North/West Passage TSMO Peer Exchange Webinar – Summary

January 23, 2019 2:30 – 4:00 p.m. CT

North/West Passage is a pooled fund program focused on developing effective methods for sharing, coordinating, and integrating traveler information and operational activities across state borders along I-90/I-94 from Washington (state) to Minnesota. This document is a summary of the North/West Passage Transportation Systems Management and Operations (TSMO) Webinar that was held on January 23, 2019. The webinar included the following North/West Passage state presentations on TSMO planning activities:

- Washington DOT – Monica Harwood
- Minnesota DOT – Mike Schweyen
- South Dakota DOT – Dave Huft

Following these presentations, a roundtable discussion allowed other North/West Passage states to note related TSMO experiences. Approximately 20 individuals attend the webinar from the North/West Passage states.

TSMO Overview

TSMO as defined by US Code, Title 23, Chapter 1, Section 101 as is a set of integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

Examples TSMO strategies include:

- Incident management/emergency response
- Planned special events
- Integrated corridor management
- Road weather management
- Traveler information
- Freight management
- Work zone management
- Arterial management
- Multimodal coordination
- Active traffic management (e.g. managed lanes, congestion pricing)
- Emerging technologies (e.g. Connected and Automated Vehicles, Smart Cities)

TSMO – Washington State DOT

Monica Harwood described challenges and lessons learned that Washington State DOT has experienced with getting TSMO efforts started. Monica noted that TSMO represents various areas within the DOT. She started by defining TSMO by what it "is not just about". TSMO is not just about mobility, SOVs, urban corridors, traffic operations, state DOTs, people, technology, and typical users. For example, TSMO is not just about SOVs it is targeting all vehicles on the road (freight, transit etc.)

Washington State DOT views TSMO as a means to manage existing safety performance levels and capacity within the following categories: Planning, Partnering and Policy Development, ITS Improvements, Travel Demand Management, Cooperative Automated Transportation and Traditional Traffic Operations. Example strategies for each category were noted.

It has been challenging to advance TSMO because education is needed for those responsible for understanding and leading TMSO within the DOT. However, training is being held and promoted throughout the state. TSMO training was held at Washington's ITS Annual Meeting and a TSMO 101 class is also scheduled. In addition, guidance is needed on how to implement TSMO (integrate into business processes).

Currently TSMO efforts are champion driven which is not sustainable. Washington State DOT is starting to identify TSMO champions in each region to help with TSMO sustainability. Washington DOT is currently in the process of writing an RFP for a TSMO Program Plan which will also move towards TSMO sustainability. In addition, TSMO is being incorporated into position descriptions.

Contact information for more information on TSMO in Washington:

- Monica Harwood, HarwooM@wsdot.wa.gov

TSMO – Minnesota DOT

Mike Schweyen described MnDOT's three TSMO Plan Components. A **Strategic Plan** was first developed to define TSMO goals and objectives. A few example goals and objectives were shared. In December 2018, an **Implementation Plan** was then developed to identify a prioritized list of TSMO strategies to accomplish the TSMO goals and objectives. Input was received from multiple sources including face-to-face meetings with MnDOT District Offices, Central Office, and Metro Office. The final step is to develop a **Business Plan.** The plan will define staffing, funding, and organizational aspects related to the business of implementing the TSMO Strategic Plan and Implementation Plan. It is anticipated the plan will be completed in early 2019. A workshop is planned to assist in shaping the Business Plan.

MnDOT's Acting State Traffic Engineer is managing the TSMO planning project. Guidance and input are also provided by a TSMO Leadership Team and TSMO Working Group. MnDOT hired a consultant team to assist in developing the three plans.

Following the presentation, a question was asked on the composition of the group that formulated the plans. Outreach conducted for the MnDOT TSMO plans focused on gathering input from many different internal MnDOT offices (e.g. transit, planning, bicycle, commercial vehicle etc.).

Contact information for more information on TSMO in Minnesota:

- Mike Schweyen, michael.schweyen@state.mn.us

TSMO – South Dakota DOT

Dave Huft described the process for developing a comprehensive TSMO Program for the South Dakota DOT. South Dakota began with a **CMM Workshop** in November 2013. The results from the CMM Workshop formulated a **CMM Implementation Plan** that was completed in March 2014 and then a **TSMO Program Plan** was completed in June 2016.

The TSMO Program Plan makes TSMO more formal and incorporated TSMO into South Dakota's mission, goals and objectives. Actions are assigned for 6 areas (culture, organization and staffing, business processes, systems and technology, performance measurement, and collaboration) in the plan. Example actions were noted.

A deployment plan is needed to accomplish the actions assigned.

It was asked how TSMO is folded into current workload. South Dakota DOT has identified 10 different groups within the DOT to pursue TSMO within their current job activities. For example, there is a group focused on traffic incident management.

Contact information for more information on TSMO in South Dakota:

- Dave Huft, dave.huft@state.sd.us

Roundtable Discussion on Other TSMO North/West Passage State Experiences

For the roundtable discussion, representatives from each state were asked to share their experiences and practices at their agency, including:

- What are 1-2 TSMO strategies that have been successful in your agency?
- What current issues might TSMO strategies help address?
- How does your agency talk about TSMO? Is a formal TSMO program in-place?
- Have you made (or do you envision) any organizational changes to support TSMO?

North Dakota DOT

In North Dakota, traveler information and freight management have been successful activities. In addition, North Dakota is considering citizen reporting and truck platooning. Currently there is no formal TSMO program, however North Dakota DOT is planning to conduct a CMM Workshop in the near future.

Idaho Transportation Department (ITD)

Idaho Transportation Department does not have a formal TSMO program. Traveler information efforts have been the most successful TSMO related initiatives (e.g. 511 Phone and web dissemination,) in addition to winter maintenance activities.

Montana DOT

Montana has had success with Traffic Incident Management (TIM) training with multiple partners as well as traveler information efforts (e.g. public accessible websites with displays of snowplow cameras). TSMO is spread across the agency and decentralized. There are no formal TSMO plans currently, however Montana is requesting funding for a rural TMC which would assist in formalizing TSMO throughout the DOT.

Available Resources

More information about TSMO can be found at the following websites:

- FHWA – What is TSMO?
  https://ops.fhwa.dot.gov/tsmo/index.htm
- Minnesota DOT – TSMO
  http://www.dot.state.mn.us/trafficeng/tsmo/