

FISCAL YEAR 2024 SCOOP SUMMARY REPORT

THE EASTERN
TRANSPORTATION
COALITION

CONNECTING FOR SOLUTIONS





Fiscal Year 2024 SCOOP Summary Report

To respond to an increasing request for quick-turnaround projects that address pressing and rapidly emerging needs, the Coalition established the Special Cooperative Projects (SCOOP) program in FY23 for interested agencies. In its second year, the SCOOP program continues to enable participating states to identify, select, fund, and guide the delivery of projects within a short time. SCOOP fills the need between the Coalition's core program and external funding sources (e.g., discretionary grants or other application-based funding) that can take an extended period of time and/or be labor intensive. SCOOP fosters collaboration between participating states and supports the Coalition's emphasis on developing innovative and implementable ideas, testing emerging technologies, and leveraging data in day-to-day operations.

By working together, the participating states benefit from shared knowledge and resources, ultimately driving solutions that address pressing transportation challenges. The program not only improves regional transportation but also empowers member states by allowing them to propose and fund projects that deliver real-world, implementable outcomes. As the program moves forward, there is a concerted effort to further refine the project selection process, ensuring even greater alignment with state priorities and enhancing the overall impact of the projects.

Specific criteria used in the FY24 SCOOP selection:

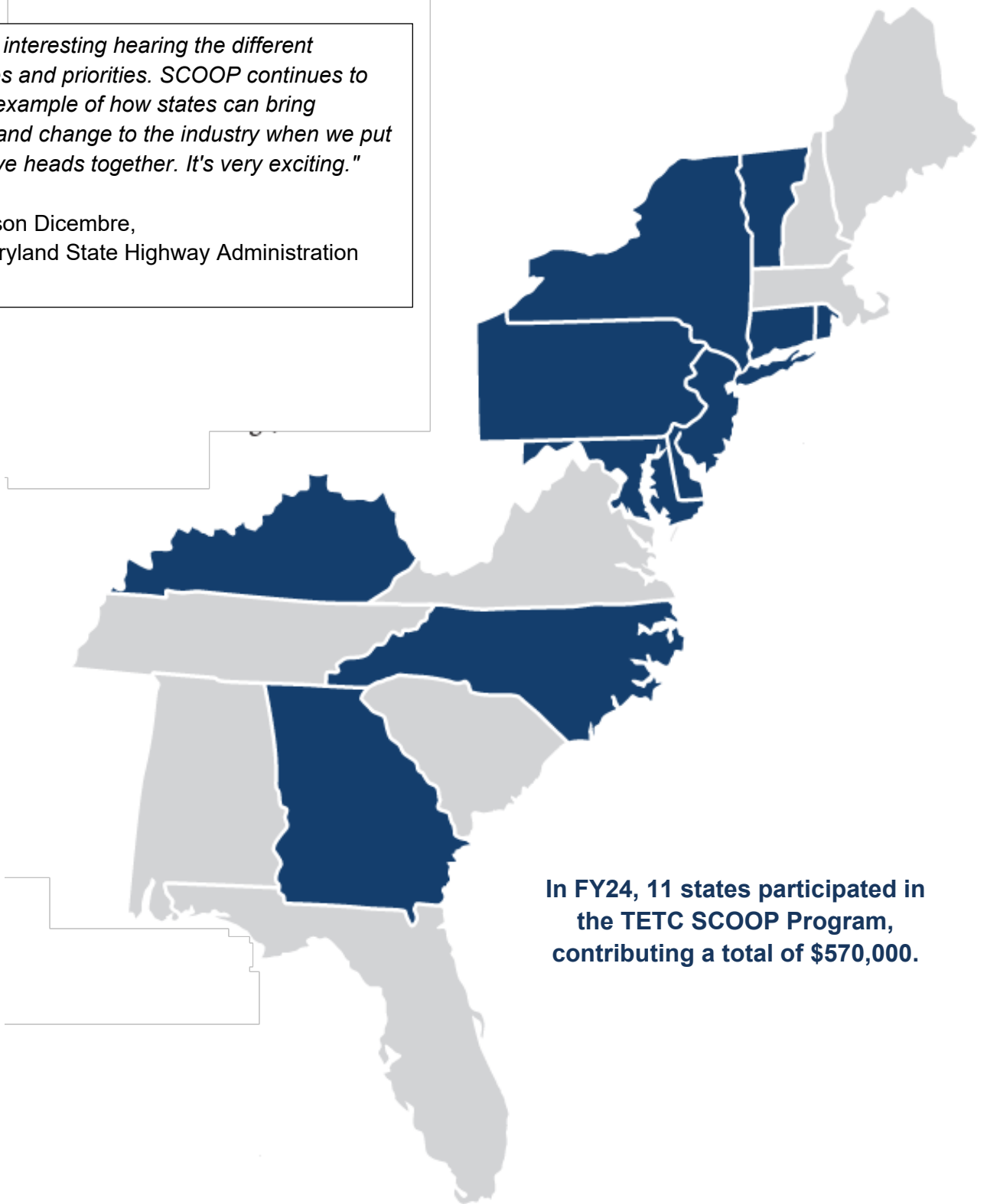
- Projects can be completed within 6 to 12 months.
- Provide benefits that extend beyond one state and support multi-state and cross-border collaboration.
- Have immediate urgency but also support longer-term strategic needs.
- Address unique opportunities that are not underway by other associations or groups of states.
- Support the Coalition's vision, mission, and Executive Board priorities for the year.

FY 24 SCOOP was designed as a 12-month process. Members identified project ideas in April/May and agencies confirmed their intent to participate in SCOOP by July. A SCOOP committee comprising participating states selected projects for funding in August. Projects then got underway, and the work was evaluated in February/March in preparation for the next year's SCOOP cycle.

In FY23, 10 states contributed a total of \$400,000 to this fund. In FY24, 11 states contributed a total of \$570,000 to this fund. A total of 13 SCOOP projects have been funded in the past two years. Projects have ranged from quick-hit research, data and tools development, analysis, and capacity-building that provide a foundation for immediate application.

"It's always interesting hearing the different perspectives and priorities. SCOOP continues to be a great example of how states can bring innovation and change to the industry when we put our collective heads together. It's very exciting."

~Jason Dicembre,
Maryland State Highway Administration



In FY24, 11 states participated in the TETC SCOOP Program, contributing a total of \$570,000.

FY24 SCOOP PROJECTS

PROJECT	PROJECT DESCRIPTION	STATE CHAMPION	COMPLETION
PROGRAM AREA: TSMO/DATA			
Down With Copper Theft	Copper wiring is utilized in a variety of ITS devices. Agencies across the country have seen an increase in copper wire theft as the price of copper rises, resulting in device outages and costly repairs. This project will provide an easy-to-use synthesis of mitigation strategies, costs of these strategies, and examples of successful partnerships utilized in mitigation efforts.	Kentucky	September 2024
Our Fiber/ Broadband Backbone	There are a variety of considerations for deployment and/or commercialization of fiber optic communications infrastructure along highway rights-of-way. This project will provide information on resources for fiber deployments (new and existing) and fiber sharing processes within Coalition states. The project will be a prelude to a TETC fiber/broadband workshop in 2024.	Georgia	June 2024
Primer: AI for Operations	This project is an exploration into the use of artificial intelligence (AI) in transportation, including an explanation of various types of AI, the state of the practice among responding Coalition states, and use cases for this technology.	Pennsylvania	August 2024
CV Data Prioritization	This project is investigating and documenting the strengths, limitations, use-cases, and costs for current and emerging connected vehicle (CV) data sources. This includes examining potential opportunities for CV data to reduce the need for costly roadside units (RSUs), and strategies that could reduce the costs of acquisition through multi-agency procurements, shared use, and/or multi-state model deployments.	Maryland	Continuing into FY25
CAPABLE	Count All Pedestrians and Bicycles Efficiently – or CAPABLE - examines the ecosystem supporting bicycle and pedestrian data collection (non-motorized counts). The project has resulted in an inventory of existing data and best practices, as well as identifying opportunities for the Coalition and its members to improve the accuracy and quality of data for non-motorized transportation modes. In cooperation with industry, the CAPABLE project has assessed the state of traditional data collection, and its relationship to inform and calibrate big data insights into bike and ped behavior on larger geographic scales. The final	Connecticut	August 2024

	products will include an assessment of data schemas from various regional and national efforts to unify and integrate bike/ped data, and recommendations for Coalition role with respect to non-motorized data.		
REVEAL	The Eastern Transportation Coalition led the nation in harnessing travel time and speed from probe data in 2006 – and in 2022 the Coalition integrated traffic volume estimates into Transportation Data Marketplace to support planning and performance metrics. Real-time Volume Estimates Across Locations (or REVEAL) takes the next step toward real-time traffic volume estimates to support members responding in real-time to increasingly frequent and severe weather incidents, major incidents, and other disruptions to normal traffic flow such as a solar eclipse. REVEAL will extend the fundamental volume estimation capabilities initiated through TETC sponsored research and provide a path for the Coalition to procure and integrate real-time volume into their TSMO systems.	New Jersey	Continuing into FY25
PROGRAM AREA: FREIGHT			
What Freight is Going Where?	The project would deliver to each state their data file as well as data for each TETC member state providing regional insights and information sharing. By conducting the disaggregation analysis for all TETC states, it saves time and resources for members (e.g., previous disaggregated data enables one agency to defer for several years a six-figure data contract).	North Carolina	Continuing into FY25
PROGRAM AREA: INNOVATION			
Charging the Charge EV	DOTs have awarded NEVI funds to contractors for EV charger installation. As they look forward toward the transition to electrification and away from gasoline, many agencies and legislatures are considering a state-imposed fee (aka kWh fee) like the gas tax for those purchasing electricity as part of a transportation revenue strategy. This project looked at those states that have adopted a kWh fee and explored what is known to date about the opportunities and challenges related to that model. Deliverables will include a guidance document to help decision makers assess kWh fees, and materials to support a peer-to-peer workshop for further interactive discussion and sharing of lessons learned.	New York	December 2024
EV Charging Data Specs for NEVI	As State DOTs get EV fast chargers on the roadways, the way that data is collected will be	NA	September 2024

	<p>critical. A partnership of public agencies, private sector and other stakeholder groups has developed a specification (housed on GitHub) that defines a common format and process for provisioning, collecting, validating and reporting on data related to EV charger deployment and use. This project will take this defined specification and create a resource document for the DOT audience to offer guidance on what they should include in contracts/RFPs with EVSPs to ensure the data they collect is useful and reportable. The final deliverable also includes examples from existing contracts.</p>		
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Project One: Down with Copper Theft

WHY THE PROJECT WAS NEEDED

Copper wiring is utilized in a variety of ITS devices. Agencies across the country have seen an increase in copper wire theft as the price of copper rises, resulting in device outages and costly repairs. This project will provide an easy-to-use synthesis of mitigation strategies, costs of these strategies, and examples of successful partnerships utilized in mitigation efforts.

PROJECT DESCRIPTION

This project conducted a survey to further gather details about annual financial loss due to copper theft, most targeted components, mitigation efficacy, interagency collaboration, and insurance coverage. Strategic recommendations were provided along with ideas to combat copper theft.

DELIVERABLE

1. A white paper that defines the issue of copper theft and outlines the efficacy of strategic countermeasures

STATUS

Completed September 2024

STATE CHAMPION

Kentucky

Project 2: Our Fiber Broadband Backbone

WHY THE PROJECT WAS NEEDED

There are a variety of considerations for deployment and/or commercialization of fiber optic communications infrastructure along highway rights-of-way. This project will provide information on resources for fiber deployments (new and existing) and fiber sharing processes within Coalition states. The project will be a prelude to a TETC fiber/broadband workshop that will be held in the Spring of 2025.

PROJECT DESCRIPTION

This project reviewed the laws and statutes established for deploying fiber within an area of right-of-way for state agencies. This project also looked into how to implement fiber within existing areas for fiber sharing.

DELIVERABLE

Resource document for states to utilize in various phases of fiber deployment projects.

STATUS

Completed June 2024

STATE CHAMPION

Georgia

Project 3: AI for Operations

WHY THE PROJECT WAS NEEDED

Although Artificial Intelligence (AI) has been around for many years, it's recent mainstream emergence and resultant advancements give rise to the question of how (or if) there are opportunities to put this technology to use in the transportation sector. To do so, a few considerations come into play such as workforce preparedness, security concerns, and risk management.

PROJECT DESCRIPTION

This project is an exploration into the use of artificial intelligence (AI) in transportation, including an explanation of various types of AI, the state of the practice among responding Coalition states, and use cases for this technology.

DELIVERABLES

1. Literature Review
2. White paper on AI in transportation and potential use cases
3. Steering committee meetings (2) to guide direction and content of final white paper

STATUS

Completed August 2024

STATE CHAMPION

Pennsylvania

Project 4: CV Data Prioritization

WHY THE PROJECT WAS NEEDED

CV data can tell us how fast vehicles are traveling, where trips start and end, when and where hard-braking is implemented, when windshield wipers are active, a vehicle's engine status, and more, with a level of granularity we have never known. Harnessing the data provided by connected vehicles provides new and advanced opportunities to improve roadway safety and efficiency with enhanced insights into vehicle and driver behavior.

PROJECT DESCRIPTION

This project is investigating and documenting the strengths, limitations, use-cases, and costs for current and emerging connected vehicle (CV) data sources. This includes examining potential opportunities for CV data to reduce the need for costly roadside units (RSUs), and strategies that could reduce the costs of acquisition through multi-agency procurements, shared use, and/or multi-state model deployments.

DELIVERABLES

1. Survey of states
2. Interviews with vendors
3. White paper draft
4. White paper final report
5. Power point presentation

STATUS

Continuing into FY25

STATE CHAMPION

Maryland

Project 5: CAPABLE

WHY THE PROJECT WAS NEEDED

Count All Pedestrians and Bicycles Efficiently –or CAPABLE - examines the ecosystem supporting bicycle and pedestrian data collection (nonmotorized counts). The project has resulted in an inventory of existing data and best practices, as well as identifying opportunities for the Coalition and its members to improve the accuracy and quality of data for non-motorized transportation modes. In cooperation with industry, the CAPABLE project has assessed the state of traditional data collection, and its relationship to inform and calibrate big data insights into bike and ped behavior on larger geographic scales. The final products will include an assessment of data schemas from various regional and national efforts to unify and integrate bike/ped data, and recommendations for Coalition role with respect to non-motorized data.

PROJECT DESCRIPTION

Recognizing the need for better bike/ped count data, the CAPABLE (Count All Pedestrians And Bicycle Locations Efficiently) project was developed. The intent of this project was to (1) summarize the state of practice for acquiring bike/ped count data, including both traditional count programs and emerging data sources, (2) document the current bike/ped data collection activities taking place across TETC member states and share feedback on successes, challenges, and lessons learned, and (3) propose and demonstrate a recommended methodology for Coalition members to plan and execute bike/ped data collection, with regional cooperation and industry in mind. A steering committee composed of both Coalition representatives and national subject matter experts was assembled to provide guidance in alignment with these objectives.

DELIVERABLES

1. Routine meetings of Steering Committee (comprised of stakeholders including TETC members, bike/ped experts, transportation data industry experts)
2. Analysis of existing ecosystem of bike/ped data
3. Inventory of bike/ped count program within Coalition states
4. Comparison of competing data schema from state, regional and national databases
5. Final memo that provides recommendations for Coalition action to improve non-motorized transportation data

STATUS

Completed January 2025

STATE CHAMPION

Connecticut

Project 6: REVEAL

WHY THE PROJECT WAS NEEDED

The Eastern Transportation Coalition led the nation in harnessing travel time and speed from probe data in 2006 –and in 2022 the Coalition integrated traffic volume estimates into Transportation Data Marketplace to support planning and performance metrics. Real-time Volume Estimates Across Locations (or REVEAL) takes the next step toward real-time traffic volume estimates to support members responding in real-time to increasingly frequent and severe weather incidents, major incidents, and other disruptions to normal traffic flow such as a solar eclipse event.

PROJECT DESCRIPTION

REVEAL will extend the fundamental volume estimation capabilities initiated through TETC-sponsored research and provide a path for the Coalition to procure and integrate real-time volume into their TSMO systems.

DELIVERABLES

1. Assessment of current market capability to support real-time volume estimates
2. Formation of an advisory committee to guide Coalition interest, priorities, and interest in this capability
3. Updated TDM specs for real-time volume acquisition
4. Final report conveying results, and recommendation for the coalition to acquire quality real-time volume data.

STATUS

Continuing into FY25

STATE CHAMPION

New Jersey

FREIGHT

Project 7: What Freight is Going Where?

WHY THE PROJECT WAS NEEDED

This project will build on TETC's previous work in FAF Disaggregation to take the most recently released FAF 5.4 data and disaggregate the state level data into county level data for all TETC states. Disaggregation brings FAF data to the county level for greater understanding of freight generation/delivery.

These FAF datasets provide key insights into recent supply chain trends and the most current version incorporates forecast data. The project would deliver to each state their data file as well as data for each TETC member state providing regional insights and information sharing.
project description

PROJECT DESCRIPTION

Conduct Disaggregation using new FAF 5.4 datasets that were released in late 2022 by BTS to update FAF disaggregated data for all TETC states. Project will provide each state their data file, as well as each TETC member agency files.

DELIVERABLES

1. Disaggregated FAF 5.4 Datasets for selected states distributed to each TETC state DOT (and via DOTs to MPO partners)
2. Updated TETC FAF Disaggregation Methodology Report for agencies reflecting FAF 5.4 data including application of new datasets (e.g., forecast data)
3. Webinar to support agency use knowledge and application examples/scenarios

STATUS

Continuing into FY25

STATE CHAMPION

North Carolina

Project 8: Charging the Charge

WHY THE PROJECT WAS NEEDED

DOTs are hard at work awarding NEVI funds to contractors for EV charger installation. As they look forward toward the transition toward electrification and away from gasoline, many agencies and legislatures are considering a state-imposed fee (aka kWh fee) like the gas tax for those purchasing electricity as part of a transportation revenue strategy.

PROJECT DESCRIPTION

This project will look at those states that have adopted a kWh fee and explore what is known to date about the opportunities and challenges related to that model. Deliverables will include a guidance document to help decision makers assess kWh fees, and materials to support a peer-to-peer workshop for further interactive discussion and sharing of lessons learned.

DELIVERABLES

1. Quick start guide and memo
2. Presentation Slides
3. Peer to Peer Workshop
4. Final report

STATUS

Completed December 2024

STATE CHAMPION

New York

Project 9: EV Charging Data Specs

WHY THE PROJECT WAS NEEDED

With the approval in September 2022 of National Electric Vehicle Infrastructure (“NEVI”) plans from all 50 states as well as Puerto Rico and the District of Columbia, state DOTs will soon be receiving unprecedented levels of funding to build public electric vehicle fast charging stations. As part of managing NEVI funds, state DOTs will need to solicit, host, manage, evaluate, and report charging data received from their contracted electric vehicle service providers (EVSPs). Atlas Public Policy (Atlas) has developed a “Charging Use Data Specification” which describes a common format and process for collecting, validating, and reporting on EV charger deployment and use. This will allow utilities, state agencies, and other relevant stakeholders to collect this data in a consistent way resulting in benefits to all parties.

The Charging Use Data Specification is currently housed on GitHub which requires technical expertise to utilize, making it a difficult resource for many state DOTs to take advantage of. To make it more accessible, this project will pull this information into a briefing paper aimed at state DOT staff.

PROJECT DESCRIPTION

This project will take this defined specification and create a resource document for the DOT audience to offer guidance on what they should include in contracts/RFPs with EVSPs to ensure the data they collect is useful and reportable. The final deliverable includes examples from existing contracts.

DELIVERABLES

1. Decision framework
2. Slides for use at a workshop to EV Working Group
3. Final report

STATUS

Completed September 2024

STATE CHAMPION

Not Applicable



The future of SCOOP...

As we look ahead to FY25, TETC will utilize member feedback as part of a continuous improvement plan to further enhance the SCOOP program to the benefit of our members. Participating states will continue to play a critical role in shaping the future of transportation through their involvement in this forward-thinking program.

The future of the Special Cooperative Projects (SCOOP) Fund under The Eastern Transportation Coalition (TETC) looks promising, with several anticipated advancements and improvements. Key areas of focus include:

1. **Enhanced Project Selection:** TETC aims to refine the criteria and process for selecting projects, ensuring that they better align with the unique priorities of participating states. This means improved transparency and responsiveness in addressing state-specific transportation challenges.
2. **Greater Collaboration:** The future holds an expansion of cross-border collaboration between states, fostering a more regional and unified approach to solving transportation issues. By working together on urgent, innovative projects, member states will continue to pool resources and knowledge for more impactful solutions.
3. **Increased Innovation and Exploration of Emerging Technologies:** SCOOP will likely place a stronger emphasis on testing and implementing cutting-edge technologies, such as smart infrastructure, connected vehicles, and data-driven transportation solutions, as these areas gain traction within the industry.
4. **Improved Program Efficiency:** With a goal of streamlining project timelines, SCOOP is expected to further enhance its quick-response capabilities, ensuring that projects are implemented within the 6-12 month window to address urgent transportation needs.
5. **More State Participation and Funding Growth:** As SCOOP continues to prove its value, more states may contribute to the fund, potentially increasing the program's overall budget and allowing for large scale projects as well as small to mid-sized projects to be funded annually.
6. **Impact Evaluation and Scalability:** Looking ahead, SCOOP will likely focus on measuring the outcomes and impact of funded projects, helping states and the Coalition scale successful initiatives for broader implementation.

In summary, SCOOP's future will demonstrate continued growth in collaborative innovation, more tailored solutions for states, and a stronger emphasis on leveraging new technologies to address evolving transportation challenges across the region.

For project reports and other SCOOP documents, please visit <https://tetcoalition.org/projects/special-projects/>

