# Western States Rural Transportation Consortium (WSRTC)

## Steering Committee Meeting
## March 8, 2013
## Teleconference

## Meeting Minutes

This document is the official record of the WSRTC Steering Committee meeting held March 8, 2013 via teleconference.

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# Meeting Minutes

Prepared by

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David Veneziano called the meeting to order at 9:00 am Pacific Time.  Introductions were made by everyone on the telephone call.  David reviewed the purpose of the meeting and the planned agenda.

### Western States Forum

Leann Koon and Doug Galarus discussed the upcoming Western States Forum June 18 – 20 in Yreka, California.

There are a diverse set of presentations/topics from five different states this year.  The first drafts of presentations are due on March 15, and a second round of review will set up the final Forum agenda.

Brochures for registration were sent out on 3/4/2013, and the hotel lodging block is now in place at the California state rate.  Meeting logistics are being worked out at this time.

Ted Bailey asked how many abstracts total were received (in addition to those selected and listed). Leann indicated that one additional abstract (resulting in 10 total) was received.

Ian Turnbull indicated that the concern in past years was getting people to submit abstracts.  This year the group did outreach prior to the call for abstracts and got a good response.  Doug seconded this, stressing that the content this year looks good.

Travel assistance will be covered for the primary speakers on the agenda.

Leann wrapped up by mentioning that the next consortium meeting will coincide with the Forum, and this would be discussed later in the call.

A brief question and answer session followed regarding the number of Forum attendees in the past, the list of contacts notified of the Forum, etc.

### WSRTC Pooled Fund Discussions

Doug Galarus led a discussion of the pooled fund status and updates.

The current task order is ending at the end of April and there is money left over in it. The funds remaining will cover March and April staff time, but there will still be a large amount of money remaining, so a no-cost time extension or a new task order will be needed.

Sean Campbell and Ron Vessey discussed a potential task order time extension and Ron will check into doing such an extension. WTI will work on Task Order 4 in case a new task order is the chosen option and it needs to be fast tracked. Ted and Ron were following up on a time extension, but thought it might be easier to process a new task order. The group thought this should be done in order to include new travel verbiage into the task.

A follow-up question was posed asking whether we wanted to roll the Year 3 Transportation Pooled Fund (TPF) funding into this task order? It was also asked whether the task order could be taken out further than one year at a time. The thought from Ted and Ron was this could probably be done.

Ted asked if the group wanted to write in a space for an incubator project in the new task order. The group thought that that could be as a separate item similar to what has been done with the One Stop Shop task order.

The group was in agreement on rolling Task Order 3 into Task Order 4. An end date for the task order after the 2014 Western States Forum would be pursued (perhaps October 31, 2014).

It was asked whether $57,500 should be added to this year/task order. Could the group hold back the funds for an incubator project? The thoughts from the group indicated that about $28,000 would be left for an incubator and that Task Order 4 would be written for $80,000.

WTI will begin working on the Task Order 4 text and Ted and Ron will work on the process on their end.

A vote was called for regarding the proposed approach outlined above for Task Order 4, and no opposition was indicated.

Next, Doug discussed the status of Task Order 2 (One Stop Shop). Some budget has been expended to date, but not a lot. WTI should be ready to start work on OSS in the near future, and with the amount of funding left, Doug proposed a no cost time extension be pursued to cover another bad weather/winter season (2013-14). Ron will check on getting a time extension on the WSDOT end of things. How long of a time extension was needed? Perhaps through June or December of 2014. Through June of 2014 should be sufficient, but perhaps ending in September 2014 would be best (a full year past the current September 2013 end date).

States that would be included in the expanded OSS include Utah, Idaho and Montana. This would be a logical and appropriate extension of coverage.

The group briefly discussed the new MCOM announcement and was in agreement that an application should not be made.

A final item of discussion was how much each state has contributed to the Pooled Fund. Ted and Ron will check into this information.

**Incubator Project Updates**

David Veneziano provided the group with an update on the current Incubator Projects.

Regarding safety warning devices/systems, Ted has received calls from diverse people concerning lighting, weather, and animal collisions.  Most individuals contacted for the incubator project have indicated a strong interest in receiving the report.

For the Regional ICM incubator project, David will follow-up with Tom Moore concerning Nevada DOT's EOC protocols.

Galen McGill said that the USDOT had held an ICM workshop in Oregon for US-97 a week earlier.  David will follow-up with Galen for information related to this workshop.

Sean asked if David could put together a white paper on the ICM project/approach for the group to review prior to selecting candidate study routes.  The white paper should also include previous decisions made and past conversations on the incubator.  This will provide a clear understanding of where the incubator is going with the study route demonstration.  David will put together this white paper and send it out to the group in early April.

**Current Projects**

Doug Galarus discussed current projects underway at WTI.  This included Automated Safety Warning Controller, Professional Capacity Building (PCB) for Communications, OSS, WeatherShare, Integration of Aviation AWOS with RWIS, and WeatherShare Integration with QuickMap.

Ted wanted to entertain the conversation of doing a PCB class in Washington via the TPF.  This could be done in Vancouver so that Oregon staff could also attend.  The interest would be in the fiber optics class.  Oregon and Nevada also expressed interest in similar training.  Leann will coordinate with Sean to send the report documents from previous project work and the classes out to the group.

**Roundtable Discussion of Projects**

Ian Turnbull provided an update on Caltrans District 2 ITS activities.
- Automated Safety Warning Controller – The automated roadside safety system controller project will be complete at the end of the month.  The project prototype has worked well and met expectations.  The controller is Linux based and communicates with field elements via IP over the roadside LAN.  It moves the warning system intelligence and decision making from a central ATMS type system to the roadside.  This allows automated warning system deployment is rural areas where communications is unreliable.
- Fiber Project – Phase I construction of 18 miles of fiber along I-5 in the Redding urban area is completed ($5.3M).  A follow on project with an estimated cost of $1.3M is being initiated to construct the fiber hub buildings, terminate the fiber and install associated electronics.
- Roadside ITS Element Deployment – Still working through the construction and deployment of 35 new ITS field elements and 15 major element upgrades throughout our district.  For CCTV alone this effort will add 15 new sites to our network.  Completion and turn-up should continue through late fall/winter 2013.

- IRIS Project – The Redding Rural TMC deployment of IRIS ATMS continues to be moved back. Software development issues continue to delay system acceptance. We are hopeful that the issues will be resolved this spring and that the system will be used next winter.
- RWIS – Migration to our new standard RWIS continues. The core electronics is based on a Campbell Scientific RPU with a standard set of environmental sensors that can all be field calibrated and can be field ground truthed. An annual performance verification audit is now also being done by a contracted third party. System accuracy has improved significantly and therefore use by maintenance forces and others.
- The Animal Warning System on SR 3 near Fort Jones is being removed this summer. The research project to study the effectiveness of the system was completed by PATH. The study showed that drivers did slow down when warning signs were illuminated, but detection accuracy was poor and nowhere near a level that the system would be "perceived reliable".

Clint Burkenpas added that District 2 is working with iCones.

Ed Lamkin provided an update from his time at Caltrans headquarters indicating that progress has been made reducing the red tape on research projects with a technology component. Pilot projects up to $2 million are now possible.

Sean Campbell provided an update of Caltrans Division of Research and Innovation activities.
- There has been a problem with traveler information elements and correctly geocoding their locations. Sean asked the group how data from other states could be cleaned up to correctly display in OSS. Is there a mechanism for providing feedback on the location of an incorrect element? Washington and Nevada said yes and Oregon indicated their data should be corrected soon. The consensus was that each respective state's consortium contact should be informed of the exact problem in order to pass the information along to the proper staff in their organization.
- Caltrans is putting a publically accessible lane reference system out. Sean asked if any other consortium state has done the same. The other states have such a system, but in Nevada the information is not public. Washington and Oregon were unsure whether this information was publically available or not. It was also asked whether there was an opportunity to get a copy of the software that the other states use for their LRS. Oregon and Washington will check into this.

Galen McGill provided an update on Oregon DOT's ITS activities.
- Testing is being finalized on an advanced transportation controller (used in ramp metering system and elsewhere). This controller uses contract software mostly with some pieces from ODOT. A presentation on the ATC and ODOT's experience procuring the system, as well as making it standards compliant, will be given at the 2013 Western States Forum.
- Work continues with adaptive signal control.
- Work is wrapping up on tying ODOT's incident management software in to state police and 911 dispatch centers.
- TripCheck TV is a new product that is coming out that will provide an animated display feature on the website. An update to TripCheck is also being completed.
- The US 395 overlength truck warning system is now active.
- Different variable speed limit systems (rural, weather based) are going in throughout the state.
- ODOT is working on new VMS sign software including a message commander to resolve the priorities of multiple messages going to the VMS.

- The paging system to maintenance staff is being modified so that it will only notify a user of the types and areas of incidents that are of interest to them.

Tom Moore and Jon Dickinson provided an update of Nevada's activities.
- Field elements are being put out on I-80 through Reno and Sparks.
- An RFP was released for a fiber project along the length of I-80 that will add field elements from California to Utah.
- Fiber access was picked up on US 395 between Reno and the California border.
- Planning is underway for establishing smart zones along I-15.
- Nevada's field element data feed will be available in June and available to everyone. This will be good for OSS. All districts in the state will be combined into one through the feed.

Ted Bailey and Ron Vessey provided an update of Washington's ITS activities.
- There are many small field device installations going on.
- The Statewide ITS plan is being updated.
- Training was done last month on the FHWA's Benefit-Cost Analysis desk reference for prioritizing ITS deployments and how to use it.
- An automated email system for traffic conditions will be in place for most of western Washington by the end of June.
- ITS and roadway lighting are being combined to control lighting and dimming by time of day. This will be tied in to the TMC. Luminaires communicate with each other via a mesh network.
- ITS related camera systems are being implemented to address wire theft.
- For proprietary equipment, WSDOT can now self-certify ITS equipment.
- Project delivery support efforts are progressing, and flexible contracts have been developed.
- Experiments with more Bluetooth capture devices is ongoing, focusing on tests of reliability and accuracy.
- Adaptive signal control applications are being developed.

**Other Discussions**

Other discussions between the group centered on the date of the next Steering Committee meeting and potential incubator projects.

Discussion of the next meeting date settled on Tuesday, June 18th, in the afternoon. The exact start time for the meeting will be finalized once everyone knows their travel plans for the Forum. It is likely the meeting will begin at 12:30 or 1:00 P.M. Pacific time, and the conference call line will also be available.

The idea was proposed to add an incubator project to the existing list that looks at using mobile cameras on incident response trucks. An extension of this idea could look at adding cameras to snow plow trucks that send back still images every quarter mile.

Photo speed enforcement (which is on the existing list) should focus on evaluations rather than the development of systems or deployments.

ATC platform development and sharing would be of interest as would mobile applications for updating information on ITS field elements.

A condition rating system for ITS assets developed for use in asset management was also suggested. Washington does this based on the number of malfunctions a piece of equipment experiences (rating A through F).  This doesn't take into account the age or amount of time the device has been used though. The management of the asset and sustainable life cycle is of interest.

**Next Meeting**

The next WSRTC Steering Committee meeting will be on Tuesday, June 18, 2013, in Yreka, California, prior to the start of the Western States Forum.  An exact time will be set closer to the meeting date and will depend on attendees travel arrangements.  At this time, the start is anticipated to be 12:30 or 1:00 P.M.

**Action Items**

| Item | Deadline |
|------|----------|
| 1. WTI will begin working on the Task Order 4 text and Ted and Ron will coordinate on the WSDOT side. | April |
| 2. Ron will check on getting a no cost time extension for Task Order 2. | As time permits |
| 3. Ted and Ron will check into the contributions made by each state to the Pooled Fund. | As time permits |
| 4. David will follow-up with Galen on the ICM workshop in Oregon. | Week of 3/18/13 |
| 5. David will compile a white paper on the ICM project/approach. | Early April |
| 6. Sean and Leann will get PCB reports together to send to the group. | Week of 3/11/13 |

# Meeting Participants

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|------|--------------|-------|
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