
SRTMC OPERATING BOARD MEETING NOTIFICATION

WHEN: Wednesday, May 18, 2022
TIME: 1:00 PM – 3:00 PM
WHERE: Microsoft TEAMS Meeting

REFERENCE DOCUMENTS:

April 2022 Meeting Minutes
April 2022 Activity Reports
April 2022 Expenditure Summaries
2022 Work Plan
2022 Budget Plan

OPERATING BOARD MEETING AGENDA

- 1) **Call to Order:** 1:03 PM
- 2) **Roll Call / Record of Attendance:** Ken Knutson (CoS), Glenn Wagemann (WSDOT), Mike Hynes (STA), Nate Thompson (County), Jerremy Clark (CoSV), Ryan Kipp (CoSV), David Fletcher (SRTC), Mike Kress (SRTMC), Ryan Medenwaldt (SRTMC), Steve Milatz (SRTMC)
- 3) **Public Comments:** No public in attendance, no comments.
- 4) **Action – Consent Agenda**
 - a) ~~April 2022 Meeting Minutes~~
 - b) April 2022 Activity Reports
 - c) April 2022 Expenditure Summaries

Exception for 4a as no April meeting took place. Motion to approve action items 4b-4c made by Jerremy Clark, seconded by Nate Thompson. Vote unanimous, carried.

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

Worked with WSDOT Signals to convert final HAR location to IP connection. This will help facilitate an upgrade path to new server hardware that is not dependent on analog connectivity. IT is awaiting a quote from the vendor for software licensing costs. Ryan discussed Internet Explorer end of support June 15th and impacts to TMC operations. It is testing new docking station and monitor hardware that was



recently acquired for operator workstation upgrades. Steve and Ryan worked with vendor on new TraffOp server install.

- b) Operations Update – Mike
No updates provided.

6) **SRTMC Work Plan and Budget**

- a) 2022 Work Plan Review – Approval Requested
b) 2022 Budget Plan –Approval Requested

Recap by Glenn there was a 31% reduction in spending plan due to supply chain issues, delayed service contracts, and loss of staff. Currently spent what was approved until 2023, funds primarily tied to the grant application. Still awaiting software commitments for expenditure tied to ATMS replacement.

Motion to approve action items 6a-6b for Executive Board's approval made by Nate Thompson, seconded by Mike Hynes. Vote unanimous, carried.

7) **Information & Discussion**

- a) Cooperative Automated Transportation (CAT) – A discussion on what WSDOT and other National Agencies are do towards all things autonomous – Ted Bailey, WSDOT @ 2 PM

Brief introduction of Ted Bailey - worked with WSDOT's Headquarters Transportation Operations Division since 1999. Some of his functions are to keep engaged with other State DOTs, USDOT, AASHTO, Legislature, Governor's Office, and Transportation Commission to engage with Cooperative Automated Transportation (CAT) needs. CAT Program priorities related to TMCs: Broadband / Fiber (Accommodation into Public R/W), Work Zone Safety (sharing real time work zone data for all projects, every time), Truck Parking, IIJA Implementation Funding for Transportation Technologies. More details during the presentation provided below:

- State DOTs are hundreds of millions of dollars over built and under resourced.
- Discussion whether TMCs should focus on creating their own flow maps and become the trusted source of information or rely on information from outside data sources with data validation.
 - Wejo partners with auto manufactures to take data directly from vehicles as a pure data source
 - Innorex uses multiple data sources and is available in greater density.
 - Nexar Dash cam uses crowd sourced data and has capability to supplies imagery through a companion app. Post Processing of data could be used for work zone compliance but opens questions about liability.
 - Industry is ready to implement Smart work zones but requires mandates to move forward.
- Broadband: Current forecast suggests that that connected, electric, and autonomous vehicles technology is still more than 10 years until implemented. TMC investments should be geared towards broadband accommodation in the public roadway rights of way.

- Conduit installation cannot be used for direct profit but could be used to recover costs via franchise agreements or leases.
 - A \$30M project was proposed in Clark County to install 29 miles of fiber, but ultimately did not move forward.
 - JTC Broadband Study recommendations of broadband investment across major state corridors including I-90, I-5, I-82, I-405, I-182, I-205 and I-705 would provide 631,397 miles of broadband to underserved population.
 - Smart work zone safety – findings that emerging technologies such as GM's Super Cruise where vehicles are not reducing speed within work zones. Possible partnership potentials to improve fleet learning technology. Products like smart traffic cones could be placed on incident response trucks and be available on a real-time map. Partnerships like this can provide an opportunity to reduce / eliminate DOT investments in infrastructure that is already over invested in.
 - Investing in pavement markings – 30:1 benefit / cost. Improved high visibility striping will be important for machine vision technology.
 - Automated trucking – human lead linked convoys Advanced Driver Assistance Systems (ADAS) vs standalone automated truck Automated Driving Systems (ADS). Importance of TMCs being aware of these vehicles in transit.
 - Truck Parking – WSDOT HQ Transportation Operations Division received funding to work with Star lab, AT&T, T-Mobile to identify statewide parking stalls that could be equipped with technology providing truckers with a system that would provide parking location availability for stops during hours of service. Currently, Washington state has 714 stalls, 47 safety rest areas, and 14 weigh stations.
 - On road testing & deployment
 - Washington state allows self-certification of automated vehicles. Legislature established umbrella liability policy requiring for no less than \$5 million. Currently 4 certified companies: BMW of North America, LLC, NVIDIA Corporation, Waymo LLC, Zoox Inc.
 - It would take a fleet of 100 automated vehicles driving 24/7/365 at 25 mph 500 years to establish 95% confidence automated vehicles are 20% safer than human drivers. Automated vehicles cannot simply rely on simulation and test wrecks – it will require product development on real roadways which will need to be risk managed.
 - Predictions of fully automated vehicles likely to start becoming commonplace by 2045-2050. It is important for agencies to have the right mindset to prepare for this transition: roundabouts first, investing in crowdsourced data platforms – reduce dependency on direct ITS infrastructure.
 - Pursue funding not for widgets, but rather maintenance and operations, training, and consulting services to pursue grants.
- b) Website upgrade – discussion on data sources that might feed the SRTMC website – Glenn/Steve
- SRTMC staff is working with vendor DKS on the SRTMC website rebuild. Members of the board were invited to provide feedback on areas of the website that

needs improvement. DKS provided a list of potential data source that could be integrated. Some suggestions included: travel times, weather data, traffic flow layer, transit station locations, and commercial vehicle restrictions. This comes with the expectation that data sources would need to be supported and available from a reliable source which could be supplied in a way that would be usable for the SRTMC website. Once a list of sources has been determined, this would be included as part of the RFP. Some suggested data source potentials discussed by board members included:

- STA Express Route Travel Times
- State Route Travel Times
- Arterial Travel Times (DA-400 device data)
- Regional Bicycle Routes (SRTC)

Glenn provided a brief demo of a State of California sponsored study program DIP (Development Implementation Plan) which ingests data points from various state DOT agencies (<https://oss.weathershare.org>). There is an interactive map that includes CCTV images, Traffic Incidents, Weather Stations, DMS, etc. This may provide a partnership opportunity to be utilized as part of the website upgrade effort.

- c) Executive Board Meeting Agenda Items (targeting a June mtg.) – All Agency Update discussion points for executive board meeting:
- Purchase and replacement of new DA-400s to replace previous 3G obsolete models.
 - Coordination between CoSV and WSDOT on corridor improvements on Argonne, Sullivan, and Pines

8) **Agency Updates**

CoSV – Working with MioVision to monitor holiday traffic impacts near the valley mall with installs expected occur sometime this year. Evergreen St. preservation project underway - Currently installing conduit which will provide a means to get fiber from Sprague, over I-90, to Indiana. Impacts to Mullan bridge work - working with County on signal timing at Broadway / Park.

SRTC – Working on call for projects, packet results sent out, SRTC hosting series of transportation discussions with an upcoming topic on transportation technologies. Eve likely to reach out to the agencies for potential panelists as well as incorporate discussion points.

CoS – Continuing work through Thor-Freya Reconstruction (Hartson to Sprague). Traffic flow expected to switch first week of June. Ken will be working with Rachel (CoSV) to discuss DA-400 device data. All of City's DA-400s have been deployed, pending action from vendor to incorporate Maple / Ash @ Northwest Blvd unit(s) into the portal.

WSDOT – No agency updates provided.

STA – No agency updates provided.

County – No agency updates provided.

9) **Future Agenda Items**



No future agenda items discussed.

- 10) **Adjournment:** 3:14 PM, motioned by Ryan Kipp, seconded by Ken Knutson. Vote unanimous, carried.