

*This workshop on Intelligent Transportation Systems (ITS) features federal, state and local transportation agencies, trucking associations, ports, shippers, universities, and labor and technology sectors. The goal is to develop harmonized West Coast ITS technology to improve freight mobility and security and reduce regulatory burdens on interstate trucking and port access from Baja, California to Alaska.*

- 1:00     **Welcome: Background and Status**  
      **Bruce Agnew**, Cascadia Center for Regional Development  
      **Dave Frank**, ITS Canada/University of British Columbia—results of Goods, Ports, Borders and Corridors Workshop  
      **Jane Hague**, King County Councilmember  
      **Nancy Nihan**, TransNow, University of Washington
- 1:20     **PANEL: Federal Initiatives on Freight Mobility**  
— **Joan Yim**, Senior Planner, Ports and Intermodal Transportation, CH2M HILL (moderator)  
      **Jeff Loftus**, Federal Motor Carrier Safety Administration's Office of Research & Analysis, Technology Division  
      **Mike Onder**, Freight Operations and Technology, U.S. Dept. of Transportation's Office of Freight Management
- 2:00     **PANEL: West Coast Regulatory and Technological Challenges**  
      Rest stops, one-stop permitting, and coordinated West Coast trucking surveys
- **Trucking Industry**  
      **Bart Cima**, IBI Group— Presentation: IBI/WSDOT Smartpark Initiative for truck rest areas  
      **Michael Bell**, Alaska Trucking Association (*invited*)  
      Representative from Washington Trucking Association
  - **Maritime Labor Perspective**  
      **Herald Ugles**, Local 19, International Longshore and Warehouse Union
- 3:00     **Break**
- 3:15     **DISCUSSION: University Transportation Centers and ITS Funding**  
      **Nancy Nihan**, TransNow, University of Washington  
      Invited representatives from University of British Columbia, Western Washington University, Washington State University, Oregon State University, Portland State University, University of Southern California, and University of California at Berkeley
- 4:00     **Meeting with I-95 Corridor Coalition**  
      *concurrent session with Traffic Light Synchronization and Incident Management workshop*  
      **George Schoener**, executive director, I-95 Coalition
- Original governance and continuing finance for I-95 Corridor Coalition — a case study for WCCC
  - The Coalition's role in improving and coordinating multi-state ITS initiatives — a potential joint project with WCCC
  - The Coalition's role in regional traffic operations
- 4:30     **Reception**
- 5:30     **Adjourn**

MAY 31, 2006

TRAFFIC LIGHT SYNCHRONIZATION:  
EVOLVING TECHNOLOGIES TO FIGHT URBAN CONGESTION

workshop

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*Urban congestion is a problem that we all face on a daily basis. Our freeways are clogged, our state highways seem like parking lots, our arterials are stop and go, and our surface streets lead to traffic jams. This session will look at evolving technologies that can be used on urban arterials and highways (i.e., off the freeway) to improve traffic flow, reduce traffic clogging accidents, and manage traffic flow in our urban cores. It will also review the challenges and hurdles to effective deployment of these technologies. Technical solutions are successful when appropriately funded, effectively managed, and maintained and supported.*

- 1:00      **Introduction and Context**  
Jerry Hautamaki, HNTB
- 1:10      **Benefits From Arterial Signal Coordination**  
Paul Olsen, FHWA
- 1:25      **Regional Integration, Effective Control Center to Center Communications**  
Michael Wieck, Siemens ITS
- 1:45      **Vehicle Infrastructure Integration (VII), Overview of USDOT Program**  
Intersection Accident Prevention, One Goal of VII  
Neil Schuster, ITS America
- 2:05      **Dedicated Short Range Communications (DRSC) Industry Consortium**  
Filip Weytjens, TransCore (via video conference)
- 2:25      **Urban Congestion Charging Zones, Successes From London to Singapore**  
Jack Opiola, Booz Allen Hamilton
- 2:45      **Break**
- 3:00      **Challenges and Hurdles to Effective Surface Street Operation**  
Policy and Funding Challenges  
Paul Olson, FHWA
- 3:15      **How Would Our Urban Street Systems Work Differently If Agencies Were "Paid for Good Performance"?**  
Mark Hallenbeck, Washington State Transportation Center (TRAC)
- 3:30      **Moderated Panel Discussion:**  
**Integrating and Implementing Better Urban Street Grids**  
Moderator: Jerry Hautamaki, HNTB
- 4:00      **Meeting with I-95 Corridor Coalition**  
Concurrent session with West Coast Corridor ITS Group Workshop
- 4:30      **Reception**
- 5:30      **Adjourn**

Did you know that there are over 60 federal and state programs that fund special needs transportation—and that they are mostly uncoordinated and therefore overly expensive? This workshop features a coalition of human service organizations, health care providers, and state and local transit agencies that will review a new regional plan to coordinate the myriad of funding programs to reduce overhead, expand service, and explore a potential I-5 medical shuttle for linking North Sound and Seattle.

1:00 **Introduction and Welcome**

*Special Needs and Technology: Washington is Leading*

Marilyn Mason Plunkett, ACCT

1:20 **Case Studies**

*Medical Access, Adult Day Health, and Elder Access*

Kelly Dyer, Seattle Cancer Care Alliance

Jennifer Herman, Elderhealth Northwest

Lynn Moody, Hopelink

Bill Wilson, Northshore Senior Center

2:20 **Technology and Coordination**

*Federal Human Service and Transportation Planning Requirement*

*Puget Sound Planning in Progress*

*Technology and Access to Services*

Marilyn Mason Plunkett, ACCT

Jennifer Ryan, Puget Sound Regional Council

Faith Trimble, FLT Consulting

Marcy Jaffe, ACCT/WSDOT

3:40 **Break**

3:50 **Data Sharing Issues and Answers**

Microsoft Representative

Soon you will be able to book passage on the Shangri-La Express, a pressurized luxury train that travels over 15,000-foot-elevation passes to Lhasa. And travel through the world's longest tunnel in Switzerland, shaving 2.5 hours off the Zurich-to-Milan trip. Korea will join China and Japan as a home to maglev trains. And here in the Northwest, Alaska cruise-type dome cars will be taking passengers to Whistler and could be running along the shores of Puget Sound and Lake Washington. This session features lectures and demonstrations of exciting new services and technologies in passenger rail and their implications for the world and our Cascadia region.

1:00

**Passenger Rail Developments**

**Tom Till**, Cascadia Center – Developments in North America (*confirmed*)

- Puget Sound – The rebirth of the DMU and its potential in Puget Sound
- An update on Amtrak management, funding, and reauthorization
- Rail service developments in Canada – Vancouver-Whistler
- Land Cruising by Rail – New luxury rail tours coming to North America

**Lloyd Flem**, WashARP – Developments in Continental Europe, and Asia (*confirmed*)

- Among other topics, traveling through the world's longest tunnel in Switzerland, shaving 2.5 hours off the Zurich-to-Milan trip; and
- New Chinese passenger rail coaches pressurized for 15,000-foot mountain passes

**Loren Herrigstad**, WashARP – Developments in the United Kingdom (*confirmed*)

- Recent developments in the continuing revolution of Britain's rail system

2:15

**Maglev Technology – an Introduction to the Present and The Future**

**Leonard F. Newstrum**, Town of Yarrow Point, Representative to I-405 Corridor Program Steering Committee & SR-520 Bridge Replacement Committee – Moderator (*confirmed*)

An overview of maglev technology that will cover:

- Maglev technology concepts – urban and intercity, current and advanced
- Urban Maglev systems in China, Japan, and soon in Korea;
- Urban Maglev research and development projects, Federal Transit Administration

**Incorporation of High-Speed Frictionless Maglev, Advanced Tunneling Technologies and Reduced Atmospheric Pressure—Swiss Concept, Chinese and American Interest**

**Brad Swartzwelter**, Author, *Faster Than Jets*, Alder Press, 2003 (*confirmed*)

- There is a surface transportation system that would exceed the performance of jet airplanes, be operationally sustainable, and environmentally acceptable. Dramatic advances in maglev train engineering, combined with new, economical tunneling techniques have brought such a system within reach.
- The concept was first studied at the Swiss Institute of Technology in Lausanne, and is currently a topic of serious research at Tsinghua University in China.

**Jim Fiske**, Magtube Corporation (*confirmed*)

- Magtube indicates that it is "building a new type of network ... to transport magnetically levitated freight capsules" for "light freight of all types." Magtube says that their network should be thought of "as an Internet for packages."

3:15

**Break**

3:30

**Contemporary Urban Maglev Applications—Asian Systems and U.S. Demos**

**Koji Kubota**, Itochu Corporation (*confirmed – by teleconference from Japan*)

- Chubu developed the HSST technology currently in revenue service in Nagoya, Japan, on the Tobu-Kyuryo Line (TKL), which is operated by the Aichi Rapid Transit Company. A linear induction motor (LIM) powers the HSST.

**Conrad Blankenzee**, Rotem Corporation of Hyundai Motor Group (*confirmed*)

- Rotem is currently developing an urban maglev similar to the Chubu HSST. Construction of a 1-kilometer starter system is underway in DaeJeon, Korea, that will open to the public in Spring 2007.

4:30

**Reception**

5:30

**Adjourn**