



## TSMO Happenings from May 2022 through December 2022

### Travel Information, TDM, HOGs, and More!

During the second half of 2022, the Coalition team held 13 TSMO events (including training and information exchanges) for its members on a wide range of topics, and we are sharing this information with you! We appreciate each event speaker and every agency that participated!

We have more interesting events planned for the remainder of Fiscal Year 2023! You can read more about our strategic plan and goals [here](#) or visit the [Coalition calendar](#) on our website.

While this newsletter highlights TSMO activities, we also want to recognize the many **working groups** that are coordinating throughout the year. Each group focuses on a specific subject of significance to our members and when appropriate, they join together to discuss a common topic. If you are a Coalition member interested in joining one of the following groups, please contact the relevant Coalition staff member.

**Freight Program** – Marygrace Parker ([mgparker@tetcoalition.org](mailto:mgparker@tetcoalition.org)) – more information is provided below for both groups!

- [Truck Parking Working Group](#)
- [Freight Data and Planning Working Group](#)

**Innovation Program** – Ginna Reeder ([vreeder@tetcoalition.org](mailto:vreeder@tetcoalition.org)) and Lisa Miller ([limiller@tetcoalition.org](mailto:limiller@tetcoalition.org))

- [CAV Regional Working Group](#)
- [Electric Vehicle Working Group](#)
- [Mile-Based User Fee \(MBUF\) Steering Committee](#)

**TSMO Program** – Denise Markow ([dmarkow@tetcoalition.org](mailto:dmarkow@tetcoalition.org)) and Stan Young ([seyoung@tetcoalition.org](mailto:seyoung@tetcoalition.org)) – more information on each group is below!

- Waze Technical Working Group

- 3rd Party Mapping Working Group
- TDM Validation Technical Advisory Committee

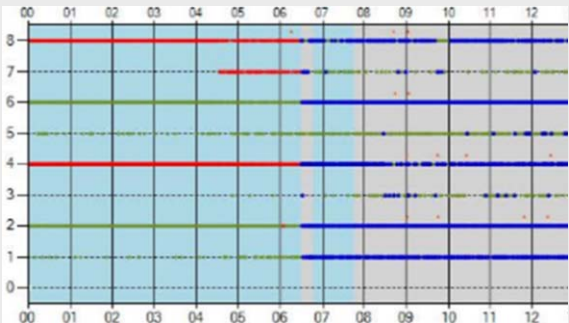
TSMO

November 9, 2022 - Everything You've Ever Wanted to Know About Automated Traffic Signal Performance Metrics (ATSPMs)

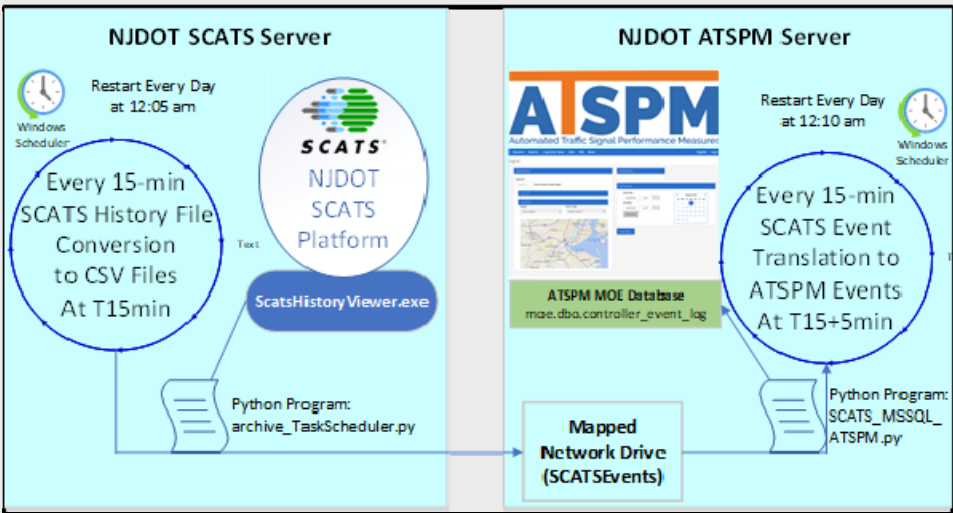
**Mark Taylor of Utah DOT** explained the agency’s path to ATSPM implementation and success. UDOT developed several innovations for their ATSPMs system. One innovation was the ability to transition from analog to electric records for traffic signals and maintenance.

**Joanna Bush of Mead and Hunt** explained how Wisconsin DOT’s implementation of ATSPMs reshaped the agency’s signal priorities and communication. The ATSPMs implementation allowed three changes to WisDOT’s processes:

- Purdue coordination diagrams (right) allowed electricians to view signal problems before traveling to the site.
- Allowed retiming non-system signals to be added to priorities
- Monitor the success of the adaptive signal program



**Kelly McVeigh of New Jersey DOT** explained how New Jersey DOT uses ATSPMs and adaptive signals as tools to optimize signal timings. A research team developed a way for the adaptive program to communicate data to the ATSPM platform using event codes (shown below). Using the Bottleneck ranking tool in RITIS, NJDOT can cross reference the improvement of the signal timings, confirming the accuracy of the ATSPM/adaptive signal system.



**Stan Young of The Eastern Transportation Coalition** presented NREL’s collaboration with NJIT on the Incorporation of Excessive Energy Measures into ATSPMs. The preliminary study concluded a strong correlation between traffic delay increase and the increase of energy used by vehicles at an intersection.

- [Presentation with Audio](#)
- [Slides Only](#)
- [Question & Answer Summary](#)

### Traveler Information

#### Updates on Waze and 3rd Party Mapping Activities



The Coalition is continuing to assist members in coordinating with Waze and other 3rd party mapping providers to distribute accurate, timely information to motorists. The Waze Technical Working Group and the 3rd Party Mapping Working Group meet throughout the year to continue this progress. If you are interested in learning more about this exciting work, please contact Denise Markow ([dmarkow@tetcoalition.org](mailto:dmarkow@tetcoalition.org)).

#### September 22, 2022 - Scenario Planning and Info Updates: Getting the Word to Travelers During Incidents

The focus of this hybrid event was an interactive session during which Coalition members discussed and exchanged information on managing travel information during unplanned events. TIS co-chairs, Kelly Wells (North Carolina DOT) and John Parker (Pennsylvania Turnpike Commission) facilitated discussion among the members in breakout sessions that focused on two scenarios - a Severe Snowstorm Event and a Severe Flooding Event. The discussions were summarized and shared with members. In addition, presentations from USDOT and the Eastern Transportation Coalition prompted additional discussion.

**Mark Mockett (USDOT)** provided an update on version 4.1 of the Work Zone Data Exchange (WZDx). USDOT will begin work on a new data exchange for incidents, weather, and other events called “Managing Disruptions to Roadway Operations”.

**Brendan Kaplan (The Eastern Transportation Coalition)** provided the goals of Waze and 3rd mapping parties, including:

- Introduce new features including lanes and permanent hazards
- Add a new feed to increase user impact
- Optimize existing feeds

**Denise Markow (The Eastern Transportation Coalition)** engaged the members regarding priorities for the Traveler Information program moving forward.





Participants from the in-person portion of the TIS Event.

Transportation Data Marketplace

In July 2022, the Transportation Data Marketplace began providing Coalition members with the opportunity to obtain data in six different categories (Travel Time & Speed, Origin-Destination, Freight, Waypoint, Volume, and Conflation) from 12 prequalified vendors. This RFP/procurement effort was accomplished through the guidance and work of all member states.



The Coalition has a new automated data use agreement for agency members, affiliate members, and consultants. You can find out more about this process on the [Quick Start Sheet](#) and the [TDM page of the Coalition website](#).

A **Technical Advisory Committee** comprised of agency members continues to oversee the validation process as they expand to accommodate the new data sets. The committee has completed the validation of speed/volume data in North Carolina. This validation aimed to test data format (including the new geo-referencing and submission API), as well as familiarize vendors with the process. The group presented an update on the literature review stage of the O-D technical memo and provided recommendations. The group will meet again on January 24, 2023. For more information on this committee and its activities, please contact Stan Young ([seyoung@tetcoalition.org](mailto:seyoung@tetcoalition.org)) and chair Mike Fontaine ([michael.fontaine@vdot.virginia.gov](mailto:michael.fontaine@vdot.virginia.gov)).

Fall 2022 – Transportation Data Marketplace Vendor Forums

In August 2022 and September 2022, the Coalition hosted three forums for TDM vendors to present and answer questions regarding the data they are offering through the TDM products – Origin-Destination data, Waypoint data, and Freight data. These forums allowed Coalition members to assess the different vendors and communicate directly with each vendor.

Another forum on available analytic platforms is being planned for February 2023 – keep an eye out for more information!



## Highway Operations Groups (HOGs)

The Highway Operations Groups (HOGs) focus on incident management with an emphasis on facilitating cross-border communication with stakeholders. There are five core regional groups within the corridor: New England, Tri-State, Delaware Valley, Potomac, and Southern. A restart of these groups continued in the Mid-Atlantic region in May 2022 and moved south. As noted below, in-person exchanges were held in New Jersey, Pennsylvania, and North Carolina.



If you are interested in being a part of the HOGs, please contact Denise Markow ([dmarkow@tetcoalition.org](mailto:dmarkow@tetcoalition.org)).

## September 2022 – December 2022 - HOGs Exchanges (Potomac, Delaware Valley Region, Southern)

From September to December 2022, regional HOGs exchanges were held in Fairfax, VA, Philadelphia, PA, and Raleigh, North Carolina. An insightful discussion on improving processes during weather events was held at each event. The Coalition would like to extend a special thanks to our presenters **Todd Leiss (Pennsylvania Turnpike Commission)** and **Eric Sponsler (Jacobs Engineering)**. Todd's Incident Responder Training provided participants with an understanding of how TMC operators and all responders can develop strong and supportive relationships to improve safety. Eric demonstrated a virtual reality training session on Traffic Incident Management and allowed participants to engage in and provide feedback for the tool.

The Coalition would also like to thank Fairfax County and DVRPC for co-hosting these events. A special thank you goes out to North Carolina DOT for developing and leading the two-day event focusing on Workforce Development, Challenges, Partnerships, Operations, and Practical Scenarios.

## May 11, 2022 - HOGs Web Meeting: January Winter Weather Post Event Discussion

Agency members from Pennsylvania, Maryland, New Jersey, and Virginia came together virtually to discuss strategies for both Snow and Ice Operations. They also discussed regional coordination, improvements to coordination methods, and tow truck usage. Responses from this roundtable were compiled and shared with participating agency members.



## June 14-16, 2022 - TMC Operators Academy



During this inaugural event, Coalition members gathered in Linthicum, MD to discuss various traffic management topics over three days.

The first day included presentations about leadership, interaction with the media, and new technology for traffic notifications and surveillance.

During the second day, Coalition members discussed best practices for service patrols and attended a presentation on technologies used in work zones, participated in incident responder training as well as a feedback session for virtual TIM training.

The third and final day included presentations on the value of WAZE, using social media in an operational environment, the Drivewyze truck notification system, and a demonstration of the HELP app (a regional alert system). Overall, participants enjoyed the opportunity to network and exchange ideas with each other.

## Innovation and Freight Happenings

The Innovation and Freight Programs has hosted informative and collaborative web meetings over the past six months as well! Below are highlights from the recent CAV webinar, the Truck Parking Working Group, and an introduction to the Freight Data and Planning Working Group. You can learn more about these programs on the Freight (<https://tetcoalition.org/freight-program/>) and Innovation (<https://tetcoalition.org/innovation/>) sections of the website.

### Truck Parking Working Group

TETC's Truck Parking Working Group is composed of public agency staff from TETC agency DOTs, MPOs, Port and Transportation Authorities and related organizations. Each quarterly virtual session includes a spotlight presentation on a truck parking initiative. Participants have the opportunity to discuss and "dig deep" with presenters (e.g., what worked, what didn't work, lessons learned, approaches to stakeholder engagement) as to how they are addressing the challenges of Truck Parking through research, studies and implementation activities. Meetings also include a roundtable for agencies to exchange information and share recent developments about their specific agency Truck Parking activities.

Topics this period have included:

- Kentucky's Truck Parking and Assessment Plan - *Jeremy Edgeworth, KYTC*
- Texas' Statewide Truck Parking Study and Implementation Plan - *Sherry Pifer TXDOT*
- "One Of These Loads is Not Like the Other" - (Specialized Carriers and Truck Parking Needs) - *Chris Smith, SC&RA*

If you would like to join this group, please contact Marygrace Parker ([mgparker@tetcoalition.org](mailto:mgparker@tetcoalition.org))

### Introducing: Freight Data and Planning Working Group

This newly formed Freight working group meets quarterly focusing on three areas of freight data: optimization disaggregated FAF data use, and innovative applications/uses of data for planning.

**Marygrace Parker (The Eastern Transportation Coalition)** leads this group along with chair **Josh O'Neill (Rhode Island Statewide Planning)**. A kick-off meeting was held in June 2022, and recent Working Group meetings focused on the following topics:

- **September 21, 2022:** The four freight data vendors in the Coalition's Transportation Data Marketplace provided members with the opportunity to better understand the offerings of the vendors and how the data could enrich their work.
- **December 15, 2022: US DOT- BTS** staff provided an overview of their planned FAF (Freight Analysis Framework) updates. **Josh O'Neill** presented how Rhode Island DOT's Freight Plan utilizes TRANSEARCH, Geotab, & FAF Data. The meeting participants provided feedback on the FAF updates and discussed how their agency uses FAF data.

If you would like to join this group, please contact Marygrace Parker ([mgparker@tetcoalition.org](mailto:mgparker@tetcoalition.org)) and Josh O'Neill ([joshua.oneill@doa.ri.gov](mailto:joshua.oneill@doa.ri.gov)).

### September 27, 2022 - CAV Webinar - All Things ADAS (Advanced Driver Assist Systems): State Projects, Outreach, and The State of The Industry

**Chrissy Nizer of the Maryland DOT Motor Vehicle Administration** presented how Maryland transportation agencies are collaborating to increase awareness and understanding of ADAS.

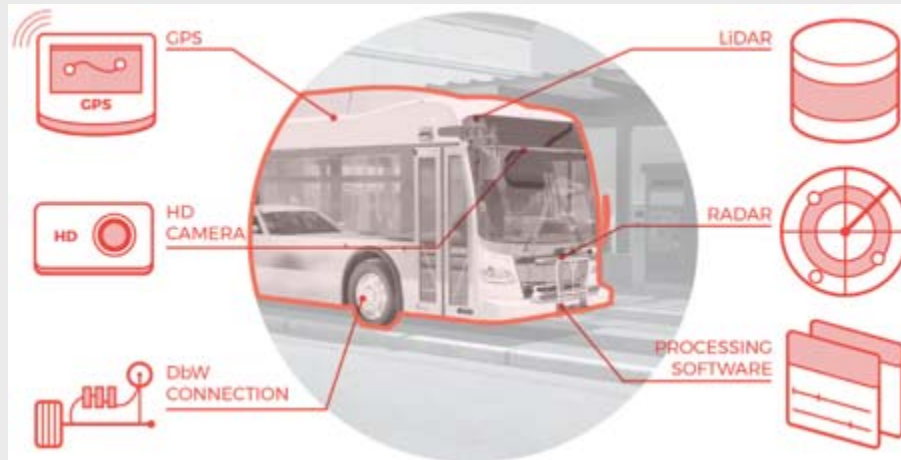
MDOT MVA's various solutions to this problem include the following: adding questions on ADAS to licensing practice & knowledge tests, offering an ADAS workshop to driving instructions; worth 4.5 hours of professional development credit, and engaging law enforcement in the [National Law Enforcement Liaison Program \(NLELP\) on ADAS](#)

**Kathleen Rizk of JD Power** further highlighted the knowledge gap consumers have about ADAS in their vehicles. Users require more knowledge on the basics of what, when, why, and how the ADAS features operate. Collaboration between the insurance industry, automotive industry, government, and consumers is needed to improve road safety and increase understanding of ADAS.

**Shane McKenzie of the Kentucky Transportation Cabinet** presented how KYTC uses data to inform decisions and capacity models. One data source came from an [AV Acceptance study](#) where 52% of the survey respondents felt positive when asked about their general attitude toward AV technology. Additionally, partial automation and high automation results consistently showed better performance than conditional automation in simulated traffic.

**Steve Kuciemba of WSP (currently with ITE)** provided an overview of progress in the ADAS industry and future requirements, including the need for safety and communication industry standards. He recommends that myths regarding fully automated vehicles and the maintenance of

ADAS need to be disproven and that federal and local agencies have a responsibility to collaborate and incorporate new ADAS opportunities into daily operations (such as buses).



*Examples of how ADAS can be incorporated in public buses.*

- [Presentation with Audio](#)
- [Slides Only](#)
- [Question & Answer Summary](#)

**Follow the Coalition on YouTube and subscribe to be informed!**

The Coalition has a YouTube channel. Recordings from many of the Coalition's webinars are available [here - take a look!](#)

#### **Questions or Comments:**

**General Coalition:** Denise Markow at 301.789.9088 or [dmarkow@tetcoalition.org](mailto:dmarkow@tetcoalition.org)

**Logistics:** Joanna Reagle at 610.228.0760 or [jreagle@kmjinc.com](mailto:jreagle@kmjinc.com)

