

Texas State Transportation Innovation Council (TxSTIC)

13th Meeting (Virtual via Zoom)

August 5, 2021- 12:30 pm – 3:30 pm CST

[Recorded Meeting](#)

MEETING NOTES

Announcements & Reminders:

- STIC Incentive program funds awarded to a Traffic Incident Management (TIM) proposal. Four potential projects were submitted: including topics in TIM, Crowdsourcing (2), and Workforce Development.
- AASHTO Innovation Initiative (AII) is seeking nominations for innovations. <http://aai.transportation.org/Pages/Solicitation-Overview.aspx>
- FY23 solicitation for Research Problem Statements open until sept 3rd. [Problem statement form](#).
- Accelerated Innovation Deployment, AID, Notice of Funding Opportunity. View and apply at [grants.gov](https://www.grants.gov) and search for Opportunity # 693JJ321NF-AIDDP. Deadline is September 28.
- To subscribe to EDC newsletter, go to following site and enter your info: https://public.govdelivery.com/accounts/USDOTFHWA/subscriber/new?qsp=USDOTFHWA_1
- Winter Weather Operations project webinar for roadway treatment management and operator or others interested. Reach out to Ken Perrine at kperrine@utexas.edu for more information.
- Find TxLTAP Workforce Development resources for cities and counties at <http://www.txltap.org/library.cfm>.
- Email Susan Howard at susan.howard@txdot.gov to receive their quarterly email newsletter.
- ASCE Texas Conference September 15-17 in San Marcos. <https://texascecon.org/> Email Sean Merrell, ASCE Texas Section President at president@texasce.org if interested in serving on the transportation subcommittee for the Beyond Storms: Infrastructure Network Resilience Committee.
- TextITE and ITS Texas joint meeting November 3-5 in Dallas.

Updates:

- RTI is in the process of developing a process, tools, and methods for capturing internal innovations across divisions at TxDOT.
- The FY22 research program is onboarding 30 new projects in September to total 137 active projects.
- FHWA and TxDOT to potentially host EDC 6 booth at TxDOT Short Course in October.
- Timeframe for introducing EDC Round 7: Start solicitations fall 2021, review and selection summer 2022, virtual summits late summer-early fall 2022, virtual summits to be followed by in-person peer exchanges.
- RTI submitted STIC Excellence Award nomination for the TxLTAP Strategic Workforce Development project.
- TxLTAP updates postponed to a later date.

Q&A Highlights:

Weather-Responsive Management Strategies

- Q: Have you identified any technologies that are ready to use? (Darran Anderson)
 - A: Finding out whether there's treatment happening on the roadways and using various sensors to detect if there is ice on the roadways.

STIC Incentive Project – Strategic Workforce Development

- Q: Are salaries for the job descriptions included in the guide? (Kirk Fauver)
 - A: No, including salaries was not within scope of the project.

NSF ASPIRE ERC

- Q: Is there a fixed timeline? (Darran Anderson)
 - A: 10-year commitment from NSF.

Dallas and FTW Incident Impact Tool

- Q: If you had current data flowing to the TMC, say from an agencies CAD system, how would that impact your tool? (David McDonald)
 - A: That would be another data source that we could use. Perhaps the CAD data may have some other factors, whether or not noted in the incident data, then perhaps that would help explain what's going on. It also may help in terms of the position, the exact location, because from the intimate data that's based on what the operators put in, and my understanding is the operators are time each incident to the nearest cross street as opposed to the exact location. So that's where you can actually look at the CRIS crash data as well, and the CRIS crash data is by coordinates and so that that one would probably be more accurate, assuming that it's that there's a corresponding crash event.

I-30 Waze /911 Integration Pilot

- Q: When does Waze assign the GPS coordinate? When you begin to enter a hazard report, or when you complete it? (Can make a big difference at highway speeds.) (Darran Anderson)
 - A: I believe it's when they actually submit it; when they hit send but we'd have to look into that; we haven't looked into that level of detail.

Active 911 to TMC (CAD2TMC)

- Q: On that information that they are going to push to you guys, what does that consist of? Is it simply that an event has occurred or you may be working towards establishing if the dispatch is noting when the roadway closed, or what lanes were closed, or if the tow truck was called? (Brian Moen)
 - A: We are asking for the status of the call, whether it's responding on scene or if it's cleared. Maybe some of the subsets, if a tow truck was called, that may not be what gets captured. But we do have a set of information where we're asking them to send to us: their event ID if they have an ID related to the crash number, which would be put on

the CRIS form; the latlong; the time of the event; any status update; and then the call type.

- Q: Is someone going to be actively choosing which events or pushed, or will there be established filters/automation? (James Kuhr)
 - A: Established filters and automation. The first filter is geofence on the controlled access facilities and the second is from the call types and the CAD system that will identify things there. For instance, there could be just a general investigation call type that is out on an access control facility but it may not be anything that that would really change traffic or influence traffic. There can be other things as well; on a break or finishing up paperwork. So, we're going through with each CAD system or each city and work with them to filter what those call types are. Grass fire is something that is in the FTW CAD system but not the Arlington CAD system.
- Q: During an extreme weather event like black ice or something on the road, will this system be able to divert traffic away from those routes that are impacted by ice or sleet conditions where there could be hazardous driving? (Kirk Fauver)
 - A: No, this system is taking information from the 911 systems and displaying it to the traffic management system center. But if the traffic management center where to begin receiving multiple reports of 911 calls in a corridor, they might be able to investigate and then effect a change on the DMS boards upstream of that location. But it could also be used in terms of other response that TxDOT might have. But this this system in and of itself, of what I'm describing, would not do anything with rerouting; it would be decisions made in the traffic management center.
- Q: But would we also get the information if law enforcement said "we're shutting down the roadway and all traffic must exit"? As that information is put into the CAD as an updated call, would that information flow to the TMC as well? (David McDonald)
 - A: Those would be in notes associated with the call. It may not be a field, per se, that we would be able to see, but we could ask to get notes.

Chat Highlights:

- NCTCOG's 511DFW also uses WAZE data and send 511DFW data to WAZE to post as well. (Natalie Bettger)
- If a jurisdiction decides to close a facility, that could go from the PSAP to Waze and those users at least could get it in their app. (Brian Moen)