



I-95 Corridor Coalition TSMO and CAV Happenings April 2019 - October 2019

Catch up on all the I-95 Corridor Coalition TSMO & CAV news!

Connected and Automated Vehicles Working

Group Web-Meeting was held on September 26, 2019. There were two presentations from industry experts related to regulation and vehicle testing. The first presentation, *Regulating the Unknown: Balancing Safety and Promoting Innovation*, was made by Greg Rodriguez, Mobility Policy Principal at Stantec. He provided an overview of where we (e.g. our DOTs, USDOT, local agencies) are and the questions we are facing in the realm of policies and regulation of new technology on our roadways.



The second presentation, **Vermont's Automated Vehicle Testing Act**, was made by Joe Segale, Policy, Planning and Research Director, Vermont Agency of Transportation. He provided a detailed explanation of the work that went into developing their Automated Vehicle Testing Act. Joe explained AOT's outreach efforts and process for enacting the current legislation. He emphasized that the working group drafting the legislation made use of information from other states and other stakeholders as they developed their bill. Vermont used a generalized definition of "Automated Driving System" in their bill instead of relying on the SAE levels, hoping that would be both easier to communicate and allow more flexibility. Vermont's Testing Approval Process (which includes involvement and approval from the state and municipalities) is shown below.

TRAFFIC COMMITTEE HAS SOLE AUTHORITY TO APPROVE, MODIFY OR REVOKE AV TESTING PERMITS	
State Roles and Responsibilities	Municipal Roles and Responsibilities
<ul style="list-style-type: none">State can approve testing on all state highways and Class 1 Town HighwaysVTrans must develop testing application guide by January 2021In consultation with RPCs, VTrans must identify municipalities that have "pre-approved" testingVTrans must maintain list of municipalities that have pre-approved testing in testing application guide	<ul style="list-style-type: none">Municipal approval required if testing involves Class 2, 3 and 4 Town HighwaysMunicipalities will be asked to pre-approve testingMunicipalities can withdraw approval at any timeMunicipal approval of specific testing permits not requiredMunicipalities can not approve testing on Town Highways without Traffic Committee approval
<ul style="list-style-type: none">Any state or local law enforcement officer may stop a specific AV test vehicle due to permit condition violation or if there are safety concerns	

[Please click here for the presentations and more information on CAV activities.](#)

TSMO Webinar: Managing Arterials - Three Case Studies from a Statewide to City perspective – August 22, 2019

Responding to the call from members to discuss more topics related to arterials, the I-95 Corridor Coalition invited three subject matter experts from member states to share their experience and knowledge.

Emad Makarious, Administrative Engineer, New York City DOT presented "10 Years of Transit Signal Priority: Lessons Learned in New York City." Soumya Dey, Associate Director, District DOT (Washington, DC) presented "Arterial Management Toolkit: Experiences from Washington, DC."

Raj Ponnaluri, State Connected Vehicles and Arterial Management Engineer, Florida DOT, presented "Florida's Statewide Arterial Management Program (STAMP)."

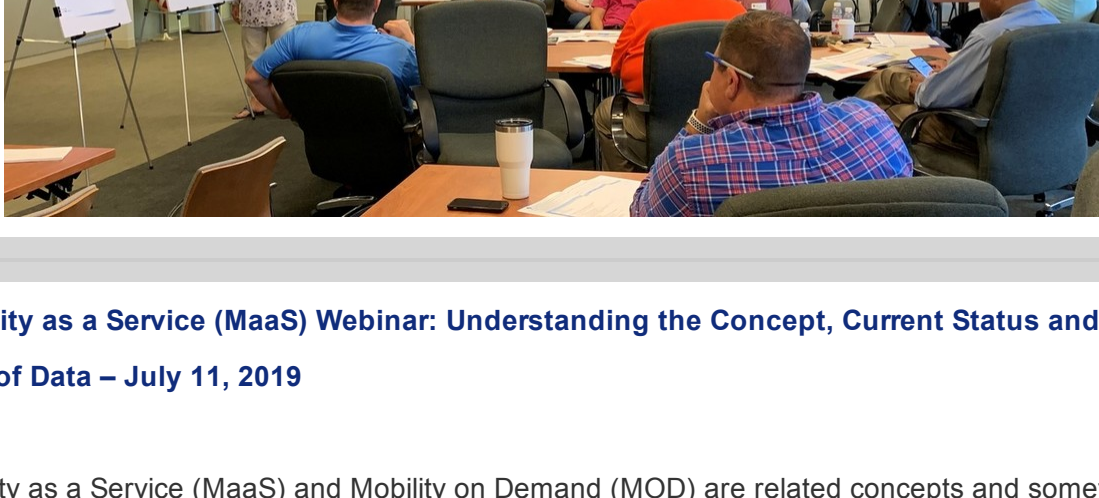
Each speaker reflected on their many years of transportation experience and each made a presentation that educated and energized the web-based audience.

- [Presentation with Audio](#)
- [Slides only](#)
- [Q&A Summary](#)

Mid-Atlantic Regional Workshop: A Severe Weather Event Scenario: Preparation, Response and Recovery – Managing Passenger/Freight Movement and Expectations – August 14, 2019

About 50 members representing all transportation modes from Pennsylvania, New Jersey, Delaware and Maryland gathered for this by-invitation cross-cutting regional workshop to discuss their agency's protocols and practices related to incident preparation, response and recovery during severe weather events. Members received a scenario and then engaged in small group discussions to work through their processes.

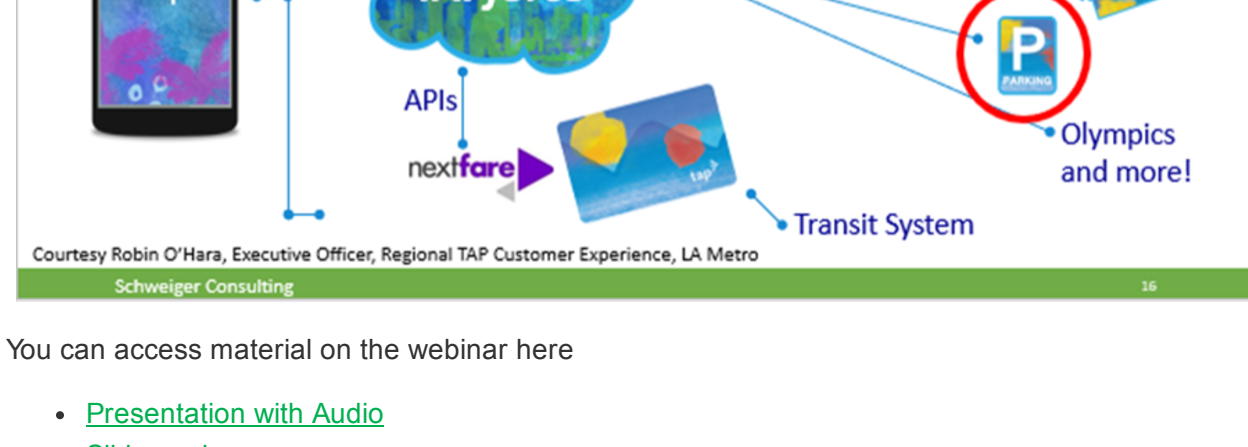
Since freight mobility is of great importance before, during and after severe weather events, a representative from the Endeavor Group made an opening presentation to orient the group on the special needs of the trucking community and also to extend a hand to work together to solve regional and cross-border issues. [Please click here for meeting documents and more information.](#)



Mobility as a Service (MaaS) Webinar: Understanding the Concept, Current Status and the Role of Data – July 11, 2019

Mobility as a Service (MaaS) and Mobility on Demand (MOD) are related concepts and sometimes confusing to the audience. Carol Schweiger, Schweiger Consulting and Joe Castiglione, San Francisco County Transportation Authority connected the dots and explained the differences between MOD and MaaS.

Here is LA METRO's Multi-system approach.



You can access material on the webinar here

- [Presentation with Audio](#)
- [Slides only](#)
- [Q&A Summary](#)

During the webinar, there was discussion on the TM 2.0 organization in Europe. The reference below very aptly describes potential collaboration between Traffic Management 2.0 and Mobility as a Service. This link <https://tm20.org/final-reports-on-task-forces/> contains a number of relevant reports created by the TM 2.0 organization in Europe.

In particular, there is also a very relevant study "Traffic Management 2.0 – Mobility as a Service Task Force, Final Report, June 2019." It can be found here at http://tm20.org/wp-content/uploads/sites/8/2019/08/TM2.0-TF_MaaS_Final_Report_v3.0.pdf

Other relevant MaaS links

- MOD Evaluations <https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program>
- ITE MaaS Initiative <https://www.ite.org/technical-resources/topics/maas-mod-ite-initiative/>

The Use of Unmanned Aircraft Systems was the topic of both a webinar and workshop in which member agencies participated.

Workshop: Using Unmanned Aerial Vehicle Systems - Operational Scenarios using the UAS that you have in a box on your office floor . . . – April 11, 2019

This day was "hands on" with demonstrations, presentations, tabletop exercises and one-on-one discussions with the New England Highway Operations Group (HOGs). Presentations covered overall agency program structure, accident reconstruction, emergency response and use by the media.

You can access the material from this workshop as well as additional documents provided by the participating agencies here - <https://i95coalition.org/events-calendar-event/new-england-hogs-exchange-uas-workshop-meeting-files/>



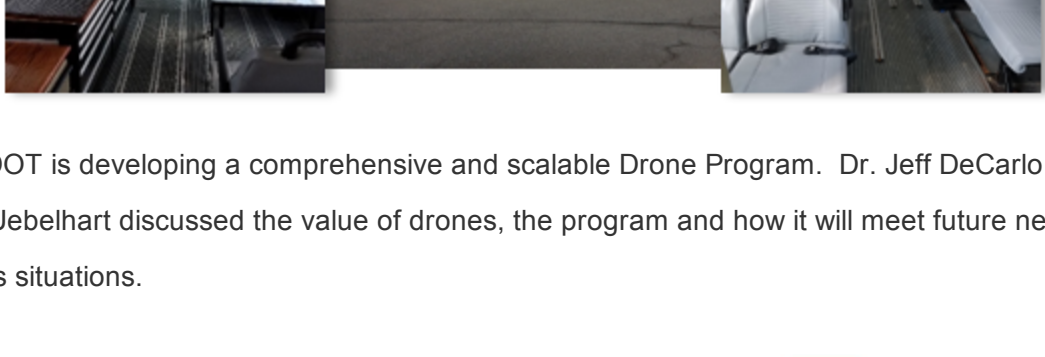
Videos from this event were provided thanks to the Massachusetts Department of Transportation, Aeronautics Division. These videos and many other recordings from Coalition events are available on the I-95 Corridor Coalition's YouTube channel - [Check them out.](#)

Webinar: The Why and How of Setting up a State Unmanned Aircraft System Program: Experiences from DE & MA – March 21, 2019

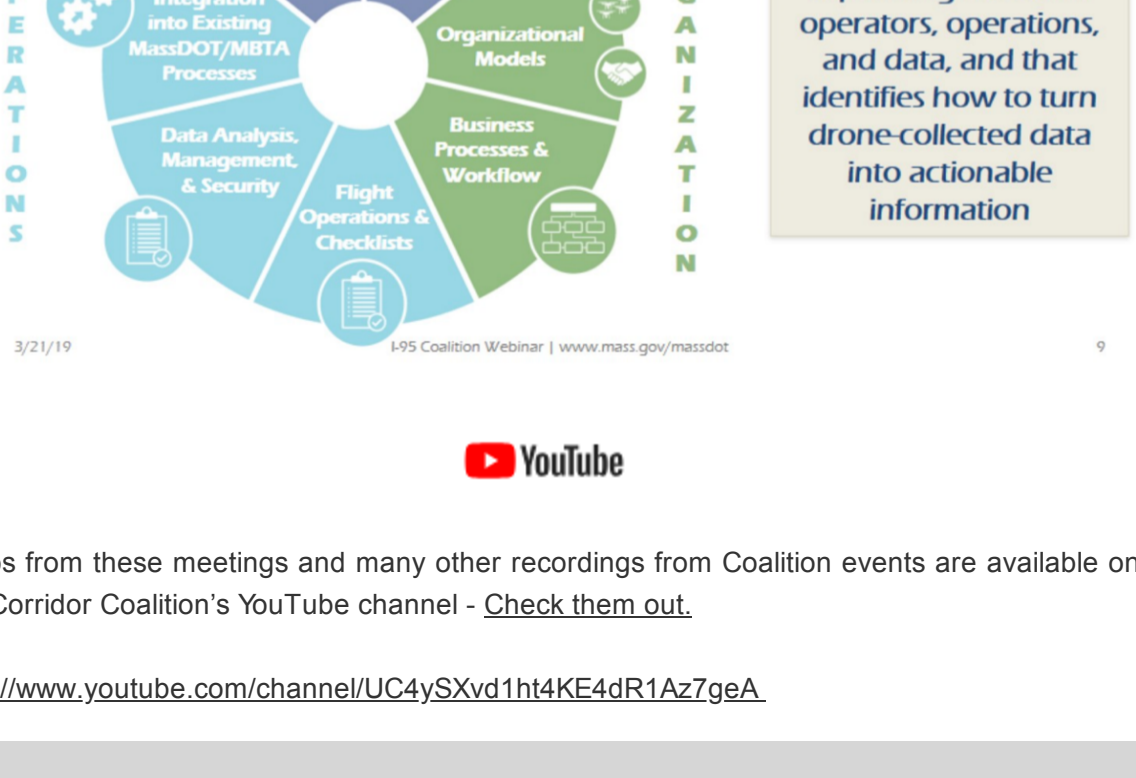
DelDOT's Dwayne Day and MassDOT's Jeffrey DeCarlo and MassDOT consultant Scott Uebelhart, made valuable presentations on UAS operations. You can access the material from this webinar here:

- [Presentation with Audio](#)
- [Slides only](#)
- [Q&A Summary](#)

DelDOT has equipped a "Drone Bus" that functions as a mobile traffic management center (TMC) when the UAV is in long-operation use. The drones/UAVs are used to enhance situational awareness, conduct debris assessments, assess traffic mitigation, conduct bridge inspections, archeological inspections and dune erosion analyses.



MassDOT is developing a comprehensive and scalable Drone Program. Dr. Jeff DeCarlo and Dr. Scott Uebelhart discussed the value of drones, the program and how it will meet future needs in various situations.

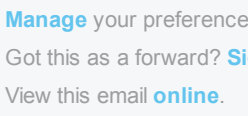


About the I-95 Corridor Coalition -

The I-95 Corridor Coalition is a partnership of transportation agencies, toll authorities, public safety, and related organizations, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually. The Coalition has successfully served as a model for multi-state/jurisdictional interagency cooperation and coordination for over two decades.

Questions or Information:
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