



FY 23 EXECUTIVE SUMMARY

The Eastern Transportation Coalition (TETC) saw a growing demand for quick-response projects that address pressing/emerging issues through new and innovative solutions. The Coalition created a Special Cooperative Projects (SCOOP) fund in FY23. TETC is uniquely suited to oversee this type of work and keep costs manageable. These projects fall outside membership dues/core business activities and bring additional value to the corridor.

FISCAL YEAR 2023 SCOOP

PROJECT	DESCRIPTION/PURPOSE	BUDGET	STATE AMBASSADORS	COMPLETED	DELIVERABLES
TIM Virtual Training	Enhance agency incident management skills through a virtual training module that presents a wide range of hypothetical situations.	\$26K	Georgia: Chadrick Hendon	Continuing into 2024	Release of new virtual module with integration provided at HOGs exchanges and state-specific sessions
3rd Party Mapping Navigation Ticketing Hub	To streamline working with third data mapping/navigation parties, a ticketing hub was created. TETC member agencies identified a need to compile and prioritize requests to get solutions noticed and addressed faster.	\$35K	Kentucky: Jarrod Stanley	May 2023	Centralized reporting structure and elevated response to agency requests
EV Vendor Contractor Model	The influx of NEVI funding created a new contracting challenge for agencies. This project created a resource for NEVI state agencies in their RFP and contract development, including model language.	\$33K	Vermont: Todd Sears	April 2023	Assessment of contracting options and recommendations (Summary report and presentation)
ADAS Driver Training	Safety benefits from ADAS features are not being realized because consumers don't understand them. TETC worked with JD Power to create a pre- and post- training survey to determine driver understanding of automated driver assistance system features.	\$198K	Delaware: Shante Hastings	May 2023	Video on specific ADAS technology and assessment of effectiveness and report
Emergency Divisible Load Standards	The Motor carrier industry has identified the need for uniform emergency EDL standards (e.g., set minimum weights) across multiple states. Opportunity exists to leverage MASTO's MOU and partner with SASHTO and NASTO.	\$108K	North Carolina: Anna Cameron	Continuing into 2024	Draft MOU for states

WHAT MAKES A SCOOP PROJECT?

- The work can be completed within **three to twelve months**
- The benefits extend beyond one state and support **multi-state/cross-border collaboration**
- The project has an **urgency**, but also **supports longer range agency initiatives**
- The effort is **unique** and not underway by any other associations
- The project **supports Coalition's mission**

TETC CORE BUSINESS

Each of the Coalition's three program areas contain core activities supported through member dues. These include Coalition-wide or regional coordination; regularly scheduled events and programming, including webinars, meetings, peer exchanges, and workshops; capacity -building and training; and communications activities.

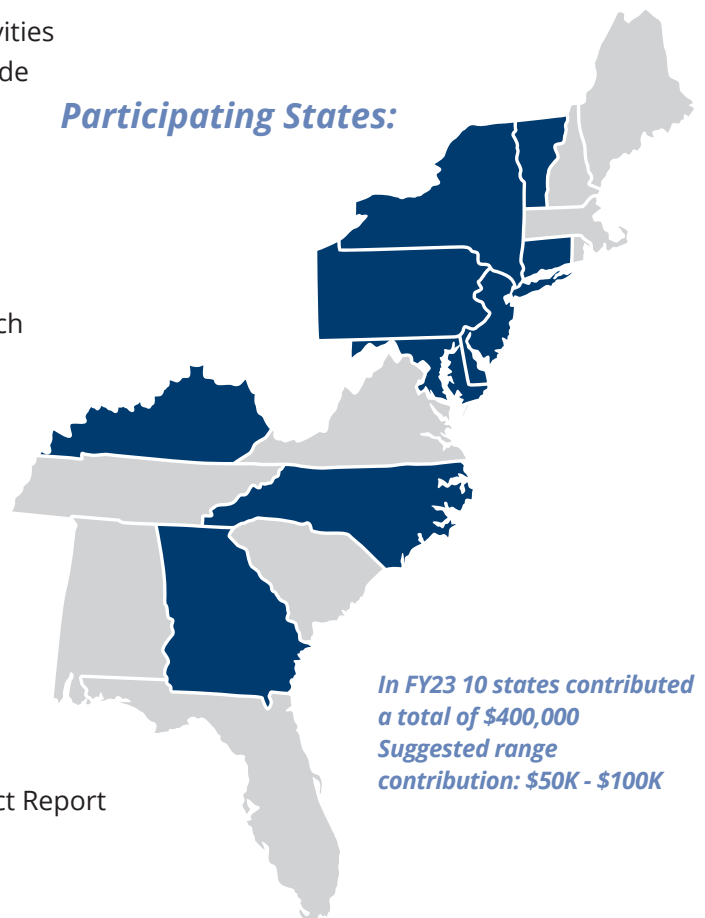
Each program also defined targeted deliverables in response to member needs, ranging from ongoing efforts such as a multistate Transportation Data Marketplace to small, quick-response development of data analyses, white papers, scans, contact lists, and other deliverables. SCOOP projects fall outside of TETC core business.

WHAT DID WE ACCOMPLISH WITH FY23 SCOOP?

Nine SCOOP projects were offered for consideration in FY23:

- Corridor EV Charging Station Location Map
- EV Vendor/Contractor Model
- Metro Multi-State Regional Automated Vehicle Travel Project Report
- 3rd Party Mapping Navigation Ticketing Hub
- Service Patrol TIM Training
- ADAS Tech Driver Training
- FAF Disaggregation
- TETC State Emergency Divisible Load Project
- Vehicle Data Technology Use Cases and Pilot

Initially, four of these projects were selected and funded. Once project budgets were better clarified, a remaining fifth project was funded (Service Patrol TIM Training) with the remaining FY23 funds.



WHY THE PROJECT WAS NEEDED

TIM trainings have traditionally been conducted in an in-person workshop using rudimentary means of constructing a hypothetical incident on a tabletop with toy/scaled vehicles. Different agency/team members physically move the miniature vehicles around while discussing the response to a fictitious or replicated incident including their vehicle positioning, roadway closures, necessary resources, staging areas, buffer zones, and more. While this is a great way to bring key stakeholders into the discussion and collaborate on safe and efficient Traffic Incident Management, the tabletop format has a wide range of limitations from the ability to accurately represent the incident environment to the to effectively engaging the necessary team members across multiple disciplines and/or jurisdictions.

WHAT THE PROJECT DID

This project continued work on an immersive Windows-based real-time application that allows the trainer to develop a wide range of hypothetical incidents and corresponding environments. The application will be used in an interactive manner, allowing the training personnel to project the application's screen in a classroom setting. The application can also be shared in a virtual environment for After Action Reviews (AAR) which are complimentary to the training process.

WHAT WE LEARNED

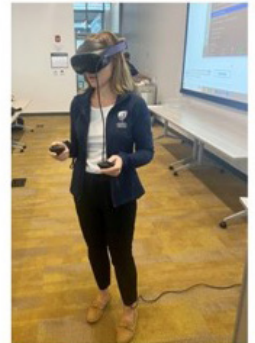
This project has recently been demonstrated to TETC members via our Highway Operations Group (HOG) meetings where it has received enthusiastic feedback. The software application will streamline TIM learning and enhance collaboration. Additional information will be available in the coming year.

NEXT STEPS WITH THE DELIVERABLE

The overarching goal is to enhance TIM training by updating the tools currently being used via a software application that allows for a more detailed replication of incident scenes, including a variety of options for roadway configurations and hazards, as well as the involved vehicles and persons. In early 2024, the TETC agencies that hosted HOG meetings will receive a software license. Eight additional licenses will be made available for other TETC member agencies. These piloted licenses will be in effect for 6-months, after which time full licenses can be purchased at a reasonable annual cost from the developer.

LINK TO FINAL REPORTS/DOCUMENTS

N/A. The project deliverable is a software application that is provided under licensed agreement. This TETC SCOOP funded project won the ITS Pennsylvania 2023 Project of the Year Award.



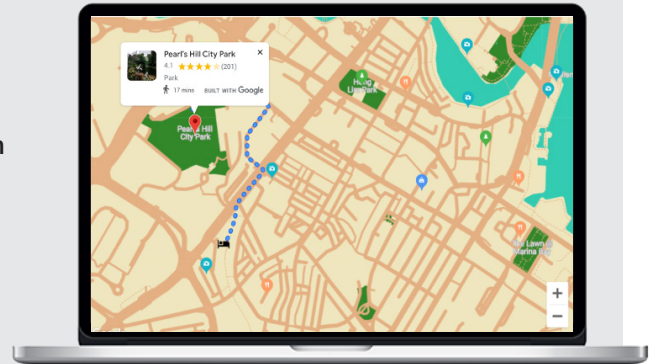
TETC Innovation Program
Associate Lisa Miller
testing out the software



Award Recipients:
Nathan Bordner, PA Turnpike
Eric Sponsler
and Todd Leiss, Jacobs

WHY THE PROJECT WAS NEEDED

Third party mapping and navigation platforms are commonly used by most roadway users, at some point in their travels. Incorrect information can create frustrations for the end user and potentially create significant safety concerns. Timely reporting and response is important in these matters. TETC members have also identified a number of new features or enhancements they would like to put forward to 3rd party platforms, which have limited staffing and bandwidth to prioritize and address such requests.



WHAT THE PROJECT DID

This project supports ongoing discussions between the TETC members and 3rd party mapping and navigation companies with the focused goal of supporting effective transfer of accurate traveler information to the end users. NavHub provides a centralized reporting structure for elevated response to requests for corrections and/or enhancements for 3rd party platforms such as Waze, Google, Apple, and TomTom. This streamlined process will also help the 3rd party companies with managing priorities. This project was voted on by all member states and had the highest priority scoring from the TSMO members.

WHAT WE LEARNED

Third party mapping and navigation companies want to provide excellent service to their end users and appreciate the opportunity to engage and collaborate. With that said, mapping and navigation is only one aspect of their business model and has limited resources, so assistance with collecting information on requests for enhancements and presenting it as a unified voice assists them with decision-making and prioritizing. Likewise, using NavHub reduces the burden of our members having to maintain points of contact at multiple companies and knowledge of ever-changing processes in order to facilitate change.

NEXT STEPS WITH THE DELIVERABLE

Ongoing work will be done to build upon relationships with additional 3rd party mapping and navigation companies. If additional use cases are identified and approved by TETC members, appropriate workflows will be established to facilitate.

STATE CHAMPION

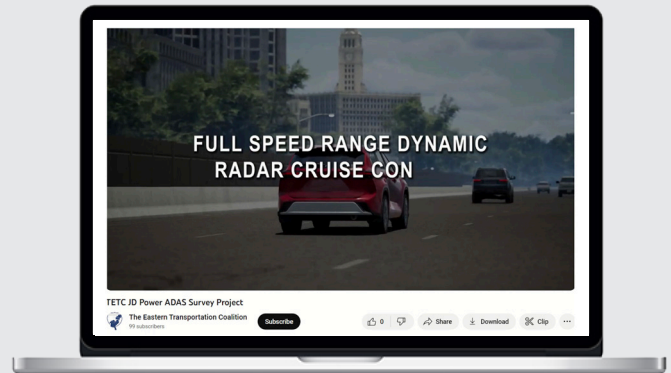
Kentucky

LINK TO FINAL REPORTS/DOCUMENTS

None. Navigation Hub access is available to registered users from member states. Please contact Sheryl Bradley, TSMO Program Director, if you would like more information or access.

WHY THE PROJECT WAS NEEDED

Many of the ADAS features that are being sold on vehicles today (some even standard) are not understood by the consumers who purchase them. Even when drivers know what features they have, they often are misinformed about the context within which the technology works. To realize the safety benefits of these new technologies, drivers must be able to understand and effectively use them. Who is responsible for this education? The dealerships often attempt to do some of it, but do not have the capacity or time and their focus is on selling the next vehicle. The states have a vested interest in making sure that drivers are using the safety features that are available to them, and they do already play a role in driver education.



WHAT THE PROJECT DID

The objective of this project was to measure the effectiveness of a technology-specific training module on consumers. A short training video provided focus group participants with ADAS information about their vehicle. Pre- and Post-training surveys were conducted to better understand effectiveness. A final report was distributed to TETC.

WHAT WE LEARNED

Most consumers do not understand the ADAS features of their vehicle. After viewing the short training, understanding and awareness was increased by a significant amount. This project was meaningful for public agency outreach when informing and educating on the safe use of ADAS features.

NEXT STEPS WITH THE DELIVERABLE

A final report was provided in August 2023. A project close out webinar was completed on November 9, 2023. The close out webinar was recorded and is available on the TETC YouTube channel. The JD Power training video has been shared with Kentucky, Maryland and Delaware for posting on their respective CAV websites.

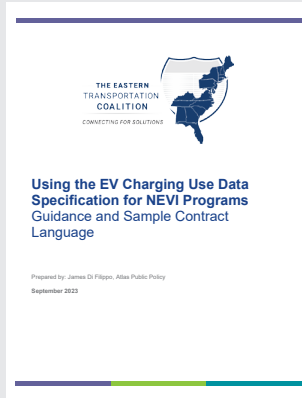
STATE CHAMPION

Delaware with project team members from Kentucky and Maryland.

LINK TO FINAL REPORTS/DOCUMENTS

A final report was emailed to SCOOP members and is available here: <https://tetcoalition.org/projects/special-projects/>

WHY THE PROJECT WAS NEEDED



State DOTs have received federal NEVI funds for the massive build out of the electric vehicle charging network. In addition to identifying the sites and working with public and private partners, states need to determine how to contract those funds for construction, installation, and ongoing maintenance. There are many options for how to structure the contracts and how to assign responsibility for maintenance, etc. Many states are not interested in owning and maintaining these facilities (and view them more like gas stations), but they do have responsibility for the funding and need to manage the procurement process.

WHAT THE PROJECT DID

This quick turnaround project focused on the experience of entities (including state DOTs, utilities and private vendors) that have been contracting EV charging stations prior to NEVI (e.g. through Volkswagen settlement funds). The final report described the options available, explored the pros and cons from the state perspective, and provided a set of recommendations to help state DOTs determine which way to move forward. It also explored benefits and opportunities for states, vendors and/or partners on a consistent approach across a region.

WHAT WE LEARNED

While state DOTs are well versed in contracting for transportation assets, there are unique characteristics of EV chargers which require specific approaches to be included in the contracting strategies and specifications. These include elements related to working with utilities and site hosts, or vendor requirements about operations and maintenance, for example. As states are rolling out their RFPs, the specific recommendations cited in this report are important considerations.

NEXT STEPS WITH THE DELIVERABLE

The final report and final presentation have been shared with the TETC EV Working Group and will be posted on the EV Clearinghouse website as a resource. The report was featured as a topic on Atlas's videocast about the EV transition. TETC will continue to look for other venues in which to share this important work. As the state DOTs gain experience in their contracting processes, this work could be updated with more findings; a project that could be funded using FY25 SCOOP funds.

STATE CHAMPION

Vermont

WHY THE PROJECT WAS NEEDED

Under this TETC SCOOP effort, the Coalition will serve as a conduit to bring together key agency staff related to this issue towards development of an EDL standard, working together with applicable agency staff and in concert with key staff engaged in the NASTO/SASHTO regions related to special permitting.

WHAT THE PROJECT WILL DO

TETC will convene key partners from states in the Corridor/regions to survey states and examine and identify a uniform EDL standard and develop a written formal agreement (MOU) and action plan. Such an agreement/plan would recommend a common minimum weight standard for movement of emergency divisible loads (EDL) across the corridor on the federal interstate system during federal declared emergencies pursuant to the Stafford Act. Adopting a common weight standard during emergencies would support critical goods movement and needed community relief during such events.



WHAT WE WILL LEARN

Working with key partners, agencies will develop and adopt MOUs and action plans that will streamline the facilitation of emergency divisible loads in their state and across borders. This project will create safer and more coordinated movement of freight on the interstate system during federal declared emergencies.

NEXT STEPS WITH THE DELIVERABLE

This project is not yet completed. Contracting will be completed and a work group will be convened.

STATE CHAMPION

North Carolina

LINK TO FINAL REPORTS/DOCUMENTS

Project to be completed in 2024.

SUMMARY/LESSONS LEARNED/GUIDANCE FROM STATES

What Worked?

- The SCOOP mission is clearly defined and easy to understand.
- Being a project champion is a light lift and a good, easy way to stay engaged with the project.

Where can we improve?

COMMENT	SOLUTION	IMPLEMENTED?
Initial logistics and information flow to SCOOP members was somewhat confusing.	This has been improved (over time, with awareness) and by improving TETC communication to SCOOP members.	Initially yes. Progress will be ongoing.
Allow more time for review of projects.	Establish a timeline that allows for more project review time.	This is in progress. A timeline was created and will be adhered to in FY25.
Consider allowing more time in the project schedule for the contracting process (IRB, contracts, purchase order execution) in the project timeline.	Project timelines will be slightly longer to allow for changes.	Yes
Create an online project submittal form for any member agency to submit project ideas.	Update: This was completed in May 2023.	Yes
Initial voting criteria was revised based on member feedback.	“Supports the Coalition’s mission” was given less weight in the voting and “quick turnaround” was given more weight.	Yes. New criteria are listed on the following page.

FINANCIALS

During a FY23 kickoff meeting, SCOOP members were polled on the criteria for successful projects. Five criteria were identified. State votes are weighted based on the financial contribution of the state, meaning a state that contributes more funding has a more prominent vote when projects are selected. Based on feedback from the SCOOP members, project voting criteria was changed for FY24.

FY23 CRITERIA						
PROJECT NAME	Criteria 1 (25%)	Criteria 2 (20%)	Criteria 3 (20%)	Criteria 4 (15%)	Criteria 5 (20%)	TOTAL SCORE
	Coalition's Mission	Multistate benefit	Quick turnaround	Urgent with long term benefits	Effort is unique	

FY24 CRITERIA						
PROJECT NAME	Criteria 1 (25%)	Criteria 2 (20%)	Criteria 3 (20%)	Criteria 4 (20%)	Criteria 5 (15%)	TOTAL SCORE
	Quick turnaround	Urgent with long term benefits	Multistate benefit/ cross-border collaboration	Effort is unique	Coalition's Mission	

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



We feel like these quick hitting, get some results projects and activities are a bargain for us. There's a lot of value in them for not a lot of input. Two thumbs up, it went well and we'd like to see it continue.

— Kentucky —