variable speed limit on US 97, City of Bend traffic signals, drones for state police to conduct crash reconstruction, and Portland metro architecture.
- Several active traffic management projects are ongoing – I80, Cabbage Hill, Siskiyou Pass, Medford Bypass.

- ODOT is working with the Southwest Research Institute on an automated response plan system that integrates incident management into the agency's variable message sign software and operations.
- ODOT is working on developing a 10-year contract for industrial network equipment; contract needs to be in place and tested by February 2020.
- Fiber optic network installation has been difficult in delivering thru the normal design construction process at ODOT. ODOT ITS worked with FHWA and developed a flex service fiber optic installation contract. Fiber optic termination, splicing and testing have been removed from project manager construction duties. The construction contractor still does the installation work of the main cable. ODOT project managers let contractors do what they need to do and PM work directly with the contractor. The final termination is completed as an anticipated item of the project and the fiber contractor is managed by ODOT ITS staff, thus removing ODOT's construction staff. NDOT, UDOT, Caltrans all have similar situations. WSDOT invested in a crew and just pays for materials and per diem.

Troy Torgersen, Utah DOT

- At the statewide level, Tyler Laing is overseeing TSMO activities in each region.
- UDOT is using CCS (continuous counting stations) for traffic management and traveler information.
- UDOT is considering three potential sites for a wrong way driver detection system which is similar to but a bit less complex than Arizona DOT's.
- They are working to automate the Variable Speed Limit system on I-80 out of Salt Lake City.
- Rural Intersection Conflict Warning Systems (RICWS) are being deployed. Region Four's will be presented at the Forum tomorrow.
- UDOT is studying Work Zone ITS queues.
- Fiber optics projects are ongoing.
- Compliance issues are being addressed.
- The test corridor on Redwood Road in Salt Lake City is being used to test snowplow preemption.
- UDOT is testing DSRC to prioritize transit.
- UDOT is developing an ITS master plan. (Questions include things like the number of technicians needed for maintaining equipment/systems.)
- UDOT is studying appropriate depth for fiber conduit.

Other Discussions

ODOT briefly discussed adaptive lighting, commenting that they are interested in developing diagnostics for lighting systems; "...culture of looking for burned out lightbulbs should go away."

Doug Spencer will send the proposal for the Oregon Smart Mobility Network grant to Ron Vessey (WSDOT). He will send ADA compliance and accessibility information to Troy Torgersen (UDOT).

Those attending the ITE Annual Meeting with the Rural ITS Track will consider potential Forum presentation topics and the future of NRITS and WSRTC attendance.

Members will submit names of individuals to be considered for Emeritus status. A vote will be taken at the next regular meeting of the WSRTC.

“Accurate, timely, and reliable” was first used during this meeting at 3:12 PM, Pacific Time.

Though Sean Campbell was unable to attend in person, he prepared relevant materials that were reviewed during the meeting and thanked the WSRTC for support of the rural research program.

Ron Vessey thanked the group for the discussion and participation and the meeting was adjourned.

Action Items

<u>Item</u>	<u>Deadline</u>
1. The group will submit edits to the Charter to Sean Campbell. Leann Koon will send a few reminders about completing this action item.	By next meeting and before
2. Ron Vessey will work to get WSRTC Phase 2 extended, along with both USU task orders.	Fall 2019
3. Ron Vessey will begin the process for establishing and opening WSRTC Phase 3.	Fall 2019
4. Ron Vessey will coordinate a meeting of WSRTC members at the 2019 ITE Annual Meeting.	July 21 – 24, 2019
5. Leann Koon will develop an action plan for bringing the WSRTC and WSF websites into compliance with current accessibility standards.	Fall 2019
6. Doug Spencer will send the Oregon Smart Mobility Network grant proposal to Ron Vessey.	As soon as possible, <i>completed</i>
7. Doug Spencer will share the relevant ADA information with Troy Torgersen.	As soon as possible, <i>completed</i>
8. Ron Vessey will connect Utah DOT with Todd Daley regarding the organized chain – up project on Snoqualmie Pass.	As soon as possible
9. Group members will submit names of individuals to be considered for Emeritus Status.	Prior to the next meeting

Meeting Participants

<u>Name</u>	<u>Organization</u>	<u>Contact</u>
Doug Galarus	WTI/MSU, USU	Douglas.Galarus "at" usu.edu (435) 797-4136
Leann Koon	WTI/MSU	leann.koon "at" montana.edu (406) 994-7643
Jeremiah Pearce	Caltrans District 2	jeremiah_pearce "at" dot.ca.gov (530) 225-3320
Doug Spencer	Oregon DOT, ITS	doug.l.spencer "at" odot.state.or.us (503) 856-6528
Robert Stull	Washington State DOT	stullr "at" wsdot.wa.gov (509) 667-3079
Troy C. Torgersen	Utah DOT	ttorgersen "at" utah.gov (435) 896-1303
Ron Vessey	Washington State DOT	vesseyr "at" wsdot.wa.gov (206) 459-3543
Jim Whalen	Nevada DOT	jwhalen "at" dot.nv.gov (775) 888-7887