
SRTMC OPERATING BOARD MEETING NOTIFICATION

WHEN: Wednesday, December 15, 2021

TIME: 1:00 PM – 3:00 PM

WHERE: Microsoft TEAMS Meeting

REFERENCE DOCUMENTS:

October/November Meeting Minutes

October/November Activity Reports

October/November Expenditure Summaries

OPERATING BOARD MEETING AGENDA

- 1) **Call to Order:** 1:01 PM

- 2) **Roll Call / Record of Attendance:** Kathleen Weinand (STA), Glenn Wagemann (WSDOT), Jeremy Clark (CoSV), Ryan Kipp (CoSV), Ken Knutson (City), Nate Thompson (County), Harley Dobson (County), Mike Kress (SRTMC), Ryan Medenwaldt (SRTMC), Steve Milatz (SRTMC)

- 3) **Action – Consent Agenda**
 - a) **October/November Minutes**
 - b) **October/November Activity Reports**
 - c) **October/November Expenditures**

Motion to approve Action items 3a-3c made by Ken K., seconded by Nate T.
Vote unanimous, carried.

- 4) **SRTMC Staff Updates**
 - a) **IT Update - Steve/Ryan**

There was some water damage to some equipment in the SRTMC equipment room due to clogged filter in one of the AC units. The damage was fortunately negligible; they do not foresee future issues for now. Steve has been working on configuring network devices to be deployed for the I-90 / Geiger ramp meters. Steve ordered and installed replacement parts to fix a failed server hard drive. He is working on WSDOT ITD virtualization options for SRTMC infrastructure and received a hardware quote. IT and TMC Ops are working through open helpdesk tickets for ATMS software. The TMC has been experiencing issues where some IP CCTVs are locking up which they cannot reboot remotely requiring an on-site technician to restore the device(s). To hopefully mitigate or reduce these issues, Ryan reached out to vendor tech support for the latest available firmware for various camera models. Ryan been working on the HAR system to clean up no longer relevant system configurations and adjusting settings for new device setups. He is working on



incorporating requested changes for CCTV sequences emphasizing ramp metering operations. Lastly, Ryan has been testing new USB switching hardware. They plan to use this to reduce the number of required peripheral devices used across the various PCs on the operator workstations.

b) Operations Update – Mike

Mike presented the work zone database web application to planned for use by WSDOT Traffic, Construction, and Public Information Offices in Eastern Region. The system was developed using input provided by TMCs, Engineers, and Public Information Officers across WSDOT regions. The goal of the app would provide quick and accurate project information such as roadway impacts, utility info, project contacts, etc. that would be accessible across the various internal WSDOT departments and contractors. A secondary goal would be to make this application available to external stakeholders/partner members to make this information more widely accessible and usable. The development team is working on a map feature to provide a means to visualize roadway impacts. Mike explained this application is a different use case than the existing ROADS and PIO ROADS platforms used by the TMC to post incidents to the public SRTMC and WSDOT websites.

5) Information & Discussion

a) Update TMC Positions

The TMC lost 1 operator position. They are in process to move the current part time operator to full-time status, and are now seeking to fill the part-time position w/ benefits. Hiring process is moving forward to fill the TMC manager position, but this requires a structure change (as discussed in previous meetings) which first requires approval. The modified job requirements will no longer oversee the Signals and Electronics Department, which instead will allow more emphasis on TMC responsibilities and ramp metering operations. Glenn will likely present the description to the board at the next meeting.

b) Chair for 2022 – STA

STA request to pass chair to the next in rotation. This is due to STA still seeking to fill the position whom would serve on the SRTMC board. The board agreed upon having City of Spokane to fill as chair, and place WSDOT as next in rotation. This will go in effect January 2022.

c) SRTMC Work Plan and Budget for 2022

The 2022 Workplan and Budget was delayed until January due to SRTMC Manager vacancy. Plans to approve the plan will occur in February. One noted budget change is expected a 3.25% salary increase for SRTMC staff due to union's negotiations with the Governor's Office. It is unclear whether this will also affect Management positions as historically these increases have only affected represented employees. In addition, the SRTMC budget impacts expect increases in software and support expenditures. Up until recently, additional grant funds were available to cover these costs but have since been exhausted.

d) Grant Request Approval for Exec. Board and Next Steps to Request from SRTC

Glenn presented the current SRTMC Operations and Maintenance budget projections for 2024-2026. To recap, the Executive Board agreed upon the \$2.1M requested funds to be presented to the SRTC board. The first SRTC review is slated to occur in January which will then be voted on in February.

6) Agency Updates



County – No significant updates to report.

STA – Updating fare boxes and policy which has an active survey. Launching Division BRT line to following the City Line project in 2023. Over the summer, STA identified a budget surplus which they are making near term investments including new service lines, property acquisition, park & ride locations, and extending summer use passes.

CoS – Working through a MOU with SPD for video access to City CCTVs and guidelines for contacting the TMC. Through this process, Ken found some cameras currently not available to the SRTMC which he is working through his contacts to grant access. Lastly, CT Northwest will be leaving test controllers compatible with the Central Software used by SRTMC, City of Spokane Valley, and the County. Glenn mentioned some SRTMC operating funds have been used to purchase software licensing for other partner members in the past. Glenn will see if there are any opportunities to explore this further next month if this is viewed as a regional benefit. Initial thoughts would be to test this along a corridor that could be coordinated between CoSV and/or WSDOT controllers.

WSDOT – Discussed with the board ramp metering operation conditions comparing I-90 / Division ramp meter when Freya EB ramp was open vs closed. Findings reflected significant drop in I-90 flow speeds when the Freya EB ramp was open than relatively normal flow speeds when the Freya EB ramp was closed during evening commute hours (while ramp meters active). WSDOT is still in discussion with Essential Neighborhood to close the Freya EB ramp.

CoSV – Fiber spliced for Intersection at 32nd which has been added to their ITS network and the central control server software. Working with WSDOT on improving signal coordination along Sullivan corridor. They are adjusting cycle length as there are a lot of pedestrian violations which is throwing the corridor out of coordination. Traffic work along Indiana to take place in January. The bridge at Sullivan / Trent was hit but has since been repaired. They are seeking alternate solutions to notify drivers of height loads. Working with WSDOT on approval process to upgrade Intersection at Pines / Mission to reduce congestion.

7) **Future Agenda Items**

- iPeMs Training – Glenn spoke with Iteris and they are targeting end of January to host a training.
- Transit Signal Priority Presentation – No current updates.

8) **Adjournment:** 2:13 PM

Motioned by Kathleen, seconded by Glenn. Vote unanimous, carried