I-95 Corridor Coalition TSMO and Freight Happenings
November 2019 - March 2020

Catch up on all the I-95 Corridor Coalition TSMO and Freight news!

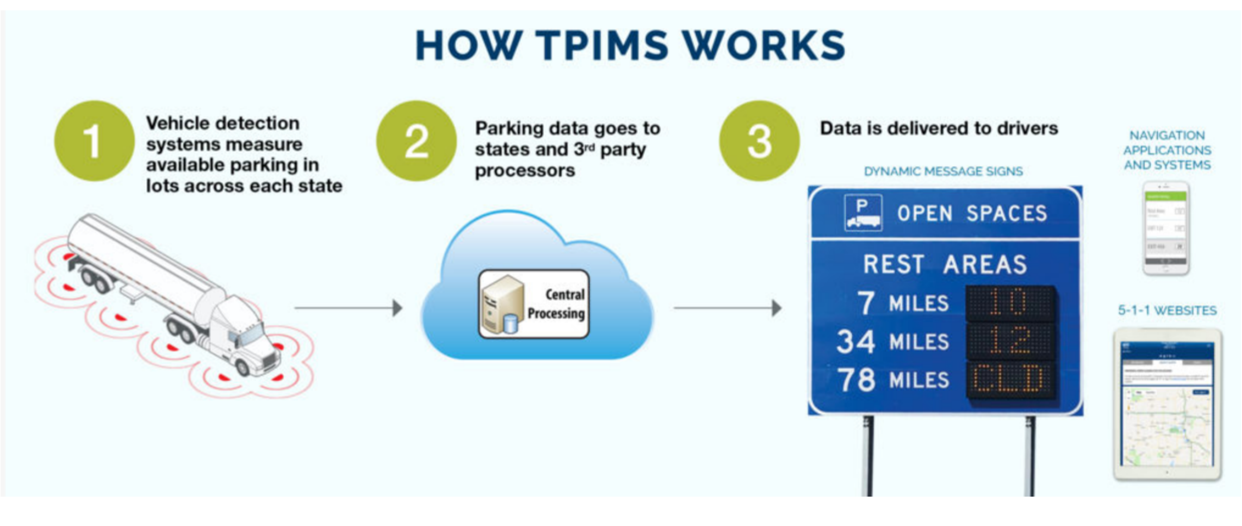
The Coalition has been very busy the past few months with hosting a number of webinars and in-person meetings throughout the corridor. We have shared a lot of valuable information and would like to share with you!

Freight Webinar: Inside the MAASTO Truck Parking Information Management (TPIMS) Project - March 13, 2020

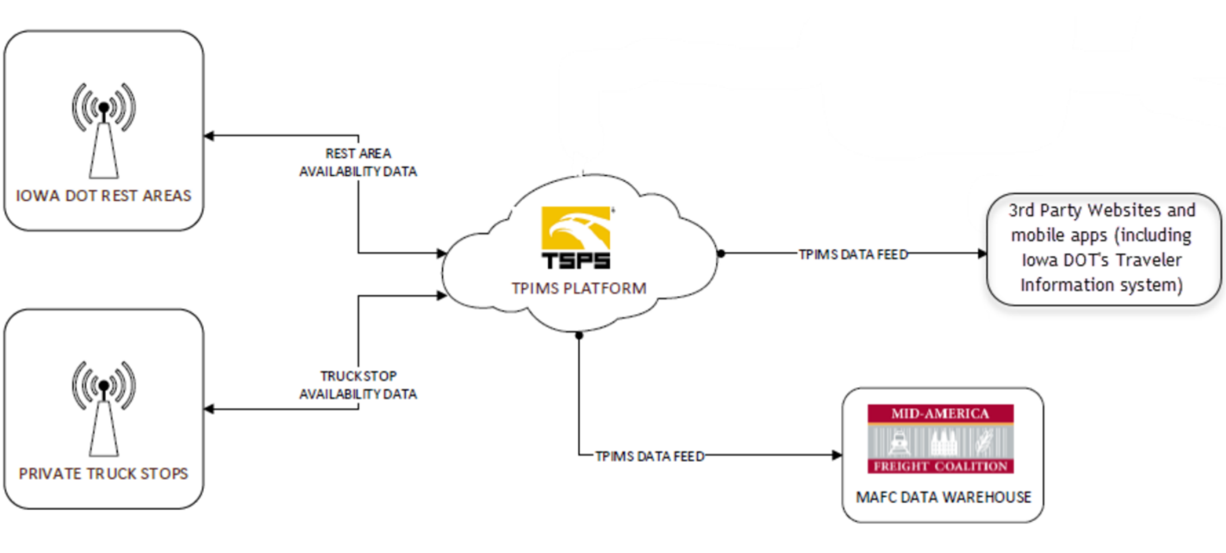
As part of this webinar, there were four presentations from industry experts, focused on truck parking information projects (TPIMS) in various states within the Mid-America region. Below are links to the presentation documents; these are also available on the I-95 Corridor Coalition website.

- Presentation with Audio
- Slides Only
- Q & A Summary

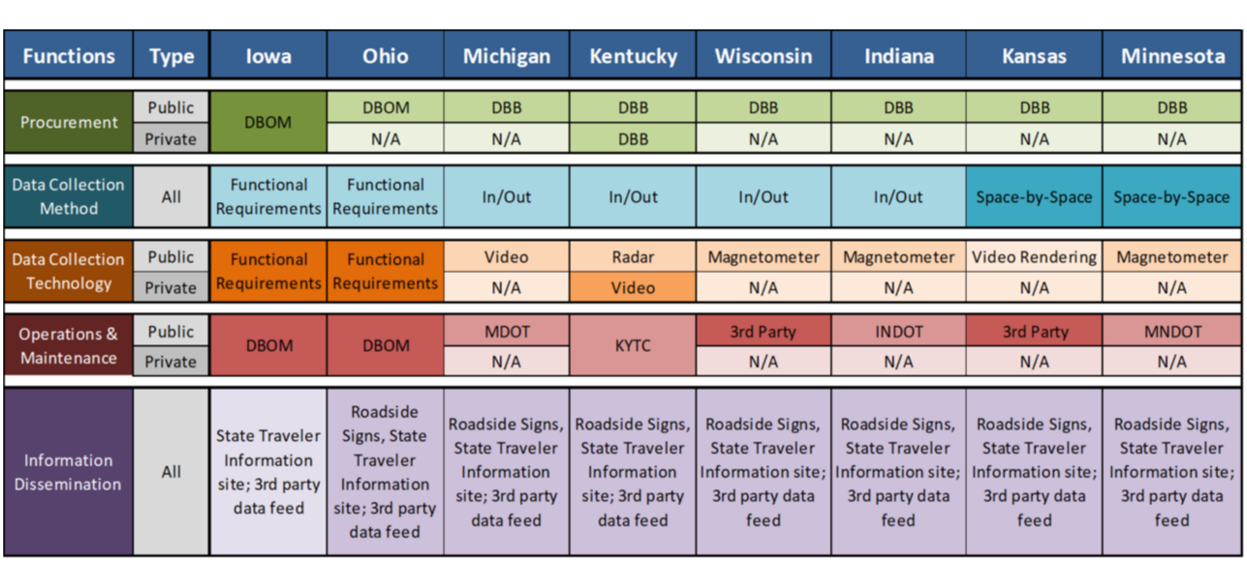
The first presentation entitled, "**MAASTO Regional Truck Parking Project Overview**," was given by Mr. Cory Davis, with Kansas DOT, and Mr. Brian Comer, with HNTB. Their presentation showcased the MAASTO TPIMS program implementation in the mid-west freight corridors, and provided details of how TPIMS is structured, the partnership coordination between participants, and funding and grant administration. Their goal is to attain a seamless regional system, achievable through effective data sharing and storage, and communications - including dynamic message signs and ways to measure performance results.



The second presentation entitled, "**Iowa DOT Truck Parking Project**," was provided by Mr. Eric Strack and Mr. Chuck Miller HNTB, presenting on behalf of Phil Mescher, Iowa DOT. They explained how and where TPIMS was being deployed in Iowa. The state's approach is to improve technology solutions, ensuring accurate information is disseminated to the trucking community, via the 511 traveler website and mobile app.

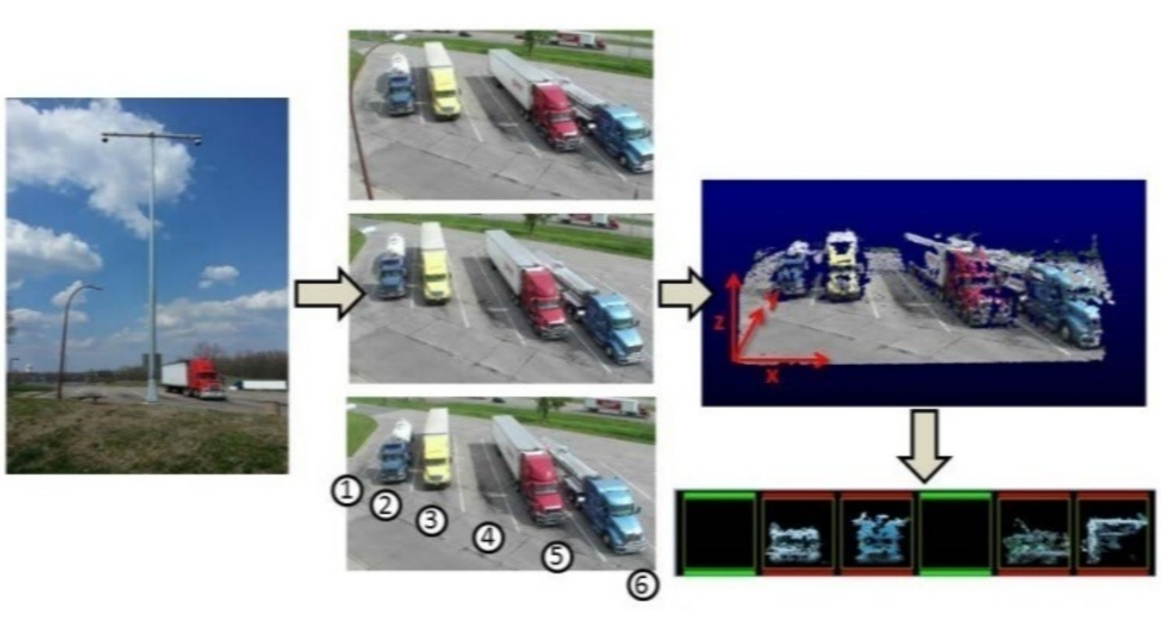


The third presentation offered a private industry perspective; it was entitled, "**Truck Parking Technologies: Private Sector Engagement**," and was described by Mr. Scott Grenerth and Mr. Carl Rundell, both with Truck Specialized Parking Services. Their presentation emphasized the importance of TPIMS, with trucker safety at the forefront. They explained how a multi-state, linked system benefits truckers and DOTs, while addressing parking needs across state lines by allowing truckers to access real-time data. Technologies employed, such as light curtains, pucks, video analytics, and wave detection, together can help with the overarching goal of increasing driver safety and meeting trucker needs.



Functions	Type	Iowa	Ohio	Michigan	Kentucky	Wisconsin	Indiana	Kansas	Minnesota
Procurement	Public	DBOM	DBOM	DBB	DBB	DBB	DBB	DBB	DBB
	Private		N/A	N/A	DBB	N/A	N/A	N/A	N/A
Data Collection Method	All	Functional Requirements	Functional Requirements	In/Out	In/Out	In/Out	In/Out	Space-by-Space	Space-by-Space
Data Collection Technology	Public	Functional Requirements	Functional Requirements	Video	Radar	Magnetometer	Magnetometer	Video Rendering	Magnetometer
	Private			N/A	Video	N/A	N/A	N/A	N/A
Operations & Maintenance	Public	DBOM	DBOM	MDOT	KYTC	3rd Party	INDOT	3rd Party	MNDOT
	Private			N/A		N/A	N/A	N/A	N/A
Information Dissemination	All	State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed	Roadside Signs, State Traveler Information site; 3rd party data feed

The final presentation entitled, "**Minnesota DOT Truck Parking Project**," was presented by Mr. Andrew Andrusko, with the Minnesota DOT. The project is using pucks to monitor and collect data to detect vehicles. The data collected is sent to the Regional Truck Monitoring Center (RTMC), where it is shared on the state's 511 page. They are also utilizing digital message board signs to clearly communicate important information to drivers.

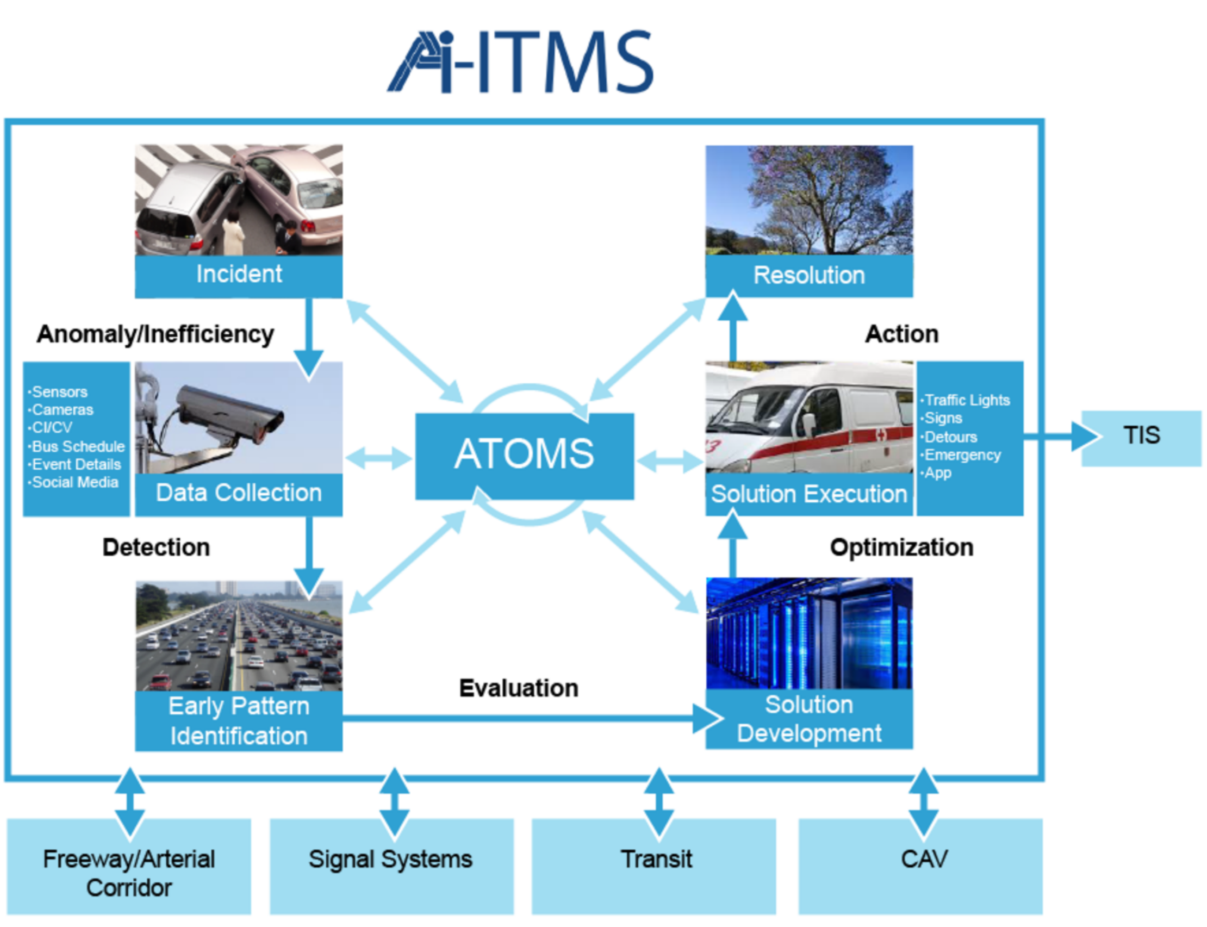


Emerging Technology in Transportation Management Webinar - January 30, 2020

As part of this webinar, presentations were made by experts in the field of artificial intelligence and national ICM strategies. Below are links to webinar documents; these are also available on the I-95 Corridor Coalition website.

- Presentation with Audio
- Slides Only
- Q & A Summary

The first presentation entitled, "**The Use of Artificial Intelligence in Transportation Management Systems**," was given by Mr. Gene Donaldson, Delaware DOT's TMC Operations Manager. He opened his talk by describing DelDOT's ITMS strategic plan and how they are working to incorporate artificial intelligence and machine learning. Currently, DelDOT is working towards meeting its expected outcomes of being a truly predictive, self-monitoring transportation management system, incorporating automated operation, reducing incident detection time, using CAV data leveraging to improve traffic management, and collecting long-term knowledge for smarter transportation operations.



The second presentation entitled, "**Breaking Ground: Toward a National ICM Strategy (Showcasing: I-210 Connected Corridors in California)**," was given jointly by Dr. Nick Compin and Mr. Joe Butler. Dr. Compin is with Caltrans Statewide Connected Corridors, TSMO, and is their System Performance Measures Lead; Mr. Butler is the Connected Corridors Program Engineer Manager with the University of California-Berkeley. Together, they presented Caltrans' work towards a National ICM Strategy through its I-210 Connected Corridors pilot. The overarching goal of implementing a statewide ICM program is to more efficiently use the existing transportation network. Benefits of a single statewide system include replicability for uniform use; scalability to be flexible, in order to meet the unique needs of districts; affordability for stakeholders; and maintainability for the single statewide maintainer, Caltrans IT. The goal is to pilot this implementation on California's I-210 in April 2021, spread it throughout the state, and then the nation. Anticipated benefits include queue reductions and performance improvements (including air quality); improved planning and coordination; changes in roadway operations improving throughput and safety; and fund sharing for larger impact.

NE HOGs Exchange - December 4, 2019

On December 4, 2019, members of the New England Highway Operations Group (HOGs) met at the Vermont Agency of Transportation, for an in-person Informational Exchange on the subject of Heavy Towing. Below are links to the event documents.

- Agenda
- Meeting Summary
- All other event documents are available on the event page.

The meeting brought together incident responders from agencies in Connecticut, New York, Quebec, and Vermont, in efforts to discuss how they could improve TIM operations in their respective regions and interjurisdictionally. The exchange identified challenges and potential action items for future consideration. Most action items focused on communication and coordination.

Overall, the informational exchange was very well received by all and great discussions were shared, regarding current operations and responses to incidents, along with suggested improvements. The representatives from the Vermont agencies, the Connecticut State Police, New York State Police, New York DOT, Pennsylvania Turnpike Commission, the Ministry of Quebec, and the towing association provided a good overview of their TIM operations, as well as lessons learned in their attempts to enhance their TIM programs.

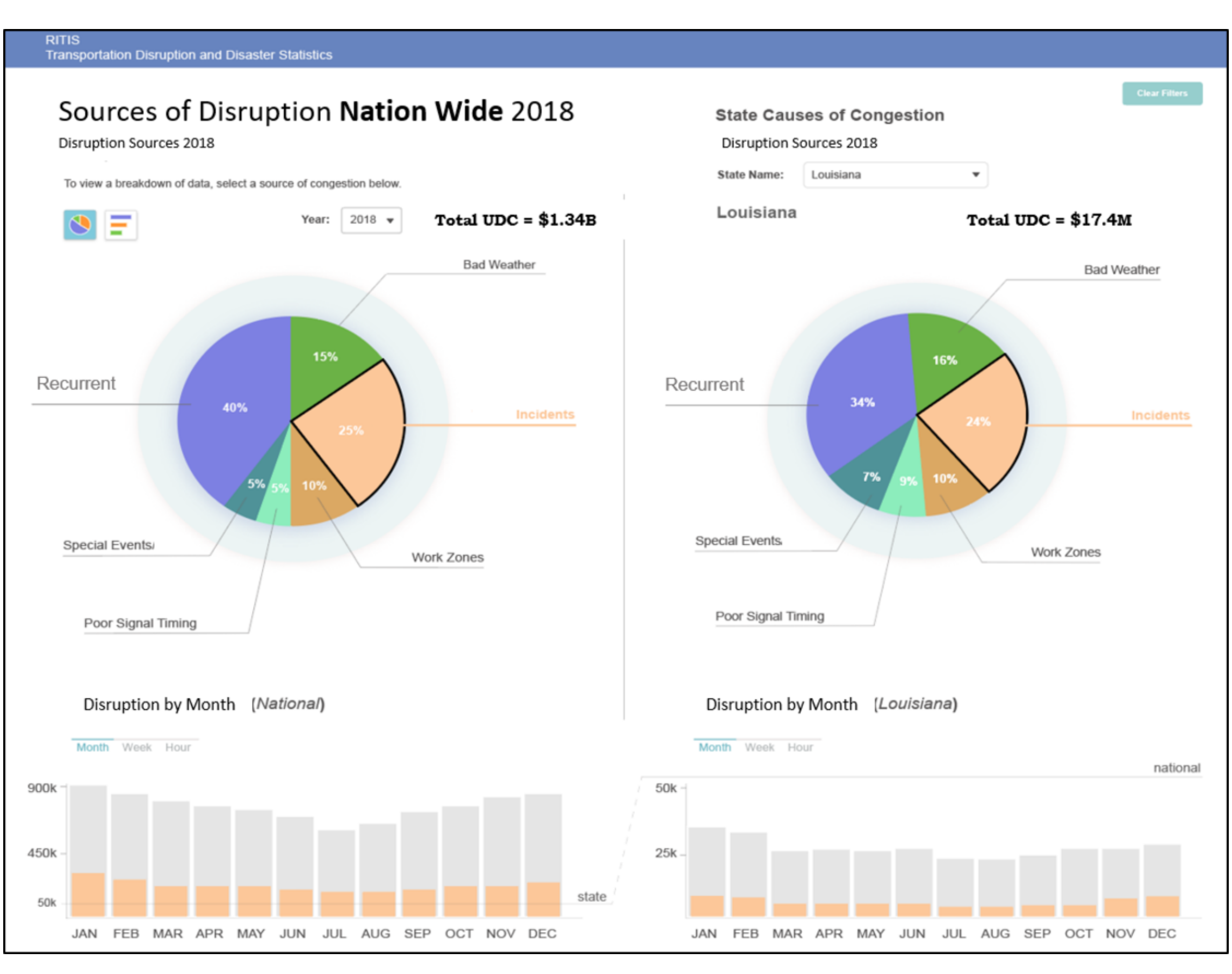
Transportation Disruption and Disaster Statistics (aka Congestion Pie Chart) - November 21, 2019

This webinar provided an update on this project which is sponsored by the Bureau of Transportation Statistics (BTS) and presented by the I-95 Corridor Coalition and UMD CATT Lab. Dr. Mark Franz, the Lead Transportation Analyst, and Mr. Ignacio Tous, a Lead Data Scientist, both work at the UMD CATT Lab. Below are links to the web meeting documents; these are also available on the I-95 Corridor Coalition website.

- Presentation with Audio
- Slides Only
- Q & A Summary
- Polling Summary

The overall objective of the project is to upgrade the "ancient pie chart" and create an interactive, easily-accessible tool for practitioners and decision-makers. The intention is to quantify disruption, in dollars, as user Delay Cost, and also to perform a multi-factor cause analysis, using samples from four seasonal months.

In addition to a new approach to the analysis, a new interface is also being developed. This new approach uses only real-world data (nothing is modeled) and makes use of the RITIS/PDA platform, leveraging its capabilities to provide a more robust and timely analysis tool.



WAZE Technical Meeting - November 14, 2019

This meeting was held in New Jersey on November 14, 2019 with Coalition members to discuss potential produce enhancements to the WAZE platform, which could improve traveler information disseminated to those traveling along the roadway network, spanning from Maine to Florida. Representatives from the I-95 Corridor Coalition member agencies reviewed the operational functionality of the WAZE platform and developed product recommendations to improve the customer experience. The overarching goal it to best utilize WAZE data and operational function for various projects, such as safety analysis and traffic incident management, and identify ways to improve customer experience, motorist safety, and operations within the corridor's Transportation Management Operations Centers.

Webinar on Phase II: Ubiquitous Traffic Volume from Probe Data - November 13, 2019

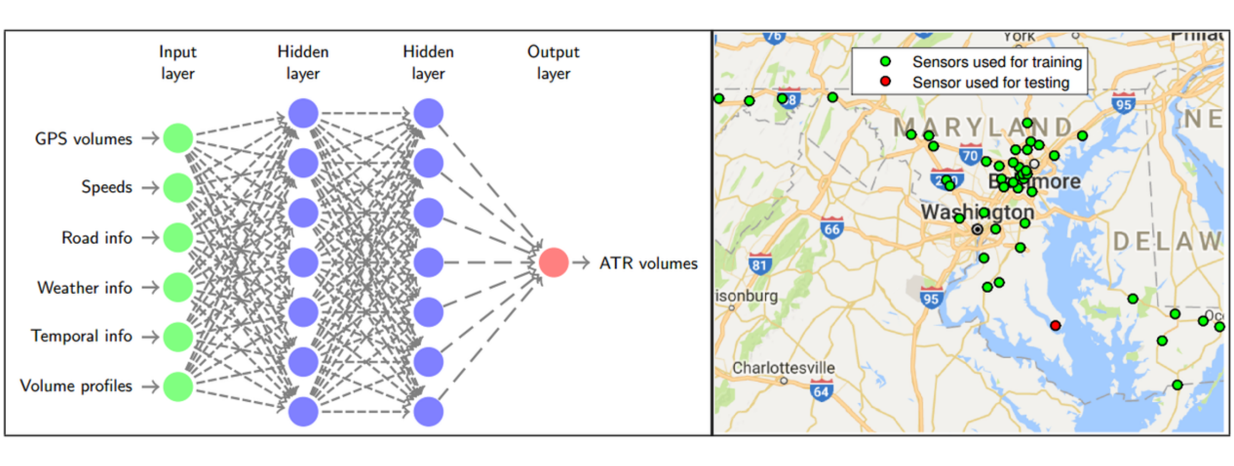
More than 100 people participated in the webinar to hear the update on obtaining ubiquitous traffic volume from probe data. The concept is that probe data, along with other attributes related to the roadway and environment, can be ingested and, by using machine learning techniques, estimate traffic volume on all roads.

The body of work is being conducted for the Coalition by the National Renewable Energy Laboratory (NREL) and the Center for Advanced Transportation Technology - University of Maryland (UMD CATT). Dr. Stan Young (NREL) and Dr. Kaveh Sadabadi (UMD CATT), reported on **Phase II - Prototype Phase "Getting from the Lab to the Streets"** progress to date.

Below are links to the meeting documents; these are also available on the I-95 Corridor Coalition website.

- Presentation with Audio
- Slides Only
- Q & A Summary

The team reviewed the Phase I foundational work and discussed the work currently being conducted for several agencies, roadway types and configuration, as well as probe data sources. Probe data from INRIX and TomTom is being used in this phase of the project.



Coalition is Changing!

New name, new logo, more states - renewed and stronger commitment to our members!

THE EASTERN TRANSPORTATION COALITION
CONNECTING FOR SOLUTIONS

Questions or Concerns:

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Logistics: Joanna Reagle at 610.228.0760 or jreagle@kmjinc.com

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