



# FISCAL YEAR 2025 SCOOP SUMMARY REPORT

THE EASTERN  
TRANSPORTATION  
COALITION

CONNECTING FOR SOLUTIONS





# Fiscal Year 2025 SCOOP Summary Report

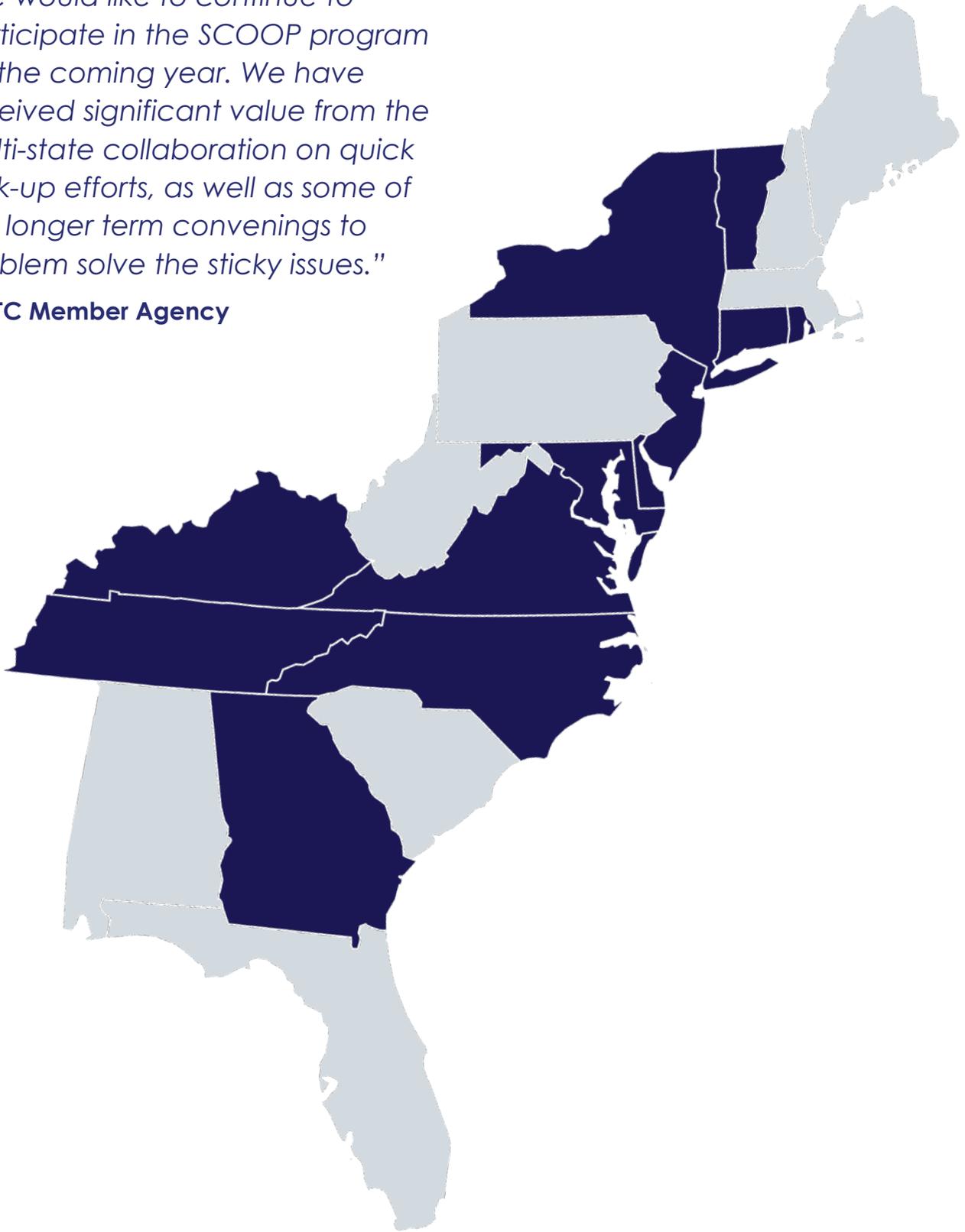
To respond to an increasing request for quick-turnaround strategic initiatives that address pressing and rapidly emerging needs, the Coalition established the Special Cooperative Program (SCOOP) in FY23. Since its launch, SCOOP has enabled participating members to identify, select, and guide the delivery of strategic initiatives within the Coalition's three program areas (TSMO, Freight and Innovation). SCOOP supports the Coalition's emphasis on developing implementable strategies, testing emerging technologies, and leveraging data to guide day-to-day decision-making. As SCOOP continues to evolve, there is a concerted effort to further refine the program to enhance its overall impact and strengthen the alignment with Coalition Executive Board priorities and member needs.

## What Kind of Strategic Initiatives are Completed Under SCOOP?

- SCOOP initiatives are expansions of TETC programmatic work
- The work can be completed within six to twelve months
- The benefits extend beyond one state and support multi-state/cross-border collaboration
- The strategic initiative has an urgency, but also supports long-range agency activities
- The effort is unique and not underway by other organizations/associations
- The strategic initiative supports the Coalition's mission to connect for solutions

*"We would like to continue to participate in the SCOOP program for the coming year. We have received significant value from the multi-state collaboration on quick pick-up efforts, as well as some of the longer term convenings to problem solve the sticky issues."*

**- TETC Member Agency**



# FY25 SCOOP Strategic Initiatives

STRATEGIC INITIATIVE	DESCRIPTION	STATE CHAMPION
<b>CAPABLE II</b>	The FY24 CAPABLE initiative addressed the state of practice of bike/ped data collection, resulting in an analysis of the ecosystem that supports current non-motorized data collection as well as needs to support big data efforts that require a high-quality calibration data base. CAPABLE II built on the results and momentum of CAPABLE I by developing a data schema that will allow introduction of a bike/ped dataset into the TETC's Transportation Data Marketplace.	Vermont
<b>Move Over Laws</b>	This strategic initiative reviewed and compared the Move Over laws within member states, how they're being enforced, and how the law is being messaged.	Delaware
<b>MUSTANG</b>	This strategic initiative aimed to address the challenges with the application of probe data on rural roadways, which are typically much lower in volume, and thus fewer probe vehicle samples. Historically, this has led to inaccuracies in mapping and limitations in project and operational analysis. This initiative explored ways to enhance the quality and quantity of probe data for rural routes by leveraging current data sources and innovative methodologies.	Kentucky
<b>Safety Service Patrol (SSP) Lessons Learned</b>	This strategic initiative looked at developing guidance and recommendations for Temporary Traffic Control (TTC) deployment, specifically for minor traffic incidents that result in lane closures of less than 30 minutes. By examining current SSP practices, this initiative identified when TTC measures are deployed, which technologies and devices are used, and what protocols or warrants guide these decisions. The study also evaluated best practices for the safe deployment of TTC devices.	North Carolina

STRATEGIC INITIATIVE	DESCRIPTION	STATE CHAMPION
<b>Secondary Crash Risk Assessments</b>	This strategic initiative evaluated and updated the risk factor for secondary crash using a data-driven approach, while identifying trends and contributing factors that can be used operationally to mitigate risks. Quantification of secondary crashes has long been a challenge because of data availability, reliability of data, and the time it takes to review crash report narratives to determine whether the incident was a secondary crash or not.	Maryland
<b>Waze Validation Study</b>	This strategic initiative applied the probe data validation experience obtained from evaluating commercial probe data from the TDM to Waze datasets to help DOTs understand the extent to which Waze travel time/speed data may be suitable for operations applications.	North Carolina
<b>Translating Freight Project Investment to Multi-State and National Benefits</b>	This freight initiative developed several case studies that illustrate how freight projects accrue benefits well beyond the physical point of investment and contribute to regional and national economies. For example, public and private investment in rail projects such as those identified in the Mid-Atlantic Rail Operations (MAROps) Study that led to enhanced freight rail corridors that have provided economic growth and supply chain resiliency.	Virginia
<b>EV Charging Contracts-Lessons for State DOTs (formerly known as INEVITABLE)</b>	This Innovation initiative built off the FY23 SCOOP initiative that developed a resource for states putting out their first round of NEVI Funding contracts. This initiative documented lessons learned from EV charging contracts and insights shared at both the December 2024 EV Working Group Virtual Event and Spring 2025 EV Workshop.	New York

# TSMO/Data

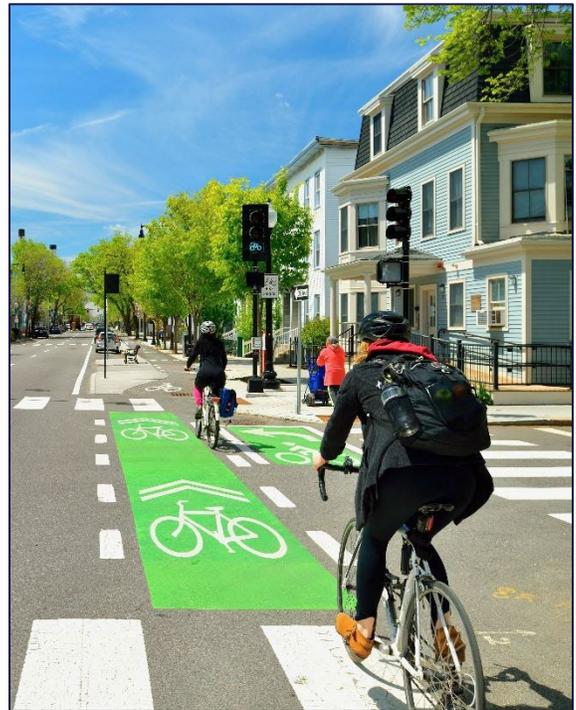
## Strategic Initiative One: CAPABLE II

### *Why the Strategic Initiative was Needed*

Transportation agencies across The Eastern Transportation Coalition have shown strong interest in quantifying bicycling and pedestrian (“bike/ped”) activity to support planning and safety initiatives. Key applications of bike/ped data include determining where to plan and design bike and pedestrian infrastructure, monitoring trends over time, assessing project impacts through before and after studies, contextualizing crash statistics, and identifying economic opportunities for local investment.

Bicycle and pedestrian (“bike/ped”) activity is expected to become a core data area during the next Coalition procurement and is anticipated to be a widely sought after data source. Bike/ped is also frequently referred to as ‘non-motorized’ as well as “micromobility,” though the latter also include additional modes such as scooters and other new mobility. Products to reflect activity and behavior in these areas are in early-stage maturity and are limited by the availability of high-quality count data, which is needed for calibration of estimates derived from probe data and location-based data (smart-phone data).

The CAPABLE (Count All Pedestrian and Bicycle Locations Efficiently) Phase I SCOOP initiative was conducted from December 2023 to present (visit <https://tetcoalition.org/scoop/> for final report).



As TDM looks towards its next procurement for transportation datasets—of which bike/ped data is expected to be a core offering, there is an opportunity to write data formats into the RFP specifications, thus providing a mechanism for widespread adoption.

### *Description of Strategic Initiative*

CAPABLE II addressed the state of practice of bike/ped data collection, resulting in an analysis of the ecosystem that supports current non-motorized data collection as well as needs to support higher quality big data efforts that require a high-quality calibration data base. CAPABLE II builds on the results and momentum of CAPABLE I and will develop a data schema that will allow introduction of a bike/ped dataset into TETC's TDM.

## *Deliverables*

1. Data schema document for bike/ped data, suitable for inclusion in the anticipated 2026 RFP procurement
2. Final report summarizing the above tasks, with particular emphasis on
  - Requirements for the next TDM procurement, and
  - Recommendations for how the Coalition can best support agencies with data wrangling and data management

## *Status*

Completed December 2025

## *State Champion*

Vermont

## **Strategic Initiative Two: Move Over Laws**

### *Why the Strategic Initiative was Needed*

Move Over Laws are designed to protect emergency responders, roadside workers, and stranded motorists by requiring drivers to change lanes or slow down when approaching vehicles with activated warning lights. These laws are crucial for maintaining safety on highways and other roadways. Proper enforcement and public awareness of Move Over Laws provide numerous benefits:

1. **Enhanced Safety:** By ensuring that drivers are aware of and comply with Move Over Laws, the risk of injury or death to emergency responders and roadside workers is significantly reduced.
2. **Increased Awareness and Compliance:** Effective public outreach and education campaigns help drivers understand their responsibilities under Move Over Laws, leading to higher compliance rates.
3. **Consistency Across States:** Uniform enforcement and public education efforts across state lines improve driver understanding and adherence to these laws, especially for those traveling through multiple states.
4. **Efficient Incident Management:** Consistent application of Move Over Laws allows for quicker and safer management of road incidents, reducing traffic disruptions and secondary accidents.

Despite the clear benefits of Move Over Laws, there are challenges in ensuring consistent enforcement and public awareness across the Eastern Transportation Coalition member

states. Differences in legislation, enforcement practices, and public outreach efforts can lead to varying levels of compliance and effectiveness. Increased cooperation and consistency between states in these areas will benefit the coalition as a whole by enhancing roadside safety, improving compliance, and ensuring a cohesive approach to Move Over Laws.



### *Description of Strategic Initiative*

The Eastern Transportation Coalition recognizes the importance of addressing these challenges and aims to develop a comprehensive framework for public outreach, public education, and enforcement practices. This strategic initiative will provide each member state with a detailed review of their Move Over Laws, an assessment of current enforcement and public perception, and recommendations for developing a unified public awareness campaign. By fostering increased cooperation and consistency, the coalition can optimize the effectiveness of Move Over Laws across the entire corridor, ultimately enhancing the safety and efficiency of the transportation network.

### *Deliverables*

1. Creation of a comprehensive public awareness campaign that can be adopted by all member states, tailored to fit within the legal framework of each state
2. A report for each member state that details the review of their Move Over Laws, enforcement practices and public outreach with identification of best practices
3. Tailored recommendations for each state, including potential improvements to legislation, enforcement strategies, and public outreach efforts

### *Status*

To be completed by May 2026

### *State Champion*

Delaware



## *Deliverable*

1. Summary report that includes findings, and recommendations, with particular emphasis for specifications requirements into the next TDM procurement.

## *Status*

Completed November 2025

## *State Champion*

Kentucky

## **Strategic Initiative Four: Safety Service Patrol (SSP) Lessons Learned**

### *Why the Strategic Initiative was Needed*

Safety Service Patrols (SSPs) play a vital role in maintaining safety and efficiency on roadways by helping stranded motorists, clearing minor incidents, and ensuring that travel lanes remain unobstructed. These services offer several significant benefits:

1. **Enhanced Safety:** SSPs protect motorists and first responders by quickly addressing and mitigating roadside incidents.
2. **Cost Efficiency:** By reducing the duration of incidents and preventing secondary incidents, SSPs contribute to overall cost savings for state DOTs and the public.
3. **Traffic Flow Improvement:** Rapid response to incidents helps to maintain steady traffic flow, reducing congestion and travel delays.
4. **Variety of Contracting Agreements:** Different states utilize a range of contracting agreements for SSPs, including in-house DOT employees and outside contractors, each with unique benefits and considerations.
5. **Temporary Traffic Control (TTC) Measures:** The implementation of TTC measures by SSPs ensures safe and efficient incident management, though these measures also pose certain risks.

### *Description of Strategic Initiative*

This strategic initiative will compare current practices with MUTCD guidance to develop recommendations for improving TTC deployments and/or propose revisions to MUTCD Chapter 6O. By providing member agencies with well-founded recommendations, this project will support TETC's commitment to a resilient, safe, and efficient regional transportation network.



The primary objectives of this project are to:

1. Synthesize TTC devices, technologies, and deployment warrants and procedures across member agencies.
2. Provide case study examples showcasing successful deployment of novel TTC technologies, protocols, and other best practices from member agencies.
3. Develop agency-specific reviews to evaluate findings against MUTCD guidance, identifying conflicts, vagueness, or inconsistencies and providing recommendations for member agencies and potential MUTCD revisions.

This initiative will help standardize TTC deployment practices across agencies, improve safety at minor incident scenes, and inform potential updates to national guidelines.

### *Deliverables*

1. Synthesis of SSP practices from TETC states (roles and responsibilities, services provided, and when they're deployed)
2. Evaluation of cost/benefit and contracting agreements (reduction in secondary crashes, differences in contracting agreements, benefits/challenges with each)
3. Assess Temporary Traffic Control (TTC) measures (what is deployed in different situations, risks associated with different TTC measures, mitigation strategies, etc.)
4. Member specific reviews and action plans for each TETC state (contracting agreements, TTC measure, and decision-making processes)

### *Status*

To be completed by May 2026

### *State Champion*

North Carolina

## **Strategic Initiative Five: Secondary Crash Risk Assessments**

### *Why the Strategic Initiative was Needed*

As defined by the Federal Highway Administration (FHWA) secondary crashes are “unplanned incidents (starting at the time of detection) for which a response or intervention is taken, where a collision occurs either, a) within the incident scene or b) within the queue (which could include the opposite direction) resulting from the original incident”

Secondary crashes pose significant risks to roadway safety and contribute to the complexity of traffic incident management (TIM).

The occurrence of secondary crashes is commonly used as a key feature to evaluate TIM performance. Therefore, identifying secondary crashes and quantifying their relationship with primary incident duration and other contributing factors can significantly impact TIM effectiveness. However, the commonly used statistic "the risk of secondary crashes increases 2.8% for every minute an incident remains in the roadway" is nearly 25-yrs old and based



on a very limited study of crash reports. Reliance on crash reports for this information is problematic because of the availability and accuracy of the information provided. This strategic initiative seeks to identify a more consistent and repeatable process for measuring secondary crash reports, which will provide improved measures of the effectiveness of TIM measures.

### *Description of Strategic Initiative*

The primary objective of this strategic initiative is to investigate the relationship between the primary incident duration and the probability of secondary crashes. However, other contributing factors such as time of day, weather conditions, road features, and traffic conditions will be considered in secondary crash probability prediction.

Specifically, this strategic initiative aims to:

1. Develop a comprehensive methodology for identifying secondary crashes.
2. Build prediction and inference models to estimate the impact of primary incident duration and other relevant features on increasing the probability of secondary crashes.
3. Investigate how the availability of primary incident data impacts the accuracy of predicting secondary crashes.

### *Deliverables*

1. Summarizing work and best practices in secondary crash analysis.
2. Documenting the methodology used to identify secondary crashes and their contributing factors.
3. Documenting data fusion and processing techniques.
4. Documenting secondary crash prediction and inference models.

5. Documenting the metrics developed to quantify the impact of primary incident duration and other contributing factors on increasing the probability of secondary crashes.
6. Recommendations for improving incident data collection to enhance the accuracy of secondary crash prediction.

### *Status*

Completed June 2025

### *State Champion*

Maryland

## **Strategic Initiative Six: Waze Validation Study**

### *Why the Strategic Initiative was Needed*

The Eastern Transportation Coalition has a longstanding partnership with Waze. Most of our member states share data and collaborate with Waze on enhanced traveler information. This data from DOTs allows Waze to display timely and accurate information to their navigation users, including incidents that may impede traffic flow, lane closures for roadway construction or maintenance, visibility issues, and the presence of emergency responders in or alongside the road to mitigate risks of struck-by incidents. A few states, however, capitalize on data being provided by Waze through the Waze Partner API for other operational use cases. Rhode Island DOT, for example, utilizes Waze's travel time/speed data from Waze to populate travel time messages on their overhead DMS. Florida DOT (District 5) utilizes this same travel time/speed data to analyze and monitor signal timing along corridors in rural areas where they do not have other means of detection or ATSPM capabilities. As a result of conversations about these use cases for Waze travel time/speed data, TETC's members requested a validation study to assess the efficacy of this data for DOT operations and decision-making.

Since 2008, The Eastern Transportation Coalition data validation program has regularly benchmarked the quality of probe-based travel time and speed data sold through the Transportation Data Marketplace (formerly the Vehicle Probe Project, or VPP). To assess the quality of commercial probe datasets, UMD developed a methodology using wireless re-identification traffic monitoring technology. At a high level, this equipment is deployed at strategic locations along selected road segments and identifies—and later re-identifies—unique signals



emitted by in-vehicle electronic equipment via Bluetooth, Wi-Fi and other technologies, thus allowing direct measurement of travel times from a sample of vehicles. This reference data is used to characterize 'ground truth' speed/travel time conditions and serves as a point of comparison with commercial probe data. Common error metrics and visualizations have been developed to quantify probe vendor performance and track data quality over time.

### *Description of Strategic Initiative*

The objective of this strategic initiative is to apply the probe data validation experience obtained from evaluating commercial probe data from the TDM to Waze datasets. Using permanently deployed Bluetooth re-identification sensors to obtain estimates of true travel time and speed conditions, this project will validate Waze data by assessing:

- Average accuracy, calculated separately by speed range
- Ability to capture recurrent congestion patterns (e.g., patterns that emerge by day-of-week and time-of-day)
- Ability to capture slowdown events (non-recurring congestion)

The intent of the proposed analysis is to help DOTs understand the extent to which Waze travel time/speed data may be suitable for operations applications.

### *Deliverables*

1. Final report summarizing the validation study, including a description of data, methods, and results, as well as a discussion of the findings.
2. Supplemental statistics and plots that support the summary results presented in the report.

### *Status*

To be completed by June 2026

### *State Champion*

North Carolina

# Freight

## Strategic Initiative Seven: Translating Freight Project Investment to Multi-State and National Benefits

### *Why the Strategic Initiative was Needed*

This strategic initiative will develop several case studies that illustrate how freight projects accrue benefits well beyond the physical point of investment and contribute to regional and national economies. For example, public and private investment in rail projects such as those identified in the Mid-Atlantic Rail Operations study (MAROpS) have led to enhanced freight corridors that have spurred economic growth and supply chain resiliency. Understanding the impacts of investment in projects that have regional and national significance—“who benefits, who pays”—is critical for policy-makers, freight stakeholders and transportation system managers and to conversations in reauthorization and on freight investment in large scale projects such as replacement of the Francis Scott Key Bridge, among others.

### *Description of Strategic Initiative*

Case study of Mid-Atlantic Rail Operations Study projects and implementation by TETC states—MD, VA, DE, PA, NJ, and railroads CSX, Norfolk Southern, AMTRAK and document how these projects were funded, implemented, and lessons learned including examples of how these projects provided benefits (e.g., economic development) in locations beyond the investment point.

Conduct three additional case studies (where funding the project created multi-state benefits beyond the physical point of investment to address bottlenecks or other limitations and serve to enhance supply chain fluidity. How were those projects funded, what stakeholders were engaged in, lessons learned and how do those projects support the case for national/regional partner investment in projects in other jurisdictions.

### *Deliverables*

1. Final report with case studies
2. Presentation briefing that can be used for Executive Level Management and policy-makers

### *Status*

Completed  
December 2025

### *State Champion*

Virginia



# Innovation

## Strategic Initiative Eight: EV Charging Contracts-Lessons for State DOTs (formerly known as INEVITABLE)

### Why the Strategic Initiative was Needed

This strategic initiative will continue from the FY23 SCOOP project that developed a resource for states to put out their first round of NEVI Funding contracts. As NEVI was brand new at the time, those models were built from experience with EV charging contracts that were pre-NEVI. Now that many states have put out one or more rounds of NEVI RFPs and engaged in contracts with vendors, a lot can be learned and documented in an updated resource as states continue to award NEVI funds. This effort will leverage both the planned December 2024 EV Working Group Virtual Event and Spring 2025 EV Workshop.



### Description of Strategic Initiative

1. Gather updates and lessons learned from TETC members and others that have utilized varying types of contract models to issue RFPs and procure vendors. This information gathering will be done through research on states' contracting methods, outreach to vendors, individual conversations with agency staff and through the TETC peer to peer virtual exchange scheduled for December 2024. Topics will include, but not be limited to, contracting models, implementation after contracts are awarded, factors that impact delivery timelines, and operation and maintenance agreements.
2. Information gathered in Task 1 will be incorporated into an updated guidance document.
3. Findings and recommendations will be prepared to include as part of the in-person EV Workshop in Spring of 2025.

### Deliverables

1. Updated NEVI contract guidance document
2. Meeting materials for the in-person EV Workshop in Spring 2025

### Status

Completed April 2025

### State Champion

New York

# The Future of SCOOP...

As we look ahead, TETC will utilize member feedback as part of a continuous improvement plan to further enhance SCOOP initiatives that benefit 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 SCOOP under The Eastern Transportation Coalition (TETC) looks promising, with several anticipated advancements and improvements. Key areas of focus include:

1. **Enhanced Strategic Initiatives Selection:** TETC aims to refine the criteria and process for selecting these initiatives, 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 initiatives, 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 initiative timelines, SCOOP is expected to further enhance its quick-response capabilities, ensuring that these initiatives are implemented within the 6-12 month window to address urgent transportation needs.
5. **Impact Evaluation and Scalability:** Looking ahead, SCOOP will likely focus on measuring the outcomes and impact of certain strategic initiatives, 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 strategic initiative updates, reports, deliverables, and other SCOOP related documents, visit <https://tetcoalition.org/scoop/>



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