



I-80 Winter Operations Coalition 2013 Spring Webinar Summary

May 1, 2013 1:00 – 2:30 PM PST

ATTENDEES

California Department of Transportation (Caltrans)	Nevada Department of Transportation (NDOT)	Utah Department of Transportation (UDOT)
<i>Andrew Brandt</i>	<i>Susan Aller-Schilling Ish Garza Connie Hagen Denise Inda Michael Murphy Sondra Rosenberg Lisa Schettler Bill Thompson</i>	<i>Glenn Blackwelder Kevin Griffin Lisa Miller Tim Rose</i>
Wyoming Department of Transportation (WYDOT)	Nebraska Department of Roads (NDOR)	Consultants
<i>Jeff Frazier</i>		<i>Jin Zhen – FHWA Lisa Burgess – Kimley-Horn Deanna Haase – Kimley-Horn Ralph Patterson – NarwhalMet Molly O'Brien – Kimley-Horn Sandra Syntax – Kimley-Horn</i>

1. PURPOSE

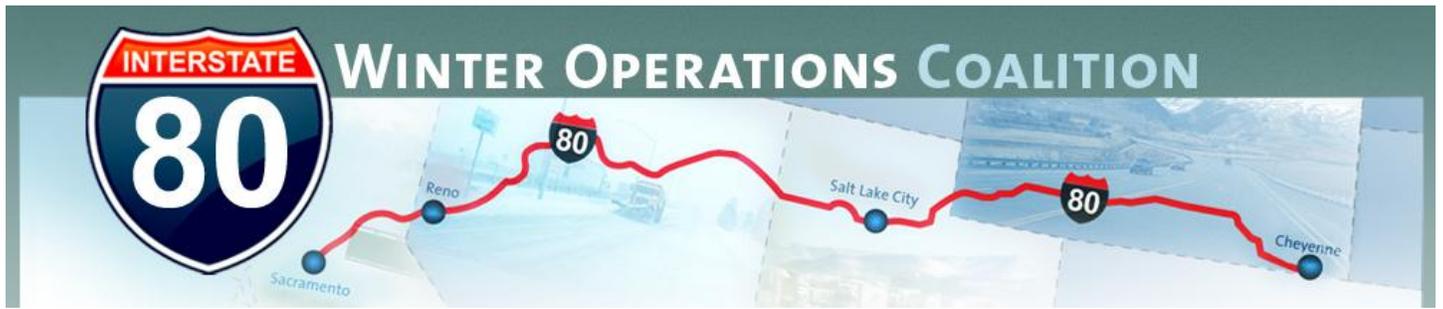
The purpose of this webinar is to discuss various activities of the Coalition since the Fall Workshop in 2012 and the I-80 Coalition moving forward.

2. RECAP OF WINTER 2012/2013

In general, the partner agencies agreed that the winter 2012/2013 was a very mild winter. This was also an opportunity for agencies to provide others in attendance with updates from their states' activities since the September 2012 workshop.

UDOT:

The winter was generally normal to mild with the storms being localized in the Parley's Canyon along I-80. The storms were not strong enough to close the I-80 within Parley's Canyon, but did have restrictions for trucks during a few storms due to high winds. The Utah Traffic App was upgraded on Monday allowing the use of the app to pull up traffic cameras and the upgrade



included the addition of special event, construction and traffic information. Also, Utah is in the process of developing a storm intensity module that will be a new performance measure for snow and ice removal involving the use of RWIS data. The pilot of the program will be conducted in Region 3, but is expected to be expanded to the I-80 Corridor in the next year. Utah volunteers to present on the new module at the next workshop.

NDOT:

NDOT noted that it was a mild winter and uneventful. There were a few big storms, but less than the previous winter. NDOT is in the process of moving to a new 511 system that was launched to the public this past Sunday. They are in the process of working out the glitches since it went online, but the system is working well otherwise.

Caltrans:

The winter was generally mild with most of the storms occurring in the fall. Donner Summit that normally has a large snow fall has seen less than 300 inches. Kingvale was able to utilize the new Tow Plow in the fall and the first run was very successful.

3. FALL COALITION FOLLOW UP

RWIS Plan Update:

The RWIS Plan was distributed to all I-80 Coalition partners. Since the fall workshop there have been no additional comments.

Incident Management:

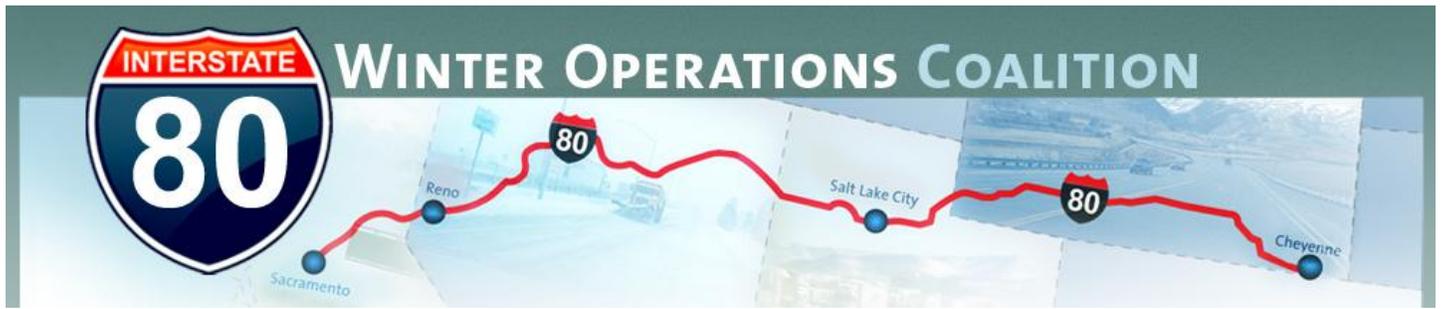
There has not been any more discussion between law enforcements on ways to close the I-80 Corridor to improve the incident management.

Truck Parking Map:

The I-80 Truck Parking Map is available online at the I-80 Coalition Website under the Freight section. The states are asked to run through the map for corresponding state to verify the added sites and return feedback for any needed updates. Currently, Bill Thompson from Nevada is driving the I-80 corridor to determine the number of parking spaces at each stop.

4. TMC MANAGER MONTHLY CALL

The TMC Managers Monthly call began in November of 2012 and continued until the end of March 2013. The meetings are on hold until the 2013/2014 winter season begins, which is estimated to start in October 2013. The meetings identified a generally mild winter for all of the states causing the meetings to focus on updates regarding implemented systems. Near the end of the winter the attendance dropped and the Coalitions is looking for ways to improve the meetings, such as presentations or identifying other representatives to attend the call. If any partners have



suggestions on improvements to the TMC Managers Monthly Calls, please feel free to send feedback.

5. WEBSITE UPDATES

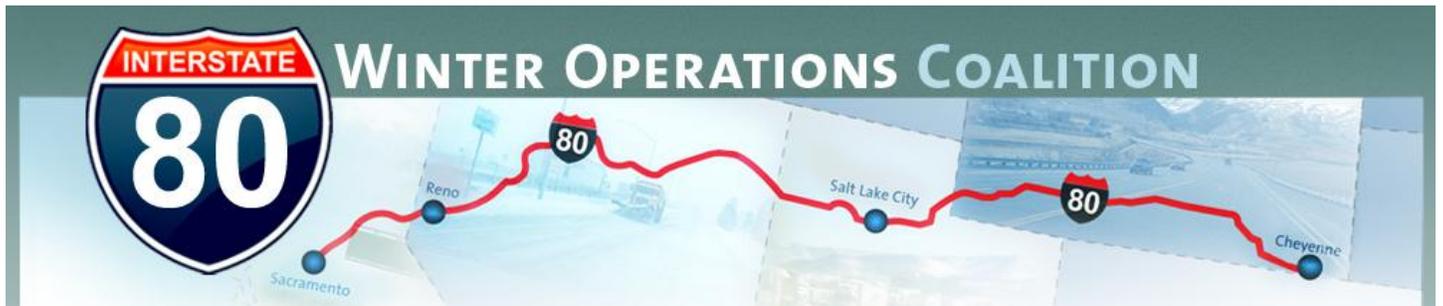
The website updates were minor and included adding Nebraska to the member agency area, truck map on the website under the Freight section, and adding stories on a news feed called “Partner in the News”. The news feed contains informative stories that relate to the I-80 Corridor, partners within the Coalition, or new technologies that could be useful for the corridor. Please take the time to review the truck map and stories on the “Partners in the News”.

6. MCOM FEDERAL GRANT/ COORDINATION WITH I-15 MOBILITY ALLIANCE

The Multi-State Corridor Operations and Management System Grant is a \$7 million grant the Federal Highway Administration (FHWA) awards to fund multi-state corridor efforts. The first round of the grant was awarded in September of 2012, which the I-80 Corridor did not receive. The second round of the grant was open for applications in the spring and the I-80 Coalition submitted on April 5, 2013. The I-80 Coalition application consisted of requesting \$1.27 million in funding, a state match of \$330,000, and three proposed I-80 projects that included the following:

- *I-80 Operations Platform* – allows multiple states to access real-time and operational information to support safer winter traveling experiences
- *Multi-State Road Impact Information to Truckers* – distributing key information to truckers along the I-80 corridor that could impact their travel and productivity
- *Expand Coalition and Initiate Joint Summit* – building coalition activities/partnering and holding Joint Summits to identify potential collaborative efforts with the I-15 Mobility Alliance

The I-80 Coalition partners are unaware of when the grant recipients will be announced. The I-15 Mobility Alliance was awarded the grant in the first round and has identified some learning curves that could allow the I-80 Coalition to continue moving forward while waiting for the announcement of award, such as, beginning the agreement process between the involved partners. The I-15 Mobility Alliance has been working on agreements since August of 2012 when the grant was announced causing the alliance to place the corridor projects on hold. Also, while working out the agreements, the scope of work has made a significant change not allowing the USDOT agreement to be finalized. The I-80 Coalition could potentially begin to work out agreements with partners while waiting to hear a response on the grant, but the agreements can only go so far due to the scope changing during USDOT agreement processes. Also, a benefit of holding off on the scope development is that the I-15 agreements could be finished and used as a baseline to speed up the I-80 Coalition agreements. The partners need to send feedback on whether or not to move forward on the agreements.



7. I-80 COALITION MOVING FORWARD

In order for the I-80 Coalition to move forward, the partners discussed the fall workshop attendance and funding. In the past, the fall workshop would begin to reserve locations and hotels between May and June. The Coalition cannot use the funding committed in the MCOM grant application to plan the workshop until September requiring states to fund the fall workshop themselves. If the Coalition waits until the grant is announced to use the funds, then it could potentially not leave enough time to plan the workshop. Two questions were brought up to the partners included the following:

- If there is a desire to hold a fall meeting, hotels need to be booked now. How many can each partner commit to attending:
 - Utah could commit potentially 2 members;
 - Wyoming could potentially send 2 representatives and would look into one rep being from the planning department;
 - California could commit potentially 2 members, but it is very difficult for employees to get it approved to travel outside of California;
- Is there any viability of establishing a pooled fund for travel?
 - Utah would have an easier time to just travel then place money in a pooled fund;
 - California agrees with Utah on it would be easier to just pay for the traveling than placing money for travel into a pooled fund;
 - Wyoming would have trouble to adding to pooled fund.

NDOT will put together some fall workshop low cost options and send out to partners for review and feedback.

8. ADDITIONAL DISUCSSIONS:

- Denise Inda received an e-mail looking for a pilot corridor for a white paper from Dave Veneziano. The white paper will look at the corridor based on communications between TMCs, detours due to closures, and local agencies. Denise is going to forward the e-mail to the I-80 Coalition to see if the Coalition would be interested in being the pilot corridor.
- National Webinar was on May 17 that contained updates on the Coalitions throughout the nation – encouraged attendance on that webinar.