



SRTMC OPERATING BOARD MEETING NOTIFICATION

WHEN: Wednesday, July 21, 2021

TIME: 1:00 PM – 3:00 PM

WHERE: Microsoft TEAMS Meeting

REFERENCE DOCUMENTS:

June Meeting Minutes

June Activity Reports

June Expenditure Summaries

OPERATING BOARD MEETING AGENDA

- 1) **Call to Order:** 1:01 PM
- 2) **Roll Call / Record of Attendance:** Frank Bezemer (STA), Glenn Wagemann (WSDOT), Jerremy Clark (CoSV), Ryan Kipp (CoSV), Ken Knutson (CoS), Becky Spangle (SRTMC), Ryan Medenwaldt (SRTMC), Steve Milatz (SRTMC), Eve McMenamy (SRTC), Harley Dobson (County).
- 3) **Action – Consent Agenda**
 - a) **June meeting Minutes**
 - b) **June Activity Reports**
 - c) **June Expenditures**

Motion to approve made by Frank B. seconded by Eve M. Vote unanimous, carried.

- 4) **SRTMC Staff Updates**
 - a) **IT Update** **10 Minutes – Steve & Ryan**

WSDOT has made changes to network VPN access which Steve coordinated and assisted with migration to new portal and access methods. He also worked on equipment project list for SRTMC, setting up trial version of asset management software, addressing a security vulnerability related to printer services, and new switch deployments. Ryan worked on HAR conversions with WSDOT Signal technician staff as well as investigating Tableau Extract issues and reports with Lisa Ballard.
 - b) **Operations Update** **10 Minutes – Mike**

Mike participated in Regional TSMO capability and maturity model working, presented WSDOT new employee orientation for TMC, reviewed iNet Jira Tickets for SRTMC IT and Parsons, worked on website scope of work draft, assisted in testing

TMC phone system upgrades, and coordinating with Spokane County on VMS messaging for road closures.

5) **Information & Discussion**

a) **Deeper dive into Regional ITS Projects** **40 Minutes**

Becky discussed potential STGB and CMAC grant opportunities and the call for projects expected in early 2022. Discussed with the board the potential for the agencies to work towards a regionwide submission. The application will require a 13.5% match which could use partner funds to help cover costs for any projects deemed a high priority project for the region. Becky believes it would be beneficial to push for a regional objective to convert remaining analog CCTVs to new IP devices which would include a large portion of City CCTVs.

Ken provided background that the City of Spokane has no existing replacement funds scoped for this. From what he recalled, many of the City's arterial CCTVs were previously provided as surplus from WSDOT. He believes if such a project is pursued by the Board, the city could put together a cost estimate as well as any technical details necessary.

Becky would want the focus on replacing CCTVs at site locations that currently provide less-than-ideal operational benefits. This would also emphasize CCTVs that would have the greatest benefit for monitoring major transit corridors. Additionally, the upgrades would help reduce physical point-to-point fiber to analog hardware connections ultimately reducing the equipment footprint at the TMC. This would also help stage a plan to begin phasing out legacy equipment that is becoming difficult to obtain during repairs.

Eve clarified the project would need to produce air quality savings emission factors to be eligible for CMAQ grant funds. Some key attributes for a competitive project might include exceeding the minimum match requirement, improve capabilities to respond and clear incidents, maintain good traffic flow, etc. She also cautioned that it is likely the next call for projects will package CMAQ with additional grant funding sources which will emphasize importance of other components of the application as well such as whether the project addresses economic vitality, reduces congestion between activity centers, deals with major populations, improving congestion numbers or the condition of the system, etc.

Frank commented that the camera improvements would provide a benefit to their operations center and is supportive of the idea to phase out legacy equipment before it develops into a catastrophic system failure.

Becky discussed if there is additional interest and benefit in including new TDA (Traffic Data Accumulator) devices that can collect and archive volume, speed, and occupancy data for analytical use in the PeMS system. Eve suggested the possibility in creating a matrix document to help weigh each agency's values that could help drive the needs of the project.

Ken commented that the City of Spokane has over 170 system detectors. These are used to perform period counts which are archived as a part of their annual traffic map which includes volumes that is often requested and used consultants for various projects. The TDA devices could prove a benefit to the city, but it would likely need to be treated on a case-by-case basis for each location depending on existing infrastructure.

Becky discussed with Ken the video feeds provided to the media outlets and other stakeholders which currently relies on legacy analog connections. It was agreed that the current methods used to provide this service should be evaluated and overhauled as well. One potential solution would shift to an IP accessed or web-



based platform as point-to-point connections would prove more difficult to support and maintain.

Based on the previous year, Eve anticipates that the call for projects will occur at or around March 1st with submissions due April 30th.

The board briefly reviewed the architecture plan regional projects 1-9 which would be the best candidates for an application submission. As a part of the discussion, various members of the board believe having the ability to install fiber and ITS devices along Bigelow Gulch would likely prove a major regional benefit if pursued. Additionally, the City of Spokane Valley will be installing conduit north on Barker Rd as a part of their Grade Separation Project. This could include opportunity to install ITS devices such as CCTV or VMS. This in essence would provide conduit from I-90 up to Trent Ave. STA mentioned their Route 32 services high volumes in this area to the east of Millwood and is one of the worst ranking in terms of on-time performance.

Becky plans to put together a draft document that will capture potential operations regional improvements along the Trent corridor as well or other potential areas of interest. She believes the projected cost of the project should fall within \$500K-\$1.5M.

6) Agency Updates

City of Spokane Valley – The City is working with WSDOT on timing modifications along the Pines corridor. Through their study they found detection was lacking at Mansfield / Pines EB right turn lane which they have since installed new Wavetronix detection hardware. Argonne / Mullan and Argonne / Montgomery construction projects are underway. They are evaluating having the traffic flow in different patterns at these intersections. Lastly, a new DA-400 device has been installed at Pines / Trent that is now available in the Acyclica platform.

STA – No significant developments to report on.

WSDOT – Reviewing last 3 months of data to evaluate I-90 ramp meter performance between US-195 to Hamilton St. They are finding an increase in I-90 traffic volumes which are up 35%-45%. This translates to an increase from 120K to 150K vehicles a day which previously has not been possible without major congestion. WSDOT has closed the EB Freya on ramp is documenting and working towards a permanent closure as part of the paving project due to the overall improvement to I-90 traffic flows.

City of Spokane – Working to get Hamilton corridor communications online at the various intersections once the construction project has completed. This will also include retiming efforts for intersections along this corridor.

County – Bigelow Gulch has reopened, construction switched to the north side of the alignment. Bigelow P6 going to advertisement this month. The County's Striper is back in operation after 30 days of vacancy.

SRTC – All agencies have delivered their projects on time this year which fulfills the federal obligation allowing continued support to receive federal funding in the region. Lois Bollenback has been selected as the new SRTC executive director and will be starting August 16th. She served as the Executive Director for the River to Sea Transportation Planning Organization in Daytona, FL since 2012. Additionally, Eve has been appointed as the new SRTC Deputy Director, although it is currently unclear how this will affect her current roles and responsibilities



and ability to serve on the board. Lastly, SRTC is continuing work on their Long-Range Plan as well as the US-195, Division St and Data projects.

SRTMC – The communications team meeting has continued coordinating agency PIO officers to collaborate on ongoing construction projects across the agency jurisdictions. This information is currently being shared via email and entered into the TMC ROADS system which is reflected on the SRTMC website. Becky wanted to pass thanks to the partnership for their willingness to collaborate on this effort.

7) **Future Agenda Items**

- a) **Training for iPeMS**
- b) **Transit Signal Priority Presentation**
- c) **ITS Projects Discussion – Continued**
- d) **Transit Priority Preemption Concept of Operations / Equipment Summary – CoS and STA**
- e) **Regional GIS ITS Framework – County Resource Availability Discussion**

8) **Adjournment: 2:39 PM**

Motioned by Harley D., seconded by Frank B. Vote unanimous, carried.