THE EASTERN
TRANSPORTATION
COALITION

THE EASTERN TRANSPORTATION COALITION

FY2021
WORK PLAN

FORMERLY THE I-95 CORRIDOR COALITION

June 30, 2020

We are pleased to share the Fiscal Year 2021 Workplan for The Eastern Transportation Coalition (TETC).

This Workplan marks the transition of the I-95 Corridor Coalition into the TETC and its geographic expansion to the states of Alabama and Tennessee. It defines the Coalition's core activities in its three nationally recognized program areas—Transportation System Management and Operations (TSMO); Freight; and Innovation.

It also identifies unique projects that would not be accomplished without the leadership provided by the Coalition, ranging from mileage-based user fees to connected and automated vehicles to data on disruptions and disasters. Most importantly, the Workplan emphasizes the essential role of the Coalition in developing multi-state relationships that create a foundation for action. Ultimately, it is about connecting for solutions.

We appreciate the input of our members across all three programs to develop this Workplan, and the commitment of the leadership, members, and staff to deliver these activities. We also appreciate the agility of our members as we all have adapted to the unprecedented impacts of the COVID-19 pandemic. The FY21 Workplan is designed with flexibility to accommodate shifts in priorities, as well as to use virtual meetings and remote learning capabilities to deliver many of our programs.

We look forward to working with all of you to deliver this Workplan, and to continue to achieve our collective mission to enhance mobility of people and freight throughout the Eastern United States, across all aspects of the multimodal transportation system.

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Fiscal Year 2021 Workplan Overview

This document summarizes the proposed Workplan for The Eastern Transportation Coalition for Fiscal Year 2021.

Priorities

The Coalition's proposed Fiscal Year (FY) 2021 Workplan supports priorities identified by the Executive Board during its February 2020 strategic planning session:

- **Demonstrate the value** the Coalition brings to member agencies who plan, operate, and manage our regional multimodal transportation system.

- **Strengthen relationships** across jurisdictions to address common challenges related to Transportation Systems Management and Operations (TSMO), Freight, and Innovation.

- **Advance research and development activities** to keep the Coalition members at the forefront of transportation innovation.

- **Deliver high-quality workshops and products** to address unmet and changing industry needs.

- **Focus on implementable solutions** that leverage Coalition membership and expertise.

Context

This Workplan is developed at a time of change for the Coalition and the region it serves. The Coalition just marked its 25th anniversary by rebranding from the I-95 Corridor Coalition to **The Eastern Transportation Coalition**. This name change reaffirms the Coalition's mission to enhance mobility of people and freight throughout the Eastern United States, across all aspects of the multimodal transportation system. The Coalition also expanded its geographic coverage to include the states of **Alabama** and **Tennessee**.

At the same time, the Workplan is developed during a period of tremendous **change and uncertainty**. The Eastern States and the United States as a whole have been experiencing a convergence of demographic, economic, and technology changes during the past several years, as well as growing risks related to extreme weather and climate change. The Coalition is helping its members prepare for these changes through leading research and demonstration projects, sharing best practices and lessons learned, and providing training and technical assistance across its programs. The FY2021 Workplan will continue these activities focused on specific priorities identified by its members.

The onset of the **coronavirus** in 2020 has had unprecedented impacts on the Nation's public health, economy, and society, fundamentally changing how we work, learn, shop, do business, and interact with one another. These changes have had immediate and profound impacts on the region's transportation system and the agencies that operate and manage this system. The long-term impacts of these changes are not yet certain, but the Coalition is filling a unique role in helping its members navigate this period of uncertainty. The FY2021 Workplan addresses the impacts of COVID-19 by identifying specific project activities and providing **flexibility to adapt** projects, products, and events throughout the year to reflect changing member priorities.

In addition, the FY2021 Workplan recognizes that social distancing practices designed to help slow the spread of COVID-19, combined with potential hesitation to travel and participate in large in-person events, may require a reshaping of the meetings, workshops, peer exchanges, and training academies that have been such a key aspect of the Coalition's work for the past several years. The Coalition will continue to make greater use of **virtual meeting and remote learning capabilities** and provide flexibility to reshape the structure and format of events over the course of the year to respond to changing conditions.

Workplan Development Process

The proposed FY2021 Workplan was developed through an inclusive, member-driven process.

- The Executive Board provided overall strategic direction for the Workplan at its February 2020 meeting.

- Members participating in each of the three Coalition program committees identified potential activities—consistent with Executive direction—and met within their existing committee structures in May 2020 to recommend and prioritize activities and initiatives for the year.

- The three program committees met jointly in June 2020 to review the proposed Workplan and coordinate on potential cross-cutting activities across program areas.

- Coalition staff compiled the input from the Executive Board and program committees to develop a draft Workplan.

- The final Workplan was approved by the Executive Board at its June 24, 2020 meeting.

Programs

The Workplan includes three programs, each guided by a corridor-wide committee of active members and focused on multi-state collaboration and exchange of ideas, practices, and technologies.

Each program includes **core activities** primarily supported through member dues. These include corridor-wide or regional coordination; regularly scheduled events and programming, including meetings, peer exchanges, and workshops; and quick-response development of white papers, scans, and other documents. Each program defined emphasis areas for the year, reflecting executive guidance and member needs. A key emphasis will be on cross-cutting initiatives across programs. Specific delivery methods will be determined over the course of the year, using a variety of approaches ranging from virtual to in-person depending on the topic and safety recommendations for in-person meetings.

Some programs also include **special projects** funded through targeted allocation of member dues, program-specific fees, or grants from federal or other sources. These special projects allow for in-depth research, development, and delivery of multi-state solutions to address specific member needs.

The three FY2021 programs are:

Transportation System Management and Operations

Freight

Innovation

Transportation Systems Management and Operations (TSMO) focus on operational improvements to maximize the safety, mobility, and reliability of the transportation system. The TSMO program focuses on incident management, traveler information, emergency operations, and congestion management.

The Freight program focuses on transportation issues that will improve the safety, mobility, and efficiency of the movement of goods across jurisdictions and modes throughout the Eastern States. The program focuses on data, planning, operations, and technology applications related to freight.

The Innovation program supports members as they address new and emerging opportunities related to technologies, policies, and partnerships. The program addresses testing and interoperability of new technologies and sustainable transportation funding approaches.

Support for Executive Priorities

The FY2021 Workplan supports the identified priorities of the Executive Board, as shown in the table below.

Executive Board Priority	Workplan Content
Demonstrate the value the Coalition brings to member agencies who plan, operate, and manage our regional multimodal transportation system.	■ Prepare for new contract to expand the scope of the Vehicle Probe Project (VPP) marketplace. ■ Develop approach for corridor-wide mapping of freight networks, bottlenecks, and investment needs. ■ Develop approach for assessing infrastructure readiness for commercial and automated vehicles.
Strengthen relationships across jurisdictions to address common challenges related to TSMO, Freight, and Innovation.	■ Conduct peer exchanges and workshops focused on sharing lessons learned and developing multi-state approaches to TSMO, freight, and innovation. ■ Support corridor-wide committees and working groups and regional highway operations groups and connected/automated vehicle forums to exchange current agency practices.
Advance research and development activities to keep the Coalition members at the forefront of transportation innovation.	■ Continue to explore sustainable funding approaches through mileage-based user fee pilots. ■ Explore potential for commercial and automated vehicle pilots, including automated truck applications. ■ Continue effort to develop accurate data on the transportation impacts of system disruptions.
Deliver high-quality workshops and products to address unmet and changing industry needs.	■ Deliver virtual meetings, workshops, and peer exchanges focused on agency-defined needs. ■ Develop virtual Operations Academy and web-based freight and connected/automated vehicle training materials. ■ Focus on quick response white paper and workshops - e.g., "making it easier to pay tolls".
Focus on implementable solutions that leverage Coalition membership and expertise.	■ Develop approaches to multi-state freight notification, including coordination with WAZE and other crowdsourcing/global positioning systems (GPS) to address truck in applications. ■ Integrate freight into resilience response and recovery processes, including identifying freight system impacts of COVID-19.

Value of the Workplan

The FY2021 Workplan is anticipated to offer the following benefits to the Coalition and member states:

- **Ongoing nationally recognized activities** in TSMO, freight, and innovation, including continued collaborative activities that are estimated to provide a high return of investment on member dues.

- **Unique projects providing targeted benefits to Coalition members** that generally would not be accomplished without the leadership and collaboration provided by the Coalition:

  - **Testing of mileage-based user fees** to demonstrate these systems in a diverse demographic, economic, and regional environment.

  - **Advancing multi-state solutions** in areas like toll collection and interoperability that require collaboration across multiple jurisdictions and stakeholders.

  - **Developing multi-state relationships** that create a foundation for action during emergencies, including pandemics and natural disasters, so the Coalition states are prepared when their residents need them most.

  - **Sharing lessons learned and innovative practices**, such as testing and deployment of new technologies, across states.

  - **Developing, refining, and sharing data** on congestion, freight, disruptions, and other topics to enhance decision-making and coordination.

  - **Building the workforce capacity for the future**, with emphasis on emerging fields such as operations, freight, and connected and automated vehicles.

What's Next

- Provide periodic progress reports to board members during Board calls throughout the year.

- Develop performance measures to monitor progress of Workplan implementation and the effectiveness of Workplan activities.

- Kickoff FY2022 Workplan development at the February 2021 Board meeting.

Transportation System Management and Operations

The Transportation Systems Management and Operations Program is the Coalition's largest and most established. TSMO is an integrated set of strategies focused on operations improvements to maximize the safety, mobility, and reliability of the transportation system.

The Coalition states account for more than 35 percent of total U.S. vehicle-miles traveled, ranging from congested urban and intercity corridors to rural and emerging areas. An increasing share of travel occurs at a regional or multi-state level, highlighting the need for regional coordination and information sharing.

Emphasis Areas

The TSMO program encompasses incident management, traveler information, congestion management, and emergency operations. Emphasis areas for FY2021 include:

> **FY2021 EMPHASIS AREAS**
> - Data
> - Technology
> - Traveler Information
> - Transportation Management Center Operations
> - TSMO Strategies

- **Data,** including continuing the Coalition's Vehicle Probe Project to share vehicle probe and other real-time data among jurisdictions; supporting the Regional Integrated Transportation Information Systems (RITIS) data fusion and dissemination system and user group; and conducting virtual meetings to share best practices in data collection, analysis, and exchange across states.

- **Technology**, including showcasing innovative uses of roadside technologies and other operational technologies through spotlight presentations and peer exchanges.

- **Traveler information**, including support for a corridor-wide committee, regularly scheduled virtual or in-person meetings, and coordination with WAZE and other third-party app crowdsourcing systems/app developers.

- **Transportation management center (TMC) operations** and **TSMO strategies**, including support for five regional highway operations group forums and regularly scheduled spotlight presentations, workshops, and peer exchanges on priority issues identified by members. This may include a focus on strategies for responding to and recovering from COVID-19.

Core Activities

Corridor-wide Committees and Working Groups

The **Travel Information Services Committee** supports the development of corridor-wide, multimodal traveler information systems providing users with accurate and timely information. This committee will meet twice in FY2021. The fall 2020 event will focus on a specific technical topic such as safety service patrols. The spring 2021 event will be an annual Traveler Information Services meeting, including a peer exchange and strategic planning session. The Coalition is exploring a combination of virtual and in-person formats for these meetings.

This committee also maintains a **WAZE Technical Working Group** to provide a multi-state forum for coordination with WAZE and other commercial providers to improve the quality of information. Data gaps prioritized by this group include alternate detour routing, incident management, and hazards detection.

The TSMO program also will explore the potential for one or more additional corridor-wide working groups on a topic prioritized by members, such as transit, TSMO planning, and incident response.
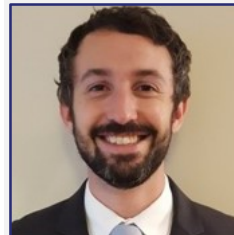
COMMITTEE LEADERSHIP

Traveler Information Services

Mary Ameen
North Jersey Transportation Planning Authority

Kelly Wells
North Carolina Department of Transportation
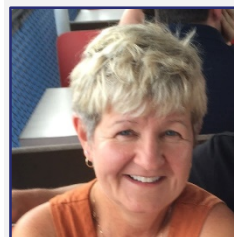
Data Tools

Matt Glasser
Georgia Department of Transportation

Jesse Buerk
Delaware Valley Regional Planning Commission

Staff Liason

Denise Markow

Highway Operations Groups

The TSMO program will continue to maintain regional **Highway Operations Group** (HOG) forums for five regional areas: **New England**, **Tri-State/New York City Metro**, **Delaware Valley**, **Potomac**, and **Southern**. The HOGs provide a forum for member agencies to discuss challenges and identify operational strategies within a state, across jurisdictional boundaries, and often across state lines. HOGs are unique in that they bring together policy, planning, operations, maintenance, and first responder personnel for discussions on how to improve TSMO strategies and programs.

The FY2021 Workplan includes five HOGs events:

- One event each in the New England, Delaware Valley, and Southern regions.

- A collaborative event between the Tri-State HOG and the Transportation Operations Coordinating Committee (TRANSCOM) in the New York City metropolitan area.

- A collaborative event between the Potomac HOG and the Metropolitan Area Transportation Operations Coordination (MATOC) in the Washington, DC area.

Each meeting will include a peer exchange and presentations on topics prioritized by members. The TSMO program is exploring both virtual and in-person formats for these meetings.
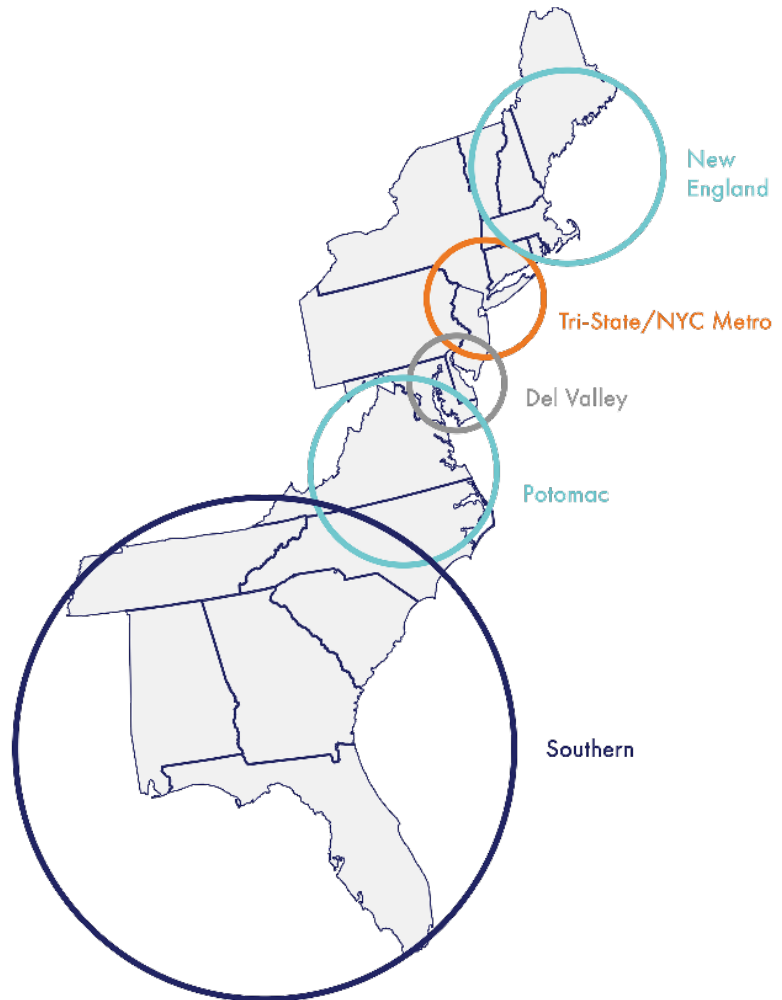
HIGHWAY OPERATIONS GROUP LEADERSHIP

New England

Tom Reinauer

Maine Department of Transportation
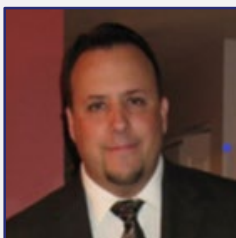
Chet Osborne

Massachusetts Department of Transportation

Tri-State

Solomon Caviness

Middlesex County Department of Transportation

Delaware Valley

Mike Pack

Pennsylvania Turnpike Commission

Chris King

Delaware Valley Regional Planning Commission

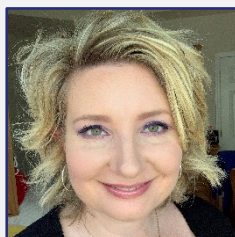**Wayne Patterson**

New Jersey Department of Transportation

Potomac

Joseph Sagal

Maryland State Highway Administration

Southeast

Jennifer Portanova

North Carolina Department of Transportation

Meetings and Events

The TSMO program will conduct a series of **eight virtual meetings** to share information and best practices among member states:

- **Two topic-driven meetings** to spotlight innovative activities related to TSMO identified as priorities by members.

- **Two data-driven meetings** to discuss specific data sources or methodologies on topics requested by members.

- **Four quarterly group webcasts** to support the **Regional Integrated Transportation Information Systems (RITIS) User Group** in its efforts to share agency knowledge on coordinating incident response, regional operations, performance management, emergency evacuation and response, data sharing, and related topics. RITIS is an automated data fusion and dissemination system providing an enhanced view of the transportation network. Participating agencies can view transportation and emergency management information through innovative visualizations and use these data to improve their operations and emergency preparedness.

Training

The Coalition will continue its nationally recognized **Operations Academy**. A partnership with the Consortium for Innovative Transportation Education (CITE), the Operations Academy is an immersive program designed to strengthen agency workforce skills related to TSMO. The program uses a mix of classroom instruction, team workshops, analysis of existing systems through field studies, and presentations by nationally recognized guest speakers. For the first time, this year's Operations Academy will be designed as a **virtual event**. The switch to a virtual event with reduced travel expenses will enable the Coalition to increase the number of scholarships to the Operations Academy. The effectiveness of the Academy as virtual event will be assessed to help structure future offerings in the post-COVID environment.

The Coalition also will continue a **pooled fund** to enable the Coalition's member state departments of transportation (DOT) to access and to pay for **CITE** classes. This fund will sponsor instructor-led and independent (self-paced) courses or any combination of these classes per state agency.

The TSMO program also will explore the potential for additional **targeted training** related to TSMO. Topics under consideration include a one-day virtual training program for TMC operators, and a one-day version of the Operations Academy for executive leadership.

Other Core Products

Since 2009 the Coalition has negotiated on behalf of its members cost savings on vehicle probe data and products through the **Vehicle Probe Project (VPP) data "marketplace."** In

2019, the Coalition successfully negotiated additional savings, including zero overhead fees charged on the procurement of probe data and any ancillary products provided by HERE, INRIX, and TomTom. Coalition staff also provide contract management and data validation to ensure members are receiving quality data as the basis for operational and capital investments. Real-time data, regardless of vendor, is available to each of the participating agencies. Representatives from member agencies purchasing data meet twice a year to discuss the validation and status of the program.

In FY2021, the Coalition will develop and issue a request for proposal (RFP) to continue the VPP initiative for a third cycle. A working group is helping identify capabilities to be included in the RFP. This process will continue the existing core data related to travel time, speed, and volume; include ancillary services related to origin/destination, trajectory, and other data; strengthen data validation; and update data use and data sharing protocols. The RFP effort also will explore expanding the VPP scope to other data sets such as freight data and connected driving services. This effort will include coordination with the Freight and Innovation programs to leverage resources and accomplish mutual goals.

Special Projects

Transportation Disruption and Disaster Statistics

The **Transportation Disruption and Disaster Statistics (TDADS)** project is a continuing effort to develop data and tools to monitor and evaluate transportation network disruptions. This project was initiated in 2019 and is led by the Coalition in partnership with the University of Maryland Center for Advanced Transportation Technology (CATT) using grant funding from the U.S. Bureau of Transportation Statistics. A national TDADS Steering Committee oversees this effort. Work in 2019 and 2020 identified where disruptions occur; analyzed and integrated multiple national-level data sources; and developed a proof of concept for an online tool that uses real-world data to understand and visualize causes of congestion. Future efforts will integrate probe data; produce national, state, and county-level data charts and visualizations; and launch the online tool as an ongoing product. The 2021 project plan includes additional virtual meetings to engage steering committee members.

Volume and Turning Movement

The **Volume and Turning Movement (VTM) Steering Committee** is a continuing project to research how probe data can be used to estimate volumes and turning movement throughout a highway network, which can be used for both operations and planning purposes. The Coalition worked with member states to compare probe global positioning system (GPS) trace methodology to actual data. These results will lead to the development of a volume estimate product that will have the ability to move from estimating volumes from point data to using ubiquitous traffic volume data. The VTM Steering Committee updates members on the results and status of the product development through virtual meetings.

Freight

The Freight program focuses on improving the safety, mobility, and efficiency of freight and goods moving to, from, through, and within the Eastern States. The program covers all modes of goods movement, including trucking, rail, water, and aviation. The Coalition states account for nearly 40 percent of U.S. gross domestic product and move more than 4 billion tons of freight valued at almost $3 trillion each year, with many of these trips crossing jurisdictional boundaries.

The Freight program is a resource for member states to engage together on freight-related activities, with emphasis on multi-state coordination and shared research, data, and analysis. The Freight program will focus in FY2021 on expanding its range of activities, products, and events to advance seamless freight mobility, improve freight safety, and support economic development throughout the Coalition. The program emphasizes multi-state issues and opportunities that reflect the scale at which freight moves in the Eastern States, considering the wide range of urban, rural, coastal, and inland communities through the Coalition and the complex web of major highways, railways, seaports, and air cargo hubs in the member states.

Emphasis Areas

Emphasis areas include:

FY2021 EMPHASIS AREAS
- Data
- Planning
- Operations
- Technology

- **Data**, including working with states to promote innovative practices for collecting, using, and sharing freight data and to share real-time travel information with motor carriers.

- **Planning**, including sharing best practices in statewide freight plan development and implementation, as well as facilitating multi-state coordination on freight planning and investment.

- **Operations**, including helping agencies incorporate freight into resilience planning and response, as well as advancing innovative approaches to managing truck parking.

- **Technology**, including sharing innovative uses of emerging technologies such as connected and automated trucks and advanced weigh-in-motion systems.

Core Activities

Corridor-wide Committees and Working Groups

The Freight program is managed by a corridor-wide **Freight Committee**. Committee members include state DOTs, metropolitan planning organizations (MPO), port authorities, federal agencies, and industry partners such as national and state trucking, rail, and other industry associations. The program has a long history of facilitating regional coordination at both a corridor level and, where applicable, around key regional "freight sheds" to promote discussion of cross-cutting issues.

The committee maintains a **Truck Parking Working Group** comprising Coalition members from planning, operations, and maintenance who are working on activities related to parking needs. The Coalition hosts periodic webconferences to share presentations on truck parking activities and conduct "roundtable" information exchange among states. This information will be formalized into an ongoing "truck parking matrix." The working group also will monitor federal grant opportunities and explore member interest in applying for federal grant funding for a multi-state truck parking project.

The committee will work with members to establish two new working groups in FY2021:

COMMITTEE LEADERSHIP

Diane Lackey
South Carolina Department of Transportation

David Rosenberg
New York State Department of Transportation

Tom McQueen
Georgia Department of Transportation

STAFF LIAISON

Marygrace Parker

- ◼ A **Freight Data Working Group** to help identify best practices in freight data use across Coalition states, as well as to identify and prioritize freight data gaps to address agency leadership, planning, and operations needs. This working group will be responsible for maintaining the freight data matrix developed in 2020 to document existing and new freight data sources. This group also will identify opportunities to integrate freight data into other Coalition activities, such as the Vehicle Probe Project data marketplace and the ongoing coordination with WAZE and other crowdsourcing/GPS systems. Finally, the group will determine if additional freight-specific data initiatives are needed.

- ◼ An **Automated Truck Working Group** to help identify best practices in planning for and testing automated vehicle applications for trucking, as well as to explore potential interest in an automated truck demonstration project among Coalition states.

Meetings and Events

The Coalition will conduct a series of **virtual meetings** to share information and best practices among member states:

- **Four freight-specific meetings,** typically scheduled on a quarterly basis, to focus on freight issues, opportunities, and innovative practices important to member agencies. Based on initial input, these topics might include: innovative uses of data for freight planning; emerging issues in freight plan development and implementation; best practices in modal optimization and coordination, emphasizing the public sector's role advancing intermodal terminals and enhancing rail corridors; innovative uses of weigh-in-motion technologies and data for freight planning and operations; and impacts of COVID-19 on the freight system, with emphasis on public-sector activities to manage freight during the pandemic.

- **Two cross-cutting meetings** with other programs on topics of mutual interest. This may include incorporating truck-related information into crowdsourcing and other third-party apps (with TSMO) and connected and automated trucks (with Innovation).

- Two larger-scale events such as **peer exchanges** or **workshops**, ideally held in person but able to be presented virtually. One event may focus on incorporating freight into resilience planning and response, addressing freight impacts of extreme weather events, climate change, pandemics, and other disruptions. A second event may focus on multi-state notification to freight carriers of information on truck parking and rest area status, construction/work zones, incidents and special events, road closures, and similar information. These peer exchanges or workshops could be developed as cross-cutting activities with the TSMO program, and/or combined with an annual committee meeting and strategic planning session.

Specific meeting, workshop, and peer exchange topics and formats will be determined throughout the year based on member priorities and the feasibility of in-person events.

Training

The Coalition typically convenes a nationally recognized **Freight Academy,** which helps build workforce capacity and develop mid- to senior-level staff in member agencies with understanding and leadership skills in freight. Due to uncertainty about large-scale events and restrictions on facility access following COVID-19, the next Freight Academy will be rescheduled from FY2021 to FY2022.

The Freight program will begin to develop **web-based training materials** to complement other resources, focusing on data, planning, operations, and technology. Many virtual meeting, workshop, or peer exchange topics could be the basis for web-based learning programs.

Other Core Products

The Freight program will develop or maintain several core products in FY2021:

- **Freight data matrix** guide and spreadsheet to document existing and emerging freight data sources.

- **Truck parking matrix** to document member agency truck parking studies, research, and demonstration projects.

- **TETC multi-state freight planning and mapping** to develop an initial map and a concept for a geographic information system (GIS) tool to display the designated freight network in Coalition states, including key attributes, bottlenecks, and projects.

- White paper on **incorporating freight into resilience planning and response**. This paper will identify issues, opportunities, and best practices and document examples of including freight in standard operating procedures. The paper will form the basis for a peer exchange with participation from planning, operations, and emergency management staff, and identify potential future activities for the Coalition.

- White paper documenting **COVID-19 impacts on freight mobility and resilience**. Based on interviews with states and modal partners, this paper will describe impacts, responses, and lessons learned from the COVID-19 pandemic related to freight mobility and logistics. The paper will serve as input to the resilience peer exchange and other initiatives. It also will identify ideas for multi-state action, including future grant opportunities and partnerships.

Special Projects

The Freight program has no specially funded project currently. One outcome of the FY2021 core activities will be to determine member interest and potential funding sources for future projects related to freight data, truck parking, freight resilience, multi-state freight notification, automated trucks, or other topics.

Innovation

Innovation is an expanding program that supports members as they address new and emerging approaches related to transportation technology, policies, and partnerships. The Innovation program provides a forum for members to prepare for deployment of connected and automated vehicle technologies, as well as to explore opportunities to use technology to advance new approaches to sustainable transportation funding, such as regional approaches to tolling and mileage-based user fees.

Emphasis Areas

The Innovation program focuses in two primary areas:

- **Connected and automated vehicles (CAV)**, including working with member agencies to address four topics:

  - The readiness of, and potential enhancements needed to, roadside and other public **infrastructure** to support CAV.

  - Existing **legislative and regulatory** requirements and potential changes needed to support emerging technologies.

  - **Testing and deployment** of new systems, including sharing lessons learned, helping identify funding sources, and connecting members to explore potential pilot projects, such as automated trucks.

  - The use and sharing of additional **data** available from these technologies.

- **Sustainable transportation funding**, including helping states research, test, and evaluate new revenue approaches and partnerships enabled by technology, such as tolling interoperability and mileage-based user fees.

FY2021 EMPHASIS AREAS

Connected and Automated Vehicles

- **Infrastructure**
- **Legislative/Regulatory**
- **Testing/Deployment**
- **Data**

Sustainable Transportation Funding

- **Tolling Interoperability**
- **Mileage-Based User Fees**

Core Activities

### *Connected and Automated Vehicle Working Groups*

The Coalition supports three regional **CAV Working Groups**, covering the **New England**, **Mid Atlantic**, and **Southeast** regions. The Coalition worked in FY20 to develop an ongoing partnership with the New England CAV group and help launch the Mid Atlantic and Southeast groups.

Each working group provides opportunities for collaboration and peer exchange. The working groups also monitor and report on member state activities, help identify and set priorities among potential Coalition activities, and monitor potential federal and nonprofit grant opportunities.

Each working group also may pursue targeted project opportunities. For example, the New England CAV group was awarded funding through the New England Transportation Consortium to conduct a CAV legal and regulatory assessment.

Each working group will meet three times per year. These meetings will provide an opportunity to spotlight innovative practices and discuss key opportunities and issues of interest to members. These meetings are anticipated to be virtual, unless they can be combined with other in-person events.

In addition, all three working groups will meet for an annual corridor-wide joint meeting. This meeting, if able to be scheduled in person, will include a workshop on a priority topic, a peer exchange to document CAV-related efforts in the Coalition states, and an annual strategic planning session.
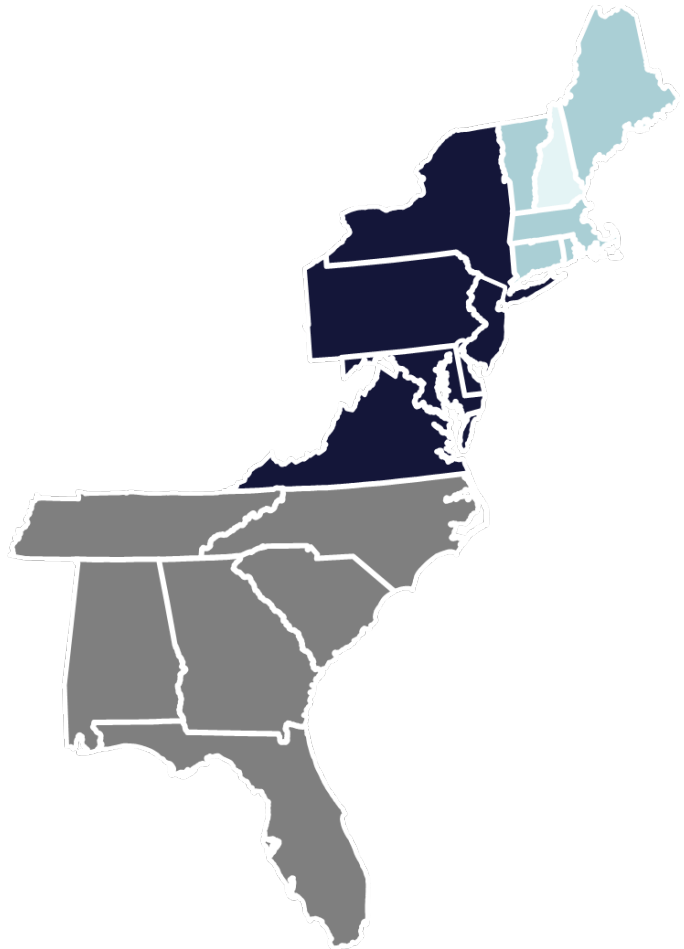
CAV WORKING GROUP LEADERSHIP	
New England	**Mid-Atlantic**
Joe Segale *Vermont Agency of Transportation*	**Mark Kopko** *Pennsylvania Department of Transportation*
Southeast	**Staff Liaison**
Raj Ponnaluri *Florida Department of Transportation*	**Virginia Reeder**

CAV Meetings and Events

The Innovation program will conduct a series of **virtual meetings** to share information and best practices about CAV among member states:

■ One web-based **workshop** focused on a topic related to infrastructure, testing and deployment, or data. A steering committee of members will be formed to select the topic, refine the scope, and provide input on the content and delivery.

■ Two web-based **peer exchanges** to share experiences and lessons learned on topics related to infrastructure, data, testing and deployment, or policy. The topics will be informed by potential presenter interest and coordinated with the TSMO and Freight programs for cross-cutting opportunities.

Specific workshop and peer exchange topics will be determined throughout the year based on member priorities. The timing of these events will be based on the topic, scope, and resources needed.

CAV Training

The Innovation program also will explore opportunities to assist member agencies in developing workforce skills related to connected and automated vehicles. These approaches may include:

■ Integration of connected and automated vehicles into the Operations Academy, Freight and Academy, and other training activities underway by the TSMO and Freight programs.

■ Development of targeted training programs on topics such as communications infrastructure or CAV policy.

Tolling Violation Enforcement Reciprocity (TVER) Working Group

The **TVER Working Group** includes tolling authorities, state DOTs, and departments of motor vehicles hroughout the Coalition region. Initially convened to advance tolling reciprocity agreements among Corridor states to support collection of out-of-state tolls, the group's focus has expanded with the mission of helping member agencies increase revenue by improving toll collection methods.

TVER LEADERSHIP	
Diane Gutierrez-Scaccetti *Co-Chair* *Commissioner* *New Jersey Department* *of Transportation*	**Merryl Mandus** *Co-Chair* *General Counsel* *Georgia State Road and Tollway* *Authority*

The TVER Working Group is focusing in four areas:

- Exploring opportunities for regional smart payment options.

- Collaborating with departments of motor vehicle and the American Association of Motor Vehicle Administrators.

- Advancing toll violation enforcement reciprocity agreements.

- Increasing awareness of toll payment options and reduction of toll violations for motor carriers.

The TVER Working Group convenes two to three times per year to focus on relevant topics. For each meeting, staff prepare a white paper to provide context, and member agencies share insights, discuss lessons learned, and identify opportunities for collaboration. TVER also will explore conducting a vendor forum in 2021.

Special Projects

Prototype Approach for Regional Assessment of Readiness for Automated Vehicles

Funded by the Federal Highway Administration (FHWA), this project explores the use of infrastructure readiness assessment methodologies for assessing a multi-state region's readiness for automated vehicles. The intended outcome is to develop and test a prototype assessment process, which could include adapting existing infrastructure readiness methodologies for other systems such as electric vehicle infrastructure. The project also will assess if the impacts of automated vehicles are sufficiently understood to support development of a prototype approach. Insights from this project will be considered within the context of other FHWA and related research on the broader question of automated vehicles

impacts on infrastructure. The project began in June 2020 and will conclude with a stakeholder event in December 2020.

Mileage-Based User Fees Phase 3

The Coalition is expanding its efforts to showcase the unique interests of Eastern States and stakeholders in the ongoing national discussion about replacing the fuel tax with a mileage-based user fee (MBUF).

The Coalition, in partnership with member states, is executing pilots in Delaware, New Jersey, North Carolina, Pennsylvania, and Northern Virginia (in partnership with Transurban) and conducting a national truck pilot as part of FY2021 efforts. These pilots will achieve several significant outcomes that drive the national MBUF conversation, including collecting road usage data across state boundaries; demonstrating operational practices; analyzing policy implications regarding items such as rate setting, urban/rural effects, privacy and security, and public opinion; identifying existing and expected obstacles to implementation; and analyzing how MBUF fits into trucking's regulatory environment.

The first statewide pilots in New Jersey and North Carolina are recruiting 150 transportation stakeholders from each state to expand the understanding of what and how MBUF would work through real-world experience. As an example of the increasing scale and complexity of the Coalition's MBUF pilots, the FY2021 multi-state truck pilot aims to record mileage in all 48 contiguous states in addition to international border crossings while running background analyses on variable rate schemes.

As the complexity of MBUF pilots increases, the Coalition is equipping policy-makers with data-driven analysis to make informed decisions on the viability of mileage-based user fees. This work is funded by federal grant and state/private-sector matching funds.