

— THE EASTERN
TRANSPORTATION
COALITION



FY2021 YEAR IN REVIEW

A Letter From the Executive Director

FISCAL YEAR 2021 WAS MEMORABLE IN SO MANY WAYS.



During the unprecedented impacts of COVID, the Coalition remained flexible and nimble by continuing to bring value to our members through timely peer-to-peer exchanges, workshops, meetings, training and ease-to-use resources. These activities brought together practitioners from across the eastern seaboard to:

- Bring Solutions to Our Members
- Turn Data into Information
- Build Knowledge across the Corridor
- Create a Test Bed for Innovation

As in previous years, the Executive Board provided the strategic direction for the Coalition's FY21 activities and through substantial engagement, ensured that our work best suited the needs of our member agencies.

We are excited to share this FY 2021 Year in Review to summarize the efforts of The Eastern Transportation Coalition during the past twelve months. This report provides insight into the core activities of our three nationally recognized programs—Transportation System Management and Operations (TSMO), Freight, and Innovation.

To highlight the best practices, lessons learned, and project findings from the Coalition and member agency activities, Coalition staff presented to key stakeholder organizations, policy makers and decision makers including providing testimony and data to U.S. Congress. By sharing insights from our corridor and working together, the efficiency and safety of the nation's transportation system will improve – and that is our goal.

I look forward to working with you as we continue to bring our members together to connect for solutions to our pressing transportation challenges.

Dr. Patricia Hendren

Executive Director

PROGRAM TRACKS

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



TSMO

The Transportation Systems Management and Operations Program (TSMO) is the Coalition's largest and most established. The TSMO program focuses on incident management, traveler information, emergency

operations, and congestion management to maximize the safety, mobility, and reliability of the transportation system.

Emphasis areas for 2021 were defined as:

- **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 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.
- **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.



Freight

The Freight Program focuses on improving the safety, mobility, and efficiency of freight and goods moving within the Eastern States. The program covers all modes of goods movement, including trucking, rail, water, and aviation.

Nearly 40 percent of U.S. gross domestic product and more than 4 billion tons of freight valued at almost \$3 trillion each year travel through the Coalition states. The program is a resource for member states to engage together on freight-related activities, with emphasis on multi-state coordination.



Freight, cont

Emphasis areas for 2021 were defined as:

- **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.



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 sustainable transportation funding strategies and solutions, such as regional approaches to tolling and mileage-based user fees.

Emphasis areas for 2021 were defined as:

- **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.



COALITION 2021 PRIORITIES

The Coalition's Fiscal Year (FY) 2021 Workplan was developed through an inclusive, member-driven process. The first step was gathering the following strategic direction from the Executive Board during its February 2020 meeting.

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

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

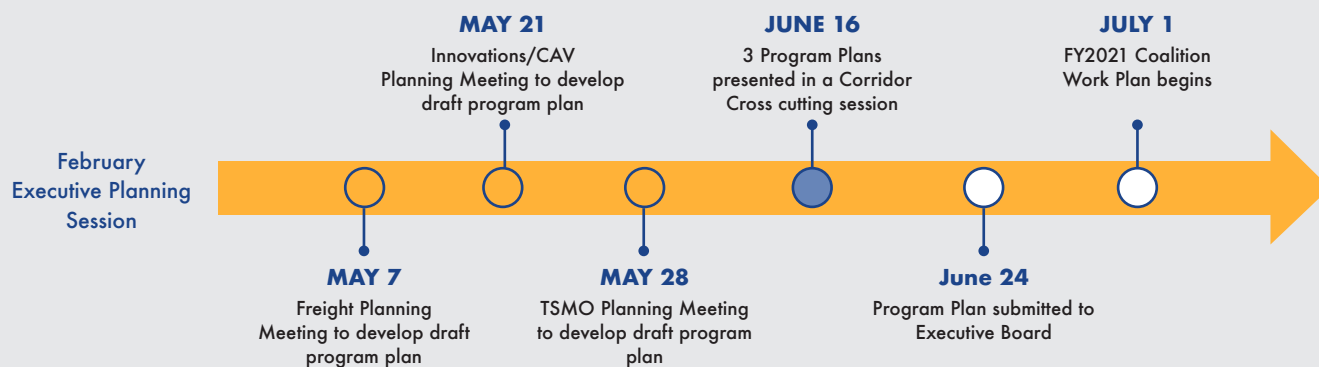
Advance research and development activities to keep the Coalition members at the forefront of transportation innovation.

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

Focus on implementable solutions that leverage Coalition membership and expertise.

Senior leaders from across Coalition member agencies met within their existing committee structures in May 2020 to recommend and prioritize activities and initiatives for the year in alignment with Board guidance. Then the three program committees met jointly in June 2020 to review the proposed Workplan and coordinate on potential cross-cutting activities across program areas. The 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.

PLANNING TIMELINE



BRINGING SOLUTIONS TO OUR MEMBERS

The primary mission of the Coalition is to provide support to members. With travel limitations due to COVID, the Coalition quickly pivoted to ensure members received timely information through virtual exchanges and easy-to-use resource documents.

COVID Virtual Discussions

The Coalition began a series of timely virtual meetings for Coalition members to quickly share across agencies what strategies were working and what was not working during the COVID-19 pandemic.

How Agencies Are Getting Back To Steady

State Operations

Maintenance [May, June 2020](#)

Construction [June 2020](#)

How was Freight (Trucks) Addressed in COVID-19

Facility Operations and Response

[September 2020](#)

How Are Agencies Planning For The Covid

Environment In Winter Weather Operations

[November 2020](#)

DMS Messaging Matrix

[September 2020](#)

Truck Parking Working Group

The Truck Parking working group is comprised of Coalition agency members including from planning, operations and maintenance who are working on various activities related to addressing truck parking needs. Coalition hosted webinars/conference calls with working group members, examining issues and challenges in truck parking particular to the Eastern Coalition region, including high volumes of trucking and parking demand from both hours of service and port and distribution center staging and capacity expansion limitations. Working group webinars combined presentations

on truck parking activities with “roundtable” information exchange among states to provide updates on current and/or recently completed truck parking studies, highlight agencies’ innovative applications of data for truck parking study research, share experiences with truck parking information technologies or capacity projects underway, as well as bringing members insights into new approaches in the public and private sector to address capacity needs.

Working Group Meetings

[September, November, December 2020](#)

[April, June 2021](#)

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Being part of a coalition, such as the trucking parking working group is always valuable as a state DOT.

Freight knows no boundaries and being able to partner with other state DOTs to solve truck parking challenges is critical to freight movement and flow. Ideas generated and thinking out of the box creates multiple solutions to a complex and critical issue.

Dan Pallme Tennessee DOT

BRINGING SOLUTIONS TO OUR MEMBERS, CONT'D

Tolling Violation Enforcement and Reciprocity (TVER) Working Group

Members of the TVER Working Group include tolling authorities, state DOTs, and DMVs from throughout the Coalition region. Initially convened to advance tolling reciprocity agreements among Corridor states to support the collection of out-of-state tolls, the focus of the group has since expanded with the mission of helping member agencies increase revenue by improving toll collection methods. The group is working toward this goal with four strategies: exploring opportunities for regional smart payment options, collaborating with DMVs and AAMVA, advancing violation enforcement reciprocity agreements, and increasing awareness of toll payment options and reduction of toll violations for motor carriers. The TVER Working Group convenes 2-3 times per year to focus on relevant topics. During FY2021, the group focused on mobile payment options for tolling through three separate events. An initial white paper provided an overview of the types of technology and products available, setting the stage for a workshop that featured three case studies and a robust participatory discussion. Following the workshop, eleven toll vendors presented their solutions and services in the course of two structured forums that allowed participants to hear from a range of providers at one time.

2 Tolling Mobile App Vendor Forums

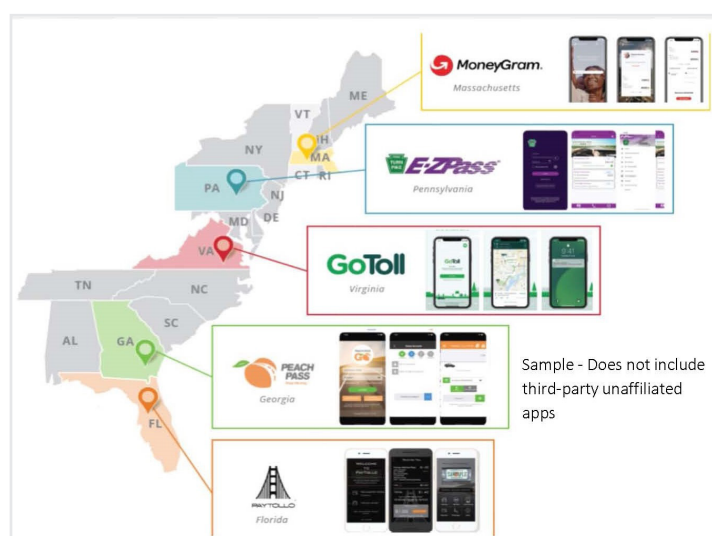
March and June 2021

Workshop: Toll Payment Apps

December 2020

“
As the group's mission has morphed a bit since we first met, the high attendance levels at meetings that this group has put on is a very positive sign that this group has been producing and responding to what members have been asking for.

**Merryl Mandus, General Counsel,
Georgia State Road and
Tollway Authority, TVER Working
Group Co-Chair**



BRINGING SOLUTIONS TO OUR MEMBERS, CONT'D



Thank you for the letter of appreciation and the recognition of our drivers and carriers during this time. We will continue to raise the conversation here in Washington as to the “essential” professional drivers we all rely on, and to their incredible supply chain contributions fueling our economy and everyday needs in our communities. Rest assured, we will circulate to our membership and industry your Coalition’s letter of appreciation.

John Lyboldt, Truckload Carriers Association



On behalf of the members of NJMTA—a truckload of THANKS! We appreciate all that you and the state DOT’s have done to help keep us moving from pandemics to weather events. These sure have been trying times.

Gail Toth, Executive Director, New Jersey Motor Truck Association

COVID 19 and Trucking

Recognizing that the movement of goods was a top national priority as COVID hit the Nation and understanding that truckers were working with limited resources and scarce access to food and safety supplies, the Coalition Executive Board sent a letter of gratitude to the trucking associations in each state and to national trucking organizations. The letter acknowledged the commitment of the drivers and the challenges they overcame to keep freight moving. Additionally, the Coalition conducted a series of outreach efforts to trucking associations at the national/state level to gain their perspective on and document lessons learned from the COVID-19 pandemic focusing on “What did DOTs do that worked/did not work well with respect to trucks during this event?” Areas explored in interviews with association executives/senior staff included trucker / industry experiences with:

- PPE / Sanitizer access assistance
- Transportation facilities, rest areas, truck parking
- Regulations – waivers for weights, licensing, and registration
- Coordination between trucking industry and agencies
- Communication to industry associations/truckers

In addition to presenting findings to the Freight Committee via webinar in May 2021, a final report has been developed summarizing industry feedback, key takeaways, and recommendations for follow on activities by TETC Freight Committee and member agencies with respect to lesson learned from this event, some of which may also be applicable to addressing freight resiliency during severe weather and other disruptions.

TURNING DATA INTO INFORMATION

The Coalition has created discounted access to data for years through its Vehicle Probe Data Marketplace. In addition, the Data User Group Meetings allow agencies to learn from each other about how to turn data into information to support sound decision making.

Vehicle Probe Data Marketplace Program

In 2008, the Coalition created a data marketplace to provide real-time data and associated products to support traffic monitoring systems. This marketplace has expanded to providing discounted data and products from three of the main data providers to Coalition members.” In 2020, a new Request for Proposal was released to expand the marketplace into new areas of traffic data, freight data, connected vehicle and roadway infrastructure and signage. Several meetings were held with members to shape the marketplace RFP in a manner that would meet the needs of agencies today and into the future.

Bi-Annual Marketplace State Rep Meetings

August 2020, January 2021, June 2021

Marketplace RFP Stakeholder Meetings

August 2020, December 2020, January 2021

Low Volume Studies – Maryland and Vermont

The Coalition data validation program regularly compares probe-based travel time and speed data with reference data collected via field measurements, seeking to benchmark the quality of probe data sold through the Vehicle Probe Project (VPP) marketplace under a variety of conditions. The following reports were completed this year.

The Eastern Transportation Coalition Probe Data Validation: HERE, INRIX and TomTom Report for Maryland (#13)

The Eastern Transportation Coalition Probe Data Validation: HERE, INRIX and TomTom Report for Vermont (#01)

March 2021

RITIS — PDA SUITE

The Regional Integrated Transportation Information System (RITIS) is an automated data fusion and dissemination system that provides an enhanced overall view of the transportation network. Participating agencies are able to view transportation and related emergency management information through innovative visualizations and use it to improve their operations and emergency preparedness. The Probe Data Analytics Suite (PDA), an optional component of RITIS, gives users the capability to evaluate system performance in support of planning, operations, research and other activities. PDA uses 3rd party probe data fused with other agency transportation data to provide a true “big data” analytics platform. These data are then leveraged by nine different apps to generate actionable data summaries, maps, graphs, charts and unique visualizations. User group meetings are held four times per year via webinar to showcase how members are using this data platform for their own agency need.

RITIS User Group Meetings

July 2020, October 2020, February 2021, May 2021

RITIS Performance Measures Working Group

February 2021

RITIS Enhancements Working Group

April 2021, May 2021

TURNING DATA INTO INFORMATION, CONT'D



Waze Technical Working Group

The WAZE Technical Working Group provides a multi-state forum for coordination with WAZE and other commercial providers to improve the overall quality of information. Data gaps that have been prioritized and are the primary focus of this group include alternate detour routing, incident management, and hazards detection.

WAZE Product Team and Executive Meetings

October 2020, November 2020

WAZE Workshops

February 2021, March 2021

Bi-Annual WAZE Technical Working Group

June 2021



Application of Weigh in Motion Data for Freight Planning

Weight in Motion technology, including Virtual Weigh stations, can serve not only as a compliance mechanism, but also present opportunities to serve as a potential data resource for DOT freight planning activities. The TETC Freight Committee explored this topic in the convening of a February 2021 webinar spotlighting how Maryland DOT/State Highway Administration has captured and utilized Virtual Weigh Station data innovatively for freight planning purposes.

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We value this partnership and it is a unique thing which we don't take for granted. Looking forward to expanding it next year.

Noam Bardin, Former CEO, WAZE

Optimal Traffic Monitoring

The TSMO program hosted an on-line discussion regarding recent enhancements in traffic monitoring. The meeting focused on the development of guidelines for FHWA, the changing role of data and how COVID-19 is changing traffic behavior and therefore traffic monitoring.

Optimal Traffic Monitoring

December 2020

BUILDING KNOWLEDGE ACROSS THE CORRIDOR

The foundation of the Coalition is that when members come together, learning from each other, making all of us more knowledgeable. Several efforts during the year highlight this approach.

Connected & Automated Vehicle Regional Working Groups

The Coalition's CAV program is structured around three working groups: New England, Mid-Atlantic, and Southeast regions. These smaller groups meet three times per year to share updates, focus on mutual areas of interest, and pursue opportunities at a regional scale. The work done in each region is then shared and leveraged at the Coalition level with all agencies. In FY2021 the CAV program brought all members together via a virtual workshop with the Freight Working Group to hear about AV transit and freight pilots underway throughout the region. In addition, the Prototype Approach for Regional Assessment of Readiness for Automated Vehicles project was piloted within the Southeast region and guided via input from throughout all CAV regions.

Regional CAV Group Meetings

(3 per region - Northeast, Mid-Atlantic, Southeast) Fall, Winter and Spring 2021

Communicating CAV for DOTs: Public Perception, Awareness and Education Webinar

September 2020 Webinar

AV Pilots: From Transit to Freight - Getting on the Road (in coordination with Freight Program)

March 2021 Workshop

Prototype Approach for Regional Assessment of Readiness for Automated Vehicles

September 2020 and January 2021 Workshops

The Freight Committee joined with the TETC CAV Working Group via a virtual workshop to explore some initiatives/ best practices by agencies focused on advancing automated/connected trucks and truck platooning.

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Compared with some of the larger working groups and committees focused on connected and automated vehicles, the small size of our TETC New England CAV regional group has given us the chance to work together closely with our neighbors, learn from each other and get a lot done.

**Joe Segale, P.E., PTP | Policy, Planning & Research Bureau Director
Vermont Agency of Transportation**

Enhancing the Understanding of Freight Data

The Eastern Transportation Coalition Freight Committee undertook a project to examine Freight Data resources to assist public sector practitioners in their understanding of various data sources that may apply to their work. The Freight Data Matrix Project rollout and webinar was held in October 2020 to formally introduce the matrix and supporting documents to members. The Freight Data Matrix Project work consists of three documents:

The White Paper – “Demystifying Freight Data” provides some background on the theoretical context around freight data along with practical recommendations for public agency transportation planners/practitioners _ <https://tetcoalition.org/wp-content/uploads/2020/08/TETC-Demystifying-Freight-Data-8-4-2020.pdf>

The “Freight Data Matrix Metadata Document” (an Excel spreadsheet) is intended to familiarize practitioners

BUILDING KNOWLEDGE ACROSS THE CORRIDOR, CONT'D

with the various attributes within freight data sources for understanding and comparison for potential uses in planning studies/data applications <https://tetcoalition.org/wp-content/uploads/2020/08/TETC-Freight-Data-Matrix-Metadata-excel-format-Aug-2020-8-3-2020.xlsx>

The "Freight Data Matrix User Guide" which is intended for informational and instructional guidance to use the Freight Data Matrix Metadata Document. <https://tetcoalition.org/wp-content/uploads/2020/08/TETC-Freight-Data-Matrix-User-Guide-Aug2020-8-4-2020.pdf>

The Coalition Freight Committee members are using these documents as part of on-going discussion and expansion of their freight knowledge base, to support them in understanding freight data resources as they conduct freight plan updates and assess freight data in procurements and project work and to complement other resources on freight data.

Traveler Information Services Committee

The Travel Information Services Committee supports the development of corridor-wide, multimodal traveler information systems providing users with accurate and timely information. Three virtual meetings were held this year to discuss new and emerging innovations being utilized by member states

Emerging Technologies in Traveler Information

June 2020

Annual Member TIS Roundtable

November 2020

Innovative Capture and Dissemination of Traveler Info

April 2021

Operations Academy

The Operations Academy is a two-week, total immersion transportation management and operations program. It was developed in response to the increasing demand for personnel with skills in these areas. A cooperative effort between the Coalition and the Consortium for Innovative Transportation Education (CITE), the program uses a mix of classroom instruction, workshops, and analysis of existing systems to ensure the retention of the principles presented. It provides opportunities to practice and internalize the principles learned which is not possible in traditional classes and short courses. For FY21 program, there were 45 participants from 17 different member agencies. 23 scholarships were provided.



CLASS 2021

The Consortium for Innovative Transportation Education (CITE)



CITE is an organization of university and industry partners with a primary mission to increase the overall number of properly educated transportation management & operations (TSMO) professionals. The Coalition and CITE have a long history of collaboration. The Coalition has created a pooled fund available to members to take online CITE classes. 19 members were provided scholarships during FY21.

CREATING A TEST BED FOR INNOVATION

Being on the “bleeding edge” of innovation can be a lonely place for one state, but together, the Coalition can be the ideal place to test new ideas. The following projects are examples of this approach.

Mileage Based User Fees (MBUF) Initiative

During FY21, the Coalition expanded its exploration of the viability of a Mileage-Based User Fees (MBUF). The cornerstone of the Coalition’s work is multistate pilots, real-world data analysis and connecting directly with drivers to figuring out the feasibility of replacing the fuel tax with a distance-based approach. This work is being conducted under the FHWA Surface Transportation Systems Funding Alternatives (STSFA) program and is funded by federal and state/private-sector matching funds.

Coalition work, as well as other pilots and programs across the country, has shown a mileage-based user fee is a viable alternative.

In FY21, the findings from Coalition Phase 2 pilots that occurred in 2019 were released. The two reports (one for the 2019 passenger pilot in DE & PA and one for the multi-state truck pilot) are located on the project website). The fact sheet has a great summary of what has been learned to date in this exploratory work.

Also in FY21, work began under the third STSFA grant that the Coalition was awarded. The passenger vehicle work expanded into two new states: North Carolina and New Jersey as well as conducting a deeper dive into key stakeholders in DE & PA (rural & ag communities). Some key statistics from these state pilots:

- 383 participants
- Drove 1,446,131 miles over the 4-6 month pilot period
- 10% of the miles were driven outside the participants home state
- 80% of the participants chose a plug-in device with GPS capability

Under the 3rd STSFA grant, the Coalition also conducted the nation’s first national truck MBUF pilot. This pilot had over 220

trucks participate over a 6-month period accumulating nearly 11 million miles in all of the lower 48 states.

A parallel activity has been regular meetings with the Motor Carrier Working Group, established by the Coalition to bring commercial vehicle representatives to the table to discuss issues and concerns unique to truckers. These meetings include discussion about how a MBUF system might be configured to minimize any additional reporting burdens while at the same time helping to ensure that commercial vehicles pay their fair share towards the upkeep and expansion of the transportation network, while not placing an undue financial burden on truckers.

A Northern VA pilot (including DC, Maryland, and participants from a few other states) – in partnership with Transurban – commenced participant recruitment in early June 2021. This 400-person pilot will last 4 months.

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Infrastructure funding drives the future of lives and business, and it’s critical we get this right. How we implement fees to pay for roads and bridges will have great impact on the \$10 trillion in freight that moves across our country’s roads. The Eastern Transportation Coalition is methodical and systematic about what can work – and what likely can’t – and we will continue to support this comprehensive, data-driven approach going forward.

**Bill Sullivan, Executive Vice President
for Advocacy for
American Trucking Association**

CREATING A TEST BED FOR INNOVATION, CONT'D

Prototype Approach for Regional Assessment of Rediness for Automated Vehicles

This project explored the use of infrastructure readiness assessment methodologies in developing methods for assessing a multi-state region's readiness for automated vehicles. Completed in January 2021, the outcome of this project was a tested prototype assessment process tool that helps transportation infrastructure owners identify gaps and needs in their systems for preparation for AVs. Given the current lack of information on the capabilities of AVs, part of the findings affirmed that more is needed to understand the impacts of AVs to better refine the tool. Insights from this project were considered within the context of other FHWA and related research on the broader question of AV impacts on infrastructure and how they may be addressed. Coalition members were provided input throughout the project development process via virtual workshops in June and September 2020, and January 2021. In addition, three Southeast states (South Carolina, Georgia and Alabama) participated as members of the pilot effort, testing out the assessment process and offering feedback.

Real Time Results w/Connected Vehicle Data

There has been a long history of collaborative research between The Eastern Transportation Coalition (TETC), the University of Maryland (UMD) and the National Renewable Energy Laboratory (NREL) in looking at how to derive accurate volume data from vehicle probe data. There have been several past studies working with the states of Florida, Maryland, Colorado, New Hampshire, Pennsylvania, Massachusetts, Tennessee – all with the objective to validate historical volume estimates from various types of probe data.

The Eastern Transportation Coalition assembled a technical team and procured three months of Connected Vehicle Data along with access to an analytics platform to assess the viability of delivering and visualizing a real time CV data feed as well as devising a process that could validate the accuracy of the traffic volume estimates.

State's Experience with Real-Time Connected Vehicle Data Final Report

January 2021

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We haven't seen an alignment by the folks developing these vehicles to say 'that's what we need'... but DOTs can be looking at their inventories and asset management systems now to prepare.

Andrew Heath, Georgia DOT, Administrator, Office of Traffic Operations, pilot agency participant

“”

I wish all R&D projects could work like this...

**Matt Glasser
Assistant Traffic Engineer, GDOT**



HIGHLIGHTING BEST PRACTICES OF COALITION MEMBERS

The Coalition also serves as ambassadors to give voice to the leading work done by the member states. In FY21, Coalition staff highlighted agency accomplishments at a range of events and also highlighted how, working together, the eastern seaboard can bring key insights to national issues.



FY 2021 DELIVERABLES

A summary of the Deliverables provided to Coalition members during the last year is shown below.

TSMO:

- » COVID report (Virtual Discussions, Trend Licenses, DMS Archive)
- » Emergency Management contact lists (South/Mid-Atlantic)
- » Instructor for Traveler Information Module at Operations Academy
- » Member Matrix
- » WAZE State Data Profiles and Evaluations
- » Maryland and Vermont Low Volume Validation Reports
- » Traffic Data Marketplace (TDM) RFP
- » Hurricane Real Time Evaluation of CV Data (Wejo)

Innovation:

- » TVER reports:
 - White Paper: Mobile Apps for Toll Payments and Account Management
 - Workshop Report: Mobile Apps for Toll Payments and Account Management December 2020
 - Vendor Forums: Q&A Summaries and Vendor Overview Packages March and June 2021
- » MBUF reports:
 - 2019 Passenger Vehicle Pilot Report March 2021
 - 2019 Passenger Vehicle Pilot Fact Sheet March 2021
 - 2018-2019 Multi State Truck Pilot Report July 2020
 - 2018-2019 Truck Pilot Fact Sheet March 2021

» CAV:

- Webinar Slides: Communicating CAV for DOTs — Public Perception, Awareness and Education September 2020
- Workshop Materials: Initial Prototype Approach for Regional Assessment of Readiness for Automated Vehicles September 2020, January 2021
- Workshop Report: AV Pilots: From Transit to Freight— Getting on the Road March 2021
- MAASTO CAV eSummit — October 2020
- TRB Forum on Preparing for Automated Vehicles and Shared Mobility — March 2021

Freight:

- » COVID summary memo
- » Freight Data Matrix:
 - The White Paper – “Demystifying Freight Data”
 - Freight Data Matrix Metadata Document (an Excel spreadsheet)
 - Freight Data Matrix User Guide
 - “Building on the Freight Data Matrix” — Webinar. October 28, 2020
- » Application of WIM for Data and Planning: “Maryland Use of WIM Data”: Webinar. February 25, 2021
- » “Presentation to NCHRP 20-02 Domestic Scan on Truck Parking — TETC Insights and Experiences”
 - May 3, 2021

**THE EASTERN
TRANSPORTATION
COALITION**



5000 COLLEGE AVENUE SUITE 2200
COLLEGE PARK, MD 20742

www.TETcoalition.org

Dr. Patricia Hendren

Executive Director

phendren@tetcoalition.org

Patty Reich

Program Manager

preich1@tetcoalition.org

Mai Quynh Le

Associate Program Manager

mql@tetcoalition.org

Marygrace Parker

Director, Freight Program

mgparker@tetcoalition.org

Denise Markow

Director, Transportation Systems
Management & Operations
Program

dmarkow@tetcoalition.org

Virginia Reeder

Director of Innovation Program

vreeder@tetcoalition.org

Jessica Jones

Program Analyst

jjones@tetcoalition.org

Stan Young

Chief Data Officer

syoung@tetcoalition.org

PREPARED BY

