

THE EASTERN
TRANSPORTATION
COALITION



FY2023 WORKPLAN

June 30, 2022

CONNECTING FOR SOLUTIONS



June 30, 2022

We are pleased to share this **Fiscal Year 2023 (FY23)** Workplan for The Eastern Transportation Coalition (TETC).

The Workplan is designed to support the Coalition's recently refreshed vision to "advance the future of transportation" and its mission to "connect for solutions."

This Workplan defines the Coalition's activities in its three nationally recognized programs—Transportation Systems Management and Operations (TSMO), Freight, and Innovation. It emphasizes pressing issues and opportunities including electric vehicles, supply chain resilience, risks and disruptions, and transportation funding. A key focus is on cross-cutting activities that leverage the Coalition's multidimensional nature and staff expertise.

The Workplan also expands the Coalition's capacity to support its members by creating a Special Projects Fund to enable interested members to pool financial resources for quick-response projects and initiatives that would augment our core operations. In addition, the Workplan builds on the federal Infrastructure Investment and Jobs Act (IIJA) signed into law in late 2021, by enabling the Coalition to support member states as they implement new federal programs and by positioning the Coalition to respond to new discretionary grant opportunities available to multistate organizations.

We are pleased to welcome the Commonwealth of Kentucky as the third jurisdiction to join the Coalition in the past three years. We also are pleased to see increasing participation in the Coalition's activities from the diverse staff of our member states as well as other key stakeholders.

We look forward to working with all our members and partners in the year ahead to bring forward implementable solutions that advance the future of transportation in the Eastern states.

EXECUTIVE DIRECTOR



Patricia Hendren

EXECUTIVE BOARD LEADERSHIP



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Fiscal Year 2023 Workplan Overview

This document summarizes the Workplan for The Eastern Transportation Coalition (TETC) for Fiscal Year 2023 (FY23, covering the period July 1, 2022, to June 30, 2023).

Priorities

The Coalition's FY23 Workplan supports priorities identified by the Executive Board during its March 2022 strategic planning session:

- **Continue core programs** focusing on Transportation Systems Management and Operations (TSMO), Freight, and Innovation.
- **Expand emphasis** on pressing issues and emerging opportunities including electric vehicles, supply chain resilience, and risks and disruptions.
- **Encourage cross-cutting solutions** that involve more than one program.
- **Focus on innovative and implementable solutions** that leverage Coalition members and staff expertise.
- **Continue knowledge-sharing and capacity-building activities**, including opportunities for peer-to-peer exchange and the Coalition's nationally recognized training academies.
- **Leverage the Coalition's prior investments in data and tools**, including the Transportation Data Marketplace that officially launches in July 2022.
- **Leverage new funding opportunities provided by the Infrastructure Investment and Jobs Act (IIJA)**, which emphasizes multistate collaboration on topics such as safety, resilience, and multimodal planning and investment through new discretionary grant programs.
- **Leverage the value of the Coalition** by providing a collective voice of multiple states to address challenging issues, as well as economies of scale and pooled funding opportunities for rapidly developing and deploying new approaches.
- **Bring diverse agencies and perspectives together** by continuing to broaden membership and strategic partnerships.

"The Eastern Transportation Coalition truly connects to find solutions to our complex challenges. This FY23 Workplan continues the Coalition's 27-year history of responding to member needs with innovative and actionable ideas."

Diane Gutierrez-Scaccetti, Commissioner,
New Jersey Department of Transportation,
and Chair, TETC Executive Board

Context

The FY23 Workplan builds on the activities of the past several years, while also reflecting many new opportunities:

- The Coalition **updated its vision and mission** in FY22 to reflect its changing role and activities. The updated vision focuses on advancing the future of transportation in the Eastern states; the updated mission recommits the Coalition to connect its members to develop innovative and implementable solutions.
- The Coalition **added three new jurisdictions to its membership** in the past three years: Alabama, Tennessee, and, most recently, the Commonwealth of Kentucky. These new members bring additional expertise and experience to the Coalition.
- The U.S. Congress enacted, and the President signed into law, the **Infrastructure Investment and Jobs Act** (IIJA) in late 2021 to reauthorize the federal surface transportation programs with the largest increase in federal funding in a generation. The IIJA expands existing and creates new programs in areas that have been a focus of the Coalition, including safety, resilience, multimodal freight mobility, emerging technologies, electric vehicles, and sustainable transportation funding.
- The Eastern states continue to face **disruptions, risks, and uncertainties** as they move out of the global pandemic and economic cycles that characterized the last two years. Most states are experiencing increases in travel demand; increases in traffic fatalities; changes in commuting and logistics patterns as remote work and home delivery of goods and services continue to remain significant; increasing concerns about the reliability of supply chains for essential goods and services; and an increasing range of risks, from extreme weather and climate impacts to cybersecurity. At the same time, rapidly evolving technologies continue to advance new ways of moving people and goods, including connected, automated, and electric vehicles. All of these changes occur against the backdrop of long-term concern over the decline in motor fuel tax collected per mile driven and recognition of the need for sustainable transportation funding solutions that work for each state. These trends all create opportunities for collective action by the Coalition.

VISION: ADVANCE THE FUTURE OF TRANSPORTATION

We envision a reliable, smart, integrated, sustainable, and resilient multimodal transportation system that maximizes safety, mobility, equity, and economic competitiveness of the Eastern states.

MISSION: CONNECT FOR SOLUTIONS

We develop innovative and implementable ideas, exchange best practices, test emerging technologies, and leverage data and tools to address operational, intermodal, and funding challenges. We accomplish this mission by bringing diverse agencies and perspectives together in a proactive, inclusive, and agile manner.



Workplan Development Process

The FY23 Workplan was developed through an inclusive, member-driven process.

- The Executive Board provided overall strategic direction for the Workplan at its March 2022 meeting.
- Members participating in each of the three Coalition programs identified potential activities consistent with Executive Board direction and met within their existing committee structures in April and May 2022 to recommend and prioritize activities and initiatives.
- The three program committees met jointly in June 2022 to review the proposed Workplan and coordinate on potential cross-cutting activities across programs.
- Coalition staff compiled the input from the Executive Board and program committees to develop a draft Workplan.
- The Executive Board approved the final FY23 Workplan and Budget at its June 15, 2022, meeting.

Programs

The Workplan includes three programs, each guided by one or more committees of active members and focused on multistate collaboration and exchange of ideas, practices, and technologies. The three FY23 programs are:



Transportation Systems Management and Operations

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



Freight

The Freight program focuses on improving the safety, mobility, and resiliency of the movement of goods across jurisdictions and modes throughout the Eastern states. The program addresses data, planning, operations, and technology applications related to freight.



Innovation

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 including connected, automated, and electric vehicles, as well as sustainable transportation funding approaches.

During the April/May meetings, each program defined emphasis areas for the year, reflecting Executive Board guidance and member needs (sections 1.0 through 3.0). A key focus of these discussion was potential cross-cutting initiatives that create linkages between program areas.

Each program contains **core activities** primarily supported through member dues. These include Coalition-wide or regional coordination; regularly scheduled events and programming, including webinars, meetings, peer exchanges, and workshops; capacity - building and training; and communications activities. Specific delivery methods will be determined over the course of the year, using a variety of approaches ranging from virtual to in-person. Each program also defined targeted deliverables in response to member needs, ranging from ongoing efforts such as a multistate Transportation Data Marketplace to small, quick-response development of data, analyses, white papers, scans, contact lists, and other deliverables.



Some programs also identified potential **special projects** that can be advanced through pooled funding across member states or through grants from federal or other sources. These special projects allow for quick-turnaround or larger multistate solutions to address specific member needs (section 4.0).

This year's Workplan also calls out communications as an emphasis area to recognize the importance of engaging members, communicating the results of Coalition projects, and highlighting the groundbreaking work of the Coalition and its members with peers and in national forums (section 5.0). The Workplan also highlights the Coalition's ongoing efforts to build strategic partnerships to leverage its activities and extend its reach across the transportation sector (section 6.0).

Support for Executive Board Priorities

The FY23 Workplan supports the identified priorities of the Executive Board.

| Executive Board Priority | Workplan Content |
|--|---|
| Continue core programs focusing on TSMO, Freight, and Innovation. | <ul style="list-style-type: none"> ■ Continue TSMO program to advance operational strategies for safety and mobility. ■ Continue Freight program activities related to data, planning, operations, and training, with emphasis on multimodal freight operations and supply chain resiliency. ■ Continue to enhance the Innovation program through strengthened collaboration on electric vehicles, targeted connected and automated vehicle projects, and expansion of sustainable funding initiatives. |
| Expand emphasis on pressing issues and emerging opportunities including electric vehicles, supply chain resilience, and risks and disruptions. | <ul style="list-style-type: none"> ■ Refresh the Highway Operations Groups as forums for multistate collaboration on incident management. ■ Expand Freight program activities related to goods movement resilience, such as innovative approaches to identifying and addressing supply chain bottlenecks. ■ Continue to help member states prepare for the transition to electric vehicles. |
| Encourage cross-cutting solutions that involve more than one program. | <ul style="list-style-type: none"> ■ Continue emphasis on freight operations during disruptions, including peer exchanges on improving traveler information for commercial vehicle operators and integrating freight into response and recovery plans (Freight/TSMO). ■ Continue to explore implications of connected, automated, and electric vehicles for trucking and goods movement, including opportunities for members to engage in technology applications and pilots (Freight/Innovation). ■ Identify regional issues and approaches for enhancing cybersecurity (TSMO with Freight and Innovation). |

| Executive Board Priority | Workplan Content |
|--|--|
| Focus on innovative and implementable solutions that leverage Coalition member and staff expertise. | <ul style="list-style-type: none"> ■ Continue to partner with Waze, Google Maps, and other mapping and navigation systems on advanced notification systems to enhance safety and mobility. ■ Advance best practices related to freight data, planning, and truck parking. ■ Help infrastructure owner-operators assess infrastructure needs for automated vehicles through research on lane striping and similar topics. |
| Continue knowledge-sharing and capacity-building activities. | <ul style="list-style-type: none"> ■ Continue nationally recognized training academies. ■ Deliver working group meetings, webinars, workshops, peer exchanges, and training focused on agency-defined needs. ■ Create web portals or listservs to share information on connected, automated, and electric vehicles. ■ Produce white papers, technical memoranda, matrices, and other documents to provide members ready to use resources. |
| Leverage the Coalition's prior investments in data and tools. | <ul style="list-style-type: none"> ■ Launch new Transportation Data Marketplace. ■ Share how agencies are using data to guide decisions ■ Complete Transportation Disruption and Disaster Statistics (TDADS) project, including enhance filtering of causes of congestion results. ■ Document member use of Freight Analysis Framework (FAF) 5.0 disaggregation; identify future multistate data and analysis opportunities. |
| Leverage new funding opportunities provided by the Infrastructure Investment and Jobs Act (IIJA). | <ul style="list-style-type: none"> ■ Promote multistate collaboration on topics such as safety, resilience, and multimodal planning and investment. ■ Help member states be aware of relevant federal funding opportunities. |
| Leverage the value of the Coalition by providing a collective voice of multiple states to address challenging issues, as well as economies of scale for rapidly developing and deploying new approaches. | <ul style="list-style-type: none"> ■ Identify opportunities for pooled funding including the Coalition's Special Projects Fund and multistate discretionary grants. ■ Continue to explore sustainable funding approaches through mileage-based user fee pilots. ■ Continue to identify regional priorities and contribute to national policy discussions related to systems management and operations during disruptions, supply chain resiliency, connected and automated vehicles, and electric vehicles. |

| Executive Board Priority | Workplan Content |
|---|--|
| Continue to bring diverse agencies and perspectives together. | <ul style="list-style-type: none"> ■ Continue to integrate Kentucky and explore other strategic opportunities for broadening the Coalition's membership. ■ Continue to expand participation in Coalition activities beyond state departments of transportation, including other state agencies, authorities, metropolitan planning organizations, and private sector partners. ■ Strengthen existing and build new strategic partnerships with national organizations such as the American Association of Motor Vehicle Administrators (AAMVA), the International Bridge, Tunnel, and Turnpike Association (IBTTA), the Edison Electric Institute, and Partners for Automated Vehicle Education (PAVE). ■ Continue to encourage participation of a diverse mix of agency staff in Coalition working groups and research activities; support MobilityXX and other diversity, equity, and inclusion initiatives. |

What's Next

- Implement the Workplan through program areas and committees.
- Provide periodic progress reports to the Executive Board during Board calls throughout the year.
- Initiate a Special Projects Fund with calls for projects and contributions; establish a prioritization approach to select initial projects for funding.
- Monitor the status of IIJA implementation, including discretionary funding opportunities suitable for multistate coalitions that could support Coalition activities without competing with state applications.
- Kickoff FY24 Workplan development at the February 2023 Board meeting.

1.0 Transportation Systems Management and Operations



Transportation Systems Management and Operations (TSMO) is the Coalition's largest and most established program. TSMO is an integrated set of strategies focused on operational improvements to maximize the safety, mobility, and reliability of the transportation system. The Coalition states account for more than 29 percent of all road miles and 41 percent of all vehicle miles traveled (VMT) in the nation, ranging from congested urban and intercity corridors to rural and emerging areas. People and freight trips regularly cross state lines. Incidents, special events, construction, and other disruptions often have broader systemwide impacts, highlighting the need for regional coordination and information sharing.

Emphasis Areas

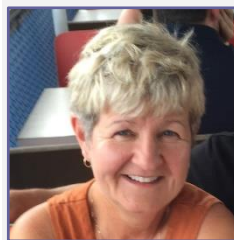
The TSMO program will focus in four areas:

- **Data**, expanding the Coalition's successful initiatives for sharing traffic and related data among states and improving data quality, standards, and management practices.
- **Traveler information**, focusing on sharing best practices and coordinating with Waze, Google Maps, and other mapping and navigation systems to provide integrated traveler information across the Coalition states.
- **Highway operations**, refreshing regional forums for coordination across state lines on incident management.
- **Training**, offering Coalition member agency staff immersive education opportunities through renowned programs and scholarships.

FY2023 EMPHASIS AREAS

- Data
- Traveler Information
- Highway Operations
- Training

TSMO DIRECTOR



Denise Markow

" [The Coalition's] focus on program delivery, member success, and driving national dialogue are unparalleled. Moreover, the delivery of the new Transportation Data Marketplace and your successful engagement of every member agency is a feat I can truly say I have never witnessed. I regularly tell my private and public sector team members that it is one of its most consequential and impactful contracts we have."

Former Georgia DOT TSMO program participant

Executive Guidance

The following table summarizes Executive Board guidance for the TSMO program in FY23, and how this guidance is reflected in the Workplan.

| Executive Board Priority | Workplan Content |
|--|--|
| Turn data into information. | <ul style="list-style-type: none"> ■ Implement new Transportation Data Marketplace (TDM). ■ Promote data standardization. ■ Continue to support multistate user groups, meetings, and webinars focused on how data can guide decision-making. ■ Complete Transportation Disruption and Disaster Statistics project to analyze and visualize causes of congestion. |
| Improve traveler information. | <ul style="list-style-type: none"> ■ Continue to coordinate with Waze, Google Maps, and other commercial mapping and navigation providers on data integration and product feature collaboration. ■ Continue to showcase effective traveler information practices. |
| Enhance systems management during disruptions. | <ul style="list-style-type: none"> ■ Continue to refresh regional Highway Operations Groups (HOGs) as forums for coordinating during major incidents and for sharing best practices. ■ Convene webinars or workshops on topics of interest to HOGs members related to technology and operations. |
| Promote technology to advance safety. | <ul style="list-style-type: none"> ■ Share best practices in the use of safety technologies such as smart workzones, smart signals, unmanned aerial systems, and in-vehicle incident notification systems through meetings, and webinars. ■ Convene a corridor-wide conference focused on protecting roadside responders through move over laws and efforts to reduce distracted driving following incidents. |
| Encourage cross-cutting solutions that involve more than one program area. | <ul style="list-style-type: none"> ■ Promote use of Transportation Data Marketplace data for Freight and Innovation programs. ■ Partner with the Freight program on two webinars related to freight operations during disruptions. ■ Convene state roundtable to help identify cybersecurity issues and potential solutions for all programs. |
| Continue knowledge sharing and capacity building (all programs). | <ul style="list-style-type: none"> ■ Conduct Operations Academy in a hybrid format with more than 20 scholarships. ■ Continue pooled fund for Coalition member participation in Consortium for Innovative Transportation Education (CITE) training courses. ■ Evaluate initial Transportation Management Center (TMC) Operators Academy; plan for future offerings. ■ Identify needs and approach for updating Traffic Incident Management (TIM) training program. |

Program Activities

Data

The TSMO program will continue its longstanding emphasis on data and how data are used, including launching the Transportation Data Marketplace (TDM); supporting data fusion and dissemination activities through the Regional Integrated Transportation Information Systems (RITIS) user group; and sharing best practices in data collection, analysis, exchange, and use.

Transportation Data Marketplace



Since 2009 the Coalition has negotiated on behalf of its members cost savings on data and products through the Vehicle Probe Project (VPP) data “marketplace.” In FY23, the Coalition will launch the next phase of this initiative, a Transportation Data Marketplace (TDM) that continues existing core data related to travel time and speed and adds new data sets related to volume, conflation, waypoints, origin/destination, and freight.

The TDM enables member states to access data from multiple vendors at discounted prices. The Coalition validates data, negotiates terms and data use agreements, and provides contract vehicles to save agencies time and resources. The new contracts, effective July 1, 2022, will include 13 vendors providing data in six categories. Ten states participated in the prior VPP data marketplace and at least 15 participated in evaluation of the request for proposals and/or have expressed interest in the TDM.

The Coalition will continue to launch and conduct outreach about available data sets and tools. A Technical Advisory Committee (TAC) with representatives from participating states will direct the validation program, help identify member needs and priorities, and address issues and potential conflicts with vendors. This group will meet quarterly.

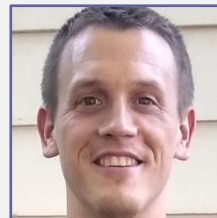
TECHNICAL ADVISORY COMMITTEE LEADERSHIP



Stan Young
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Regional Integrated Transportation Information Systems (RITIS).

The Coalition will continue its partnership with RITIS, a big data aggregation and platform for transportation. Participating agencies can view transportation and emergency management data through innovative visualizations and use these data to improve safety, operations, and emergency preparedness. The University of Maryland Center for Advanced Transportation Technology (CATT) Lab will continue to partner with the Coalition to showcase member uses of the RITIS platform. The Workplan includes four RITIS User Group meetings, and two RITIS workshops on topics of priority to members.



Data Webinars. The Workplan includes two data webinars to share best practices among member states. Potential webinar topics include data dashboards, analytic platforms developed by vendors beyond RITIS, and asset management plans.

Data Development. The TSMO program is exploring a potential special project to evaluate and validate emerging data sources for real-time estimates of traffic volume for both vehicles and people. This information is critical to the safe and efficient management of transportation on a daily basis and in critical situations such as incidents, hurricane evacuations, and pandemics. This research would build on prior work by the Coalition and consider emerging data sources enabled by telematics and telecommunications.



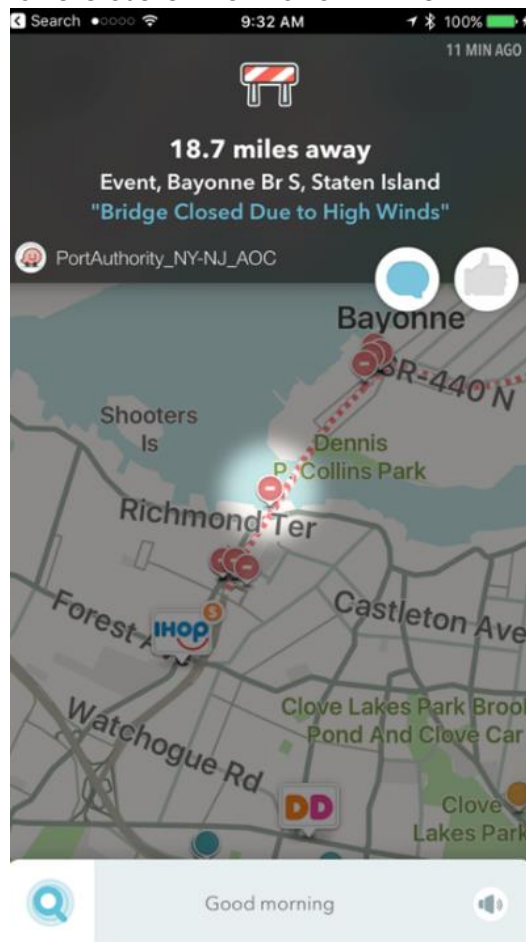
Special Project: Transportation Disruption and Disaster Statistics (TDADS)

TDADS is an ongoing 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 CATT Lab using grant funding from the U.S. Bureau of Transportation Statistics. A national TDADS Steering Committee leads this effort. Phase 1 of the project identified where disruptions occur on the transportation network, analyzed and integrated national-level data sources, and developed a proof of concept for a digital tool that uses real-world data to understand and visualize causes of congestion. Phase 2 created graphic visualizations in the form of state-specific congestion pie charts. Phase 3, to be initiated in FY23, will augment the work to date by focusing on specific areas such as interactive visualizations, usability enhancements, signal contribution analysis, and deep-dive customized analytics.

Traveler Information Services

The **Traveler Information Services Committee** supports the development of Coalition-wide, multimodal traveler information systems. This committee will meet twice in FY23 for roundtables and/or topic-specific summits using a combination of virtual and in-person formats. These meetings will include agency showcase presentations and discussions on topics such as partnerships with digital radio, Mobility on Demand, and integrating transit information.

This committee supports a **Waze Technical Working Group** to provide a multistate forum for coordination with Waze and other commercial providers to improve the quality of information. This group to date has focused on developing a dynamic "speakeable" hazards notification system to alert drivers about lane shifts, workzones, special events, and other disruptions while mitigating distraction. Waze is now ready to accept lane closure information in the WZDx format and is working with RITIS to analyze state data feeds. This group will continue to hold bi-annual meetings focused on data integration and product roadmap feature collaboration.



TRAVELER INFORMATION SERVICES COMMITTEE LEADERSHIP



John Parker
*Pennsylvania Turnpike
Commission*



Kelly Wells
*North Carolina
Department of
Transportation*

The committee is now focused on developing a similar partnership with Google Maps, with initial communications and meetings taking place in FY22. The **3rd Party Mapping and Navigation Working Group** will continue to develop this relationship in FY23. The group also will create workshops to help members improve their data feeds, with a goal of holding a Mapping Summit in FY23.

To support immediate member needs, the Coalition will develop and update **mapping and navigation contact matrices** for Coalition members on a quarterly basis, so each state knows who to call at each of the mapping companies when they want to get route changes or updates into their systems, including alternate detour routing for truck routes due to restrictions and other access management points. This would be similar to a reference card currently maintained by North Carolina.

The working group is exploring potential special projects including:

- Creating a **Navigation Hub**, a unified location where members experiencing challenges with mapping traveler information can go for subject matter expert assistance and resolution.
- Creating a corridor-wide **interactive mapping layer for electric vehicle charging stations** and infrastructure, building on an existing layer in Pennsylvania.

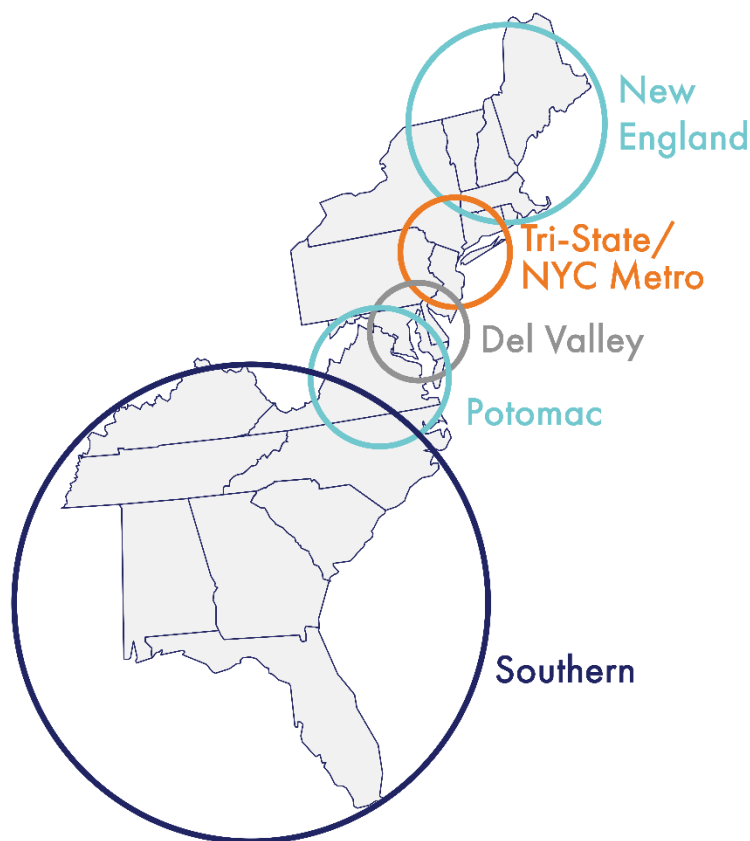


In addition, as requested by the Executive Board, the TSMO program will take the lead on organizing a Corridor-wide **cybersecurity roundtable**. The roundtable will enable states to share current practices for cybersecurity as it pertains to driver information and other data, discuss common issues, and identify opportunities for multistate collaboration.

Highway Operations Groups

The TSMO program will continue efforts to restart **Highway Operations Groups** (HOG) for five regions: **New England**, **Tri-State/New York City Metro**, **Delaware Valley**, **Potomac**, and **Southern**. HOGs provide a forum for member agencies to improve incident management, including its impacts on safety and mobility. HOGs are multidisciplinary, bringing together operations, maintenance, and first responder staff for discussions on challenges and opportunities across jurisdictional boundaries.

The Coalition will engage the HOGs to continue to meet member needs, including an option to connect in virtual or in-person meetings. Emphasis will be on reengaging operations, maintenance, law enforcement, incident management, towing, and freight operations staff.



The Coalition will hold HOGs events in each region in FY23:

- 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.

The Coalition also will convene **webinars or in-person discussions** for the HOGs on topics related to technologies and TMC operations. Potential technology topics include agency queue warning systems, variable speed limits, and adaptive signal control technology, as well as vendor forums on specific technologies. Potential TMC operations topics include dashboard and other tools to track and manage traffic operations, agency performance measures and reports, and commercial vehicle incident management.

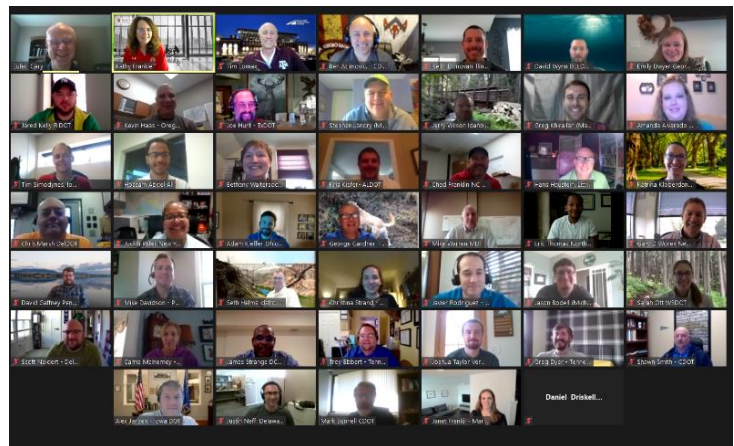
In addition, the Coalition will organize a **conference focused on improving safety for incident responders** through approaches such as move over laws and distracted driving awareness. The conference will leverage planned HOGs meetings. The conference will engage national groups such as National Fallen Firefighters Foundation, National Law Enforcement Officers Memorial Fund, Towing Wall of the Fallen, International Firefighters Association, International Chiefs of Police, and the Towing and Recovery Association of America.

Training

The Coalition will continue its nationally recognized **Operations Academy**. 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, field studies, and presentations by nationally recognized guest speakers. It provides opportunities to practice and internalize the principles learned that are not possible in traditional classes and short courses. Acceptance to the program is competitive, and requires the nomination of a local, state, or federal transportation agency. The development of the Operations Academy was funded by The Eastern Transportation Coalition and the Center for Advanced Transportation Technology (CATT) at the University of Maryland. The FY23 program will be offered in a hybrid format combining six virtual and five in person dates. The Coalition will provide more than 20 scholarships with a goal of including at least one participant from each member state.

"The Operations Academy gave me a much clearer understanding of how my job fits into the wider picture of TSMO and what I can do to improve my impact and efficacy in helping to deliver a better experience for the traveling public of Pennsylvania. I would definitely recommend the program to others."

Scott Benedict, Pennsylvania
Department of Transportation



The Coalition will continue a pooled fund to enable the member state departments of transportation (DOT) to access and to pay for **Consortium for Innovative Transportation Education (CITE)** classes. This fund will sponsor instructor-led and/or independent (self-paced) courses. Eleven agencies participated in CITE courses in FY22. The Coalition also will evaluate the inaugural **TMC Operators Academy** that occurred in June 2022 and identify potential enhancements with a goal of offering this training every other year.



In addition, the Coalition will continue to work with the Pennsylvania Turnpike Commission to update an **interactive Traffic Incident Management (TIM) Training** program. The Coalition will explore options to enhance the program content and expand the program corridor-wide.

TSMO Workplan Summary

| Emphasis Area | Projects/Deliverables |
|---------------------------|---|
| Data | <ul style="list-style-type: none"> ■ Launch of Transportation Data Marketplace. ■ Four quarterly Transportation Data Marketplace Technical Advisory Committee meetings (agenda, presentation materials, summaries, and action items). ■ Four RITIS Use Group meetings and two RITIS Workshops (agenda, presentation materials, summaries, and action items). ■ Two data topic-driven webinars (agenda, presentation materials, summaries, and action items). ■ Completion of data visualizations as part of Phase 2 of the Transportation Disruptions and Disaster Statistics project. |
| Traveler Information | <ul style="list-style-type: none"> ■ Two Traveler Information Services Committee meetings (agenda, presentation materials, summaries, and action items). ■ Two Waze Technical Working Group meetings; ongoing coordination with Waze on data integration and product roadmap feature collaboration. ■ Two Third Party Navigation and Mapping Working Group meetings; ongoing coordination with Google Maps and other providers. ■ Mapping/navigation contact list for each state, updated quarterly. ■ Corridor-wide cybersecurity roundtable (agenda, presentation materials, summary, action items). |
| Highway Operations Groups | <ul style="list-style-type: none"> ■ At least one Highway Operations Group meeting in each of five regions (agenda, presentation materials, summaries, and action items). ■ At least two webinars or in person discussions on technology or operations topics of interest to HOGs members. ■ Corridor-wide conference on improving safety for incident responders. |
| Training | <ul style="list-style-type: none"> ■ Operations Academy in hybrid format with more than 20 scholarships. ■ Pooled fund for Coalition member participation in CITE training courses. ■ Evaluation of initial TMC Operators Academy; plans for future offerings. |

2.0 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 about 42 percent of U.S. jobs and domestic product and move more than \$5.4 trillion in domestic trade and \$1.4 trillion in international trade each

year, with many of these trips crossing jurisdictional boundaries.

The Freight program in FY23 will continue its focus on training, data, planning, and truck parking, coupled with a strong emphasis on resilience and innovation. The program emphasizes multistate issues and opportunities that reflect the scale at which freight moves, considering the wide range of urban, rural, coastal, and inland communities and the complex web of major highways, railways, seaports, and air cargo hubs in the Eastern states.

Emphasis Areas

Emphasis areas include:

- **Freight Data and Planning**, with emphasis on leveraging new data sources including the Transportation Data Marketplace, sharing innovative data and tools developed by states, and supporting state freight plans updates.
- **Truck Parking**, with emphasis on innovative approaches to optimize the use of available capacity and to expand capacity.
- **Freight Operations**, with emphasis on enhancing freight operations during disruptions.
- **Supply Chain Resiliency**, with emphasis on identifying and advancing multistate solutions to physical or operational bottlenecks.
- **Multimodal Freight Operations**, with emphasis on identifying and promoting best practices in public sector support for intermodal rail and marine highway initiatives.
- **Innovation in Commercial Vehicle and Freight Operations**, with emphasis on optimizing connected and automated vehicle technology applications for freight mobility and safety.

FY2023 EMPHASIS AREAS

- Freight Data and Planning
- Truck Parking
- Freight Operations
- Supply Chain Resiliency
- Multimodal Freight Operations
- Innovation in Commercial Vehicle and Freight Operations
- Training

FREIGHT DIRECTOR



Marygrace Parker

- **Training**, helping member agencies equip staff to help plan and manage transportation systems that support mobility and supply chain resiliency.

Executive Guidance

The following table summarizes Executive Board guidance for the Freight program in FY23, and how this guidance is reflected in the Workplan.

| Executive Board Priority | Workplan Content |
|--|--|
| Leverage new data opportunities. | <ul style="list-style-type: none"> ■ Formalize Freight Data and Planning Working Group with quarterly meetings. ■ Share how member states are using Transportation Data Marketplace freight data. ■ Promote and document member state use of disaggregated FAF 5.0 data. ■ Expand Freight Data Matrix with additional public and private sector sources as a go-to source for member states. ■ Compile and maintain State Freight Plan Status Matrix for TETC states. |
| Continue emphasis on truck parking. | <ul style="list-style-type: none"> ■ Continue Truck Parking Working Group to share best practices and support knowledge exchange. ■ Maintain Truck Parking Status Matrix to document member agency truck parking studies, research, demonstration projects, and contacts. ■ Identify collaboration opportunities for potential multistate grant applications. |
| Enhance freight operations during disruptions. | <ul style="list-style-type: none"> ■ Conduct cross-cutting peer exchanges with TSMO program on improving safety and traveler information for commercial vehicle operators and integrating freight into state DOT response and recovery plans. |
| Address multistate supply chain challenges. | <ul style="list-style-type: none"> ■ Conduct peer exchange emphasizing innovative solutions to freight bottlenecks. ■ Explore development of methodology for identifying and mapping multistate supply chain bottlenecks. |
| Emphasize multimodal freight operations. | <ul style="list-style-type: none"> ■ Conduct peer exchange on innovative approaches for rail operations including public/private partnerships; identify future activities. ■ Conduct peer exchange focusing on ports and marine highways and optimizing water as a complement or alternative to moving freight; identify future activities. |
| Encourage cross-cutting solutions that involve more than one program area. | <ul style="list-style-type: none"> ■ Partner with TSMO program on peer exchanges related to freight operations during disruptions (see above). ■ Partner with Innovation program on peer exchanges on connected/automated vehicles or electric/alternative fuel vehicles for freight. |
| Continue knowledge sharing and capacity building (all programs). | <ul style="list-style-type: none"> ■ Convene first-in person Freight Academy since 2019. |

Program Activities

Freight Committee

A Coalition-wide **Freight Committee** manages the Freight program. Committee members include state DOTs, metropolitan planning organizations (MPO), port authorities, federal agencies, and trucking, rail, and other industry associations. The program has a long history of coordination at both a Coalition-wide level and, where applicable, around regional “freight sheds.”

Freight Data and Planning

The Coalition will formalize a **Freight Data and Planning Working Group**. This group will explore existing and emerging freight data sources and share innovative uses of data in planning applications among member states. Activities may include:

- Share use and application of new freight data sets from the **Transportation Data Marketplace** and examples of state specific data sources and analyses.
- Build out the **Freight Data Matrix** with Transportation Data Marketplace data attributes and other emerging public and private data sources. The intention is to turn the Freight Data Matrix into the “go to” resource for Coalition members on freight data and applications.
- Share agency applications of the **Freight Analysis Framework (FAF) 5.0 Disaggregation** conducted by the Coalition in FY22.
- Identify resources and an approach including financial resources to conduct a **Disaggregation of FAF 5.3**, which includes forecast data, for Coalition states. This project also could include development of visualization and mapping tools to help member agencies interpret and present FAF data.
- Compile and maintain a **state freight plan matrix** documenting the status and unique content of freight plans for each member state.



COMMITTEE LEADERSHIP



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Rhode Island
Statewide Planning



Dan Pallme
Tennessee
Department of
Transportation



David Rosenberg
New York State
Department of
Transportation

FREIGHT DATA AND PLANNING WORKING GROUP LEADERSHIP



Josh O'Neill
Rhode Island
Statewide Planning

"The Disaggregated FAF 5.0 Data received from the Coalition will not only allow the VTRANS project team to understand the types of commodities currently flowing on regional highways, but also provide context for the screening of alternatives, including those that may promote a shift of specific commodities to other roadways or modes."

Dave Pelletier, Planning Coordinator,
Vermont Agency for Transportation

Truck Parking

The Coalition will continue its **Truck Parking Working Group**, comprised of member agency staff from planning, operations, and maintenance, who are working on activities related to truck parking. This working group will meet quarterly to share spotlight presentations on state initiatives, as well as to conduct a roundtable for exchange among states. The working group will maintain a **Truck Parking Status Matrix** to document member agency truck parking studies, research, demonstration projects, and contacts. The working group also will monitor and share federal grant opportunities and explore member interest in applying for federal grant funding for multistate/regional truck parking projects.

Freight Operations during Disruptions

The Freight program will continue to promote approaches for enhancing freight operations during disruptions, including **cross-cutting peer exchanges in partnership with the TSMO program**. These peer exchanges could be structured as in-person or web-based events on topics such as:

- **Improving safety and traveler information for commercial vehicle operators.** This exchange would share the status of and advance ongoing collaboration with Waze, Google Maps, and other navigation and mapping companies to improve truck routing and restriction notifications, as well as showcase applications of technology to advance safety for commercial vehicles such as work zone management, low bridge clearance warning systems, and other advance warning information such as the Drivewyze and HELP in-vehicle notification systems.
- **Integrating freight into state DOT system management and operations plans for response and recovery** during emergencies. This exchange would showcase effective examples of considering freight in these plans.

Supply Chain Resiliency

The Freight program will conduct a **peer exchange on identifying and developing innovative solutions to freight-related physical or operational bottlenecks**. This peer exchange could identify examples of states that have optimized signal timing or changed signal priority for freight vehicles close to major ports, terminals, and distribution centers; or examples of states that have partnered to develop truck or freight staging areas close to major activity centers. The peer exchange will help better define opportunities for transportation agencies to help reduce supply chain bottlenecks, including defining future activities for the Coalition.

In addition, the Coalition will explore development of a **methodology to identify and map physical or operational bottlenecks that impede multistate supply chains**. This methodology will be informed by the peer exchange and by existing and emerging freight data sources, such as e-commerce, logistics, and supply chain data. The methodology also will consider lessons learned from prior Coalition



activities, such as the regional rail and truck operations studies. The Coalition will identify potential funding sources to implement this methodology, such as federal discretionary grants.

Multimodal Freight Operations

The Freight program will plan two peer exchange events (in-person or virtual) emphasizing multimodal partnerships and solutions:

- **Innovative public/private partnerships for rail operations**, engaging state DOT staff with rail planning and operations responsibility, and, where feasible, rail industry leaders. The exchange will share best practices, discuss operational challenges and solutions, and explore opportunities related to IJJA. This exchange will identify successful initiatives optimizing rail as a modal option, such as developing intermodal rail terminals/inland ports or expanding use of shortline rail into warehouses and distribution centers. It also will identify future project ideas.
- **Optimizing water as a modal option**, involving state DOT staff with seaport/waterway planning and operations responsibilities, the U.S. Maritime Administration, and representative of ports, terminal operators, and waterborne transportation providers. This event will highlight successful initiatives involving ports and marine highways to support goods movement, as compliments or alternatives to land transport, and to identify effective practices in creating these partnerships. It also will identify future project ideas.

Innovation in Commercial Vehicle and Freight Operations

The Freight program will partner with the Innovation program to conduct one or two peer exchanges in in-person or virtual format on **freight technology applications related to connected, automated, or integration of electric or alternative fueled commercial vehicles**. Initial member interest placed a higher priority on coordination and knowledge sharing around connected and automated vehicles, including opportunities for the Coalition members to engage in application of connected technology in trucks and for consideration of potential truck platooning pilots.

Training

The Coalition will convene its nationally recognized **Freight Academy in spring 2023**. This will be the first in-person Freight Academy since 2019. The Freight Academy helps operations, policy, and planning staff better understand freight as an



integral part of the transportation system. The Academy includes immersive training, field visits, opportunities to engage with private sector entities, and capstone group projects during a six-day immersive program. The Coalition provides one scholarship for each member state. Delivery of the academy was postponed from FY21 due to travel restrictions related to the COVID-19 pandemic.

The Freight program also will explore development **web-based training materials** to complement other resources. These online materials will flow from the webinars and peer exchanges on freight data and planning, truck parking, operations, supply chain resiliency, and technology.

Freight Workplan Summary

| Emphasis Area | Projects/Deliverables |
|---|--|
| Data and Planning | <ul style="list-style-type: none"> ■ Quarterly Freight Data and Planning Working Group meetings (agenda, presentation materials, summary, and action items). ■ Expanded Freight Data Matrix. ■ Documentation of member state applications of Transportation Data Marketplace and FAF 5.0 data. ■ Freight Plan Status Matrix for Coalition member states. |
| Truck Parking | <ul style="list-style-type: none"> ■ Quarterly Truck Parking Working Group meetings (agenda, presentation materials, summary, and action items). ■ Truck Parking Status Matrix. |
| Freight Operations during Disruptions | <ul style="list-style-type: none"> ■ Cross-cutting peer exchanges (in-person or virtual) with TSMO program (agenda, presentation materials, summary, and action items). |
| Supply Chain Resiliency | <ul style="list-style-type: none"> ■ Peer exchange (in-person or virtual) on innovative operational approaches to addressing freight bottlenecks (agenda, presentation materials, summary, and action items). ■ Early exploration of methodology for identifying and mapping physical and operational bottlenecks for multistate supply chains. |
| Multimodal Freight Operations | <ul style="list-style-type: none"> ■ Peer exchange (in-person or virtual) on innovative approaches for rail operations (agenda, presentation materials, summary, and action items). ■ Peer exchange (virtual) on best practices in use of water for goods movement (agenda, presentation materials, summary, and action items). |
| Innovation in Freight and Commercial Vehicle Operations | <ul style="list-style-type: none"> ■ Peer exchanges (in-person or virtual) on opportunities for trucking and freight related to connected/automated or electric/alternative fuel freight vehicles (agenda, presentation materials, summary, and action items). |
| Training | <ul style="list-style-type: none"> ■ FY23 Freight Academy. ■ Web-based training materials. |

3.0 Innovation



Innovation is an expanding program designed to support members in addressing challenges on the horizon by focusing on the work that can be done today to prepare for the future. This work includes knowledge sharing and collaboration, projects to gather data and test solutions, and forums to bring agencies together and share information across boundaries.

Emphasis Areas

The Innovation program focuses on three areas:

- **Electric vehicles (EV)**, with emphasis on facilitating peer-to-peer exchange, strengthening partnerships, and developing tools to help states prepare for EV deployment.
- **Connected and automated vehicles (CAV)**, supporting regional working groups and corridor-wide peer exchange and information sharing, as well as special projects related to strategic planning, reciprocity, outreach, and credentialing.
- **Sustainable transportation funding**, with emphasis on tolling violation reciprocity and mileage-based user fees.

FY2023 EMPHASIS AREAS

- **Electric Vehicles**
- **Connected & Automated Vehicles**
- **Sustainable Transportation Funding**

INNOVATION PROGRAM TEAM



Ginna Reeder
Innovation Director



Lisa Miller
Innovation Program Associate

Executive Guidance

The following table summarizes Executive Board guidance for the Innovation program in FY23, and how this guidance is reflected in the Workplan.

| Executive Board Priority | Workplan Content |
|--|--|
| Help the Coalition members get ready for electric vehicle (EV) deployment. | <ul style="list-style-type: none"> ■ Support member agencies with EV deployment through peer-to-peer exchange and development of tools and checklists to meet member needs. ■ Facilitate collaborative partnerships with utilities, motor carriers, and other industry partners. ■ Identify opportunities for regional/corridor solutions on issues such as rates, infrastructure gaps, right-of-way management, uniformity, data management, and integration with other payment systems. |
| Continue connected and automated vehicle (CAV) coordination, knowledge sharing, and clearinghouse functions. | <ul style="list-style-type: none"> ■ Continue regional CAV Working Groups for New England, Mid-Atlantic, and Southeast regions; partner on specific activities within each region. ■ Conduct at least two corridor-wide CAV peer exchanges on topics of interest to members. ■ Complete AV Lane Striping research project. ■ Create initial AV and Advanced Driver Assistance Systems (ADAS) educational and outreach tools. ■ Begin identifying state approaches to Connected Vehicle (CV) Security Credential Management Systems. |
| Determine implementable paths for sustainable transportation funding. | <ul style="list-style-type: none"> ■ Partner with the International Bridge, Tunnel, and Turnpike Association (IBTTA) to continue leadership in tolling reciprocity and revenue enforcement. ■ Complete additional mileage-based user fee pilots, analyze data, gather public option, and conduct focus groups to identify potential implementation paths. |
| Encourage cross-cutting solutions that involve more than one program area. | <ul style="list-style-type: none"> ■ Partner with Freight program on one or more peer exchanges on connected, automated, and electric vehicles for freight. ■ Collaborate with Freight program to explore needs of electric freight vehicles and opportunities for DOTs to coordinate. |
| Continue knowledge sharing and capacity building (all programs). | <ul style="list-style-type: none"> ■ Develop section of web portal to share CAV information among members. ■ Establish listserv for agencies to share ideas and resources as they prepare for EV charging station implementation. |

Program Activities

Electric Vehicles

As requested by the Executive Board, the Coalition launched an exploratory electric vehicle (EV) initiative in FY22. The cornerstone was a workshop conducted in April 2022 to bring staff from member agencies together to discuss current activities, support needs, and potential Coalition roles to assist with the transition to EV. State DOTs are required to submit to FHWA their plans for the National Electric Vehicle Infrastructure (NEVI) Deployment program by August 1, 2022. Once these plans are completed, the work will shift to implementation and require efforts to identify roles and responsibilities, build and maintain partnerships, and deploy the infrastructure to build EV charging networks.

Given the rapidly evolving technologies and plans, the Coalition's FY23 program will remain flexible and responsive to changing member needs. One goal for the next year will be to develop a more formal working group structure including volunteer leadership, similar to other Coalition programs. Core activities are anticipated to focus on the following:

- **Peer-to-peer communication and exchange.** The Coalition will establish and manage a listserv to create an easy mechanism for members to ask and answer questions about EV. The Coalition also will host at least three virtual meetings in FY23 focusing on topics related to NEVI plan implementation. Potential topics for these meetings include:

- Regional and corridor solutions, such as coordination on rates, opportunities for regulatory and deployment uniformity, data management, and gaps in charging station infrastructure;
- Charging station contractor approach including criteria, selection, performance metrics, incentives, and management;
- Charging station infrastructure maintenance and right-of-way management;
- Site selection, partnerships, cost estimation, grant utilization, and funding mechanisms (for example, utility line extension policies when increased capacity is needed);
- Equity issues related to site location, pricing, and access;



"I don't have time to call 15 different DOTs to find out what they're doing—that's the value of a meeting like this."

Lee Smith, Tennessee Department of Transportation

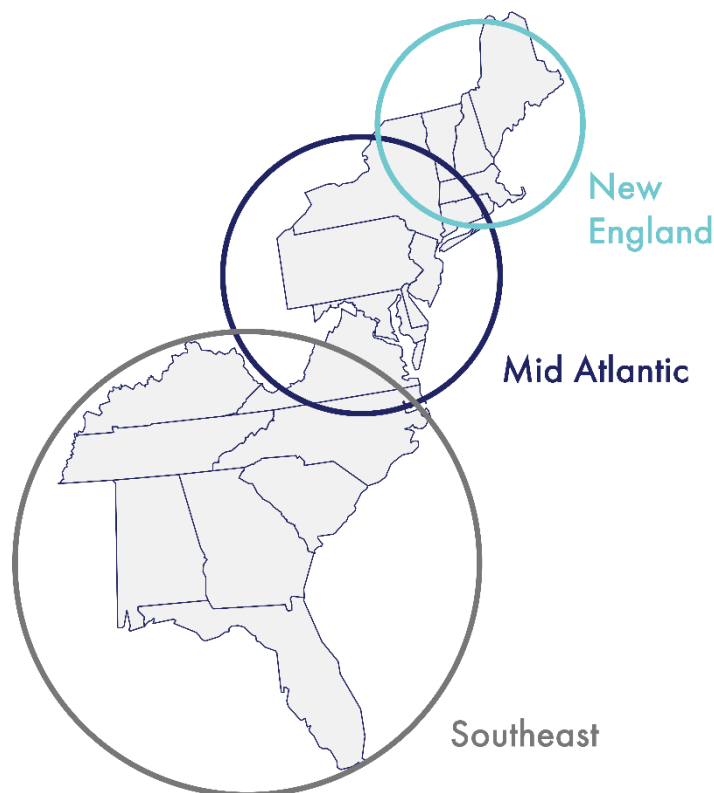
- Electric freight vehicles, including unique needs and support strategies; and
- Integration with mileage-based user fee pilots and approaches.
- **Development and sharing of tools** to support EV implementation, as identified by members. For example, the Coalition could facilitate collaboration and partnerships with utilities by developing a checklist of items for state DOTs to use when considering the power and other infrastructure requirements for a charging station site.
- **Collaboration with existing and new partners.** EV implementation will require new partnerships for state DOTs, such as with electric utilities, vehicle manufacturers, and environmental groups. These organizations will need time and resources to learn each other's goals, processes, and language. The Coalition is committed to facilitating new relationships through partnerships with organizations such as the Edison Electric Institute. Working with the Freight program, the Innovation program also will reach out to the motor carrier industry to help agencies consider how trucking and freight vehicles will impact, and be impacted by, the transition to EV. The Coalition will work with members to identify other partnerships that would be beneficial and leverage its economies of scale to bring efficiency to these introductions.

As the EV program is built out, opportunities for special projects using pooled funding may be identified.

Connected and Automated Vehicles

Connected and Automated Vehicles (CAV) has been a key component of the Innovation program for several years. The Coalition's CAV activities have evolved in response to changing technologies, trends, opportunities, and member needs. CAV remains an important area for testing emerging technologies, deploying implementable ideas, and showcasing innovation. The FY23 Workplan focuses on what agencies need to do today for the CAV technology of tomorrow.

The Coalition supports three regional **CAV Working Groups**, covering the **New England**, **Mid Atlantic**, and **Southeast** regions. The working groups are forums for collaboration and peer exchange. The working groups also help identify and set priorities among potential Coalition activities.



CAV WORKING GROUP LEADERSHIP



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*Connecticut
Department of
Transportation
(New England)*



Mark Kopko
*Pennsylvania
Department of
Transportation
(Mid Atlantic)*



Raj Ponnaluri
*Florida
Department of
Transportation
(Southeast)*

Each working group will meet three times in FY23:

- The fall 2022 working group meetings will occur in person including field visits open to members of all three working groups.
- The winter 2023 working group meetings will provide a roundtable update on agency and Coalition activities.
- The spring 2023 working group meetings will identify strategic priorities for the FY24 workplan.

Each working group will focus on unique issues and opportunities that reflect each region's travel needs, industry partners, and legislative and political context. At the same time, working groups identified areas of common interest, such as public outreach, safety, communications spectrums, and regional coordination on funding opportunities.

The working groups are looking to develop or update strategic documents in FY23 with Coalition support, potentially through the Special Projects Fund or other grant opportunities:

- The **New England working group** is interested in updating its 2019 **CAV roadmap**. The roadmap defines the working group's vision, mission, goals, and actions. The update would identify next steps for the region, with emphasis on safety. The update also would consider how to continue the pooled research fund currently managed by the New England Transportation Consortium (NETC), which is disbanding. The New England CAV working group has completed two research projects using NETC funds and support from the Coalition. Coordination is needed to ensure NETC goals and initiatives for Coalition member agencies can continue.
- The **Mid Atlantic working group** is interested in developing a vision for **regional reciprocity for automated vehicles**. Cross-border collaboration is essential in this region because of the high levels of travel among states. This effort could include documentation of legislation, deployment status, and individual state initiatives like the New Jersey Advanced Autonomous Vehicle Task Force. It also could create a framework for regional reciprocity. This would be a cross-cutting effort, focusing on rural safety and addressing issues such as truck parking.
- The **Southeast working group** is discussing opportunities for a roadmap update and for synthesis projects.

In addition to the regional working group meetings, the Coalition will conduct **two corridor-wide peer exchanges** in webinar format to focus on common issues. Potential topics include Advanced Driver Assistance Systems (ADAS), active data management, data standards, or other research or project activity.

The Coalition will complete an **AV Lane Striping** research project in partnership with Connecticut DOT, the University of Connecticut, and Consumer Reports to better understand lane striping requirements for AV. This project will develop an approach that can be adapted by other states or replicated in the future. This project started in FY22 and will be completed in FY23.

As the Coalition's CAV program continues to evolve, working groups identified several projects to be initiated in FY23, including:

- **AV Educational Toolkit:** Working with the Partners for Automated Vehicle Education (PAVE), the Coalition would create a toolkit for member agencies to educate and inform the public and partners regarding the safety and mobility benefits of AV technologies.
- **ADAS Driver and Public Outreach Guide:** The Coalition also would create a guide for education and promotion language related to ADAS technologies, focusing on how to talk about the safety benefits of ADAS. The guide would identify effective examples such as the Maryland Motor Vehicle Administration's supplement to its driver's education manual with ADAS-focused content. This guide would be developed in collaboration with the AAA Foundation for Traffic Safety, the American Association of Motor Vehicle Administrators (AAMVA), the National Highway Traffic Safety Administration (NHTSA), and other national entities.
- **CV Credentialing Synthesis.** Given the importance of data privacy and cybersecurity in the CV space, many state DOTs have begun to develop policies for CV credentialing. To document current practices, the Coalition will create a summary of state approaches for Security Credential Management Systems (SCMS) and other technologies related to CV.

"The discussions we have in the Coalition CAV working groups help us to tailor what we do in each state. When we start with use cases like low speed shuttle needs, we can look at the easiest areas first and build from there. Reciprocity among states is an important consideration for future CAV deployments."

Mark Kopko, Pennsylvania
Department of Transportation



- **CAV Clearinghouse:** An immense amount of research, deployment, outreach, private industry projects, legislation, policy, and long-range planning is currently underway related to CAV. To help member agencies remain informed, the Coalition would create a CAV section of the Coalition's web portal with links and downloads that are regularly updated and accessible to member agencies. Potential content includes CAV webpages of Coalition states, CAV guiding principles from national organizations, and CAV project testbeds.

Sustainable Transportation Funding

For several years, the Coalition led a **Toll Violation Enforcement Reciprocity** (TVER) Working Group including tolling authorities, state DOTs, and departments of motor vehicles throughout the region. Initially convened in FY18 to advance tolling reciprocity agreements among Coalition states, the group's focus expanded in FY21 to help agencies increase revenue by improving toll collection methods. Beginning in FY22, the Coalition's tolling initiative shifted into supporting other organizations engaged in work related to reciprocity and enforcement. For example, Coalition staff actively participated in the work of Toll Insight, a tolling industry knowledge exchange platform, related to third party account integration during FY22. As an invited partner, the Coalition participated in regular meetings with other members including toll authorities and subject matter experts. Coalition staff presented the toll payment app assessment and analysis completed for the TVER working group at working meetings as well as Toll Insight's conference on this topic in April 2022.

With the International Bridge, Tunnel, and Turnpike Association (IBTTA) increasingly focused on lost revenue and reciprocity agreements, the Coalition's TVER work will move forward as a collaborative partnership with IBTTA in FY23. Specifically, Coalition members and staff will join IBTTA's Lost Revenue Task Force and newly formed Reciprocity Subcommittee. This collaboration between the Coalition and IBTTA will result in more resources and a broader reach to study the issues and share best practices, thus maximizing benefits to Coalition members and not duplicating work of other organizations.



Surface Transportation System Funding Alternatives Grant Work: Mileage-Based User Fees

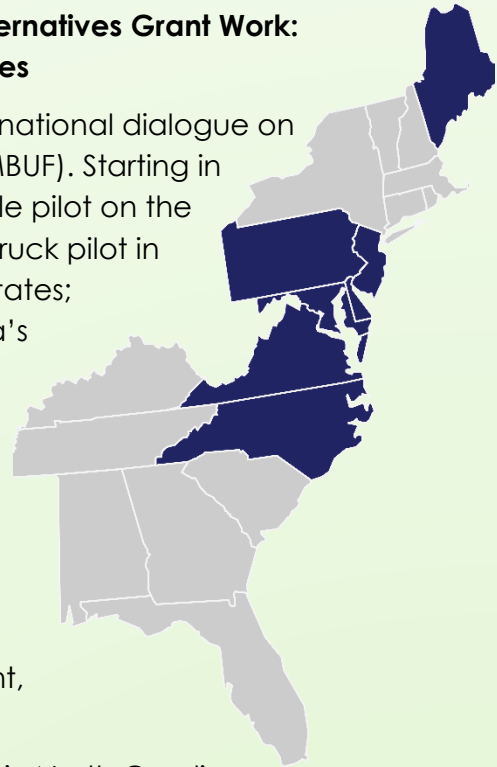
The Coalition continues to be engaged in the ongoing national dialogue on replacing the fuel tax with a mileage-based user fee (MBUF). Starting in FY18, the Coalition conducted the first passenger vehicle pilot on the East Coast; led the first multi-state commercial vehicle truck pilot in the nation; completed passenger vehicle pilots in five states; conducted public message testing to assist with Virginia's program launch; and delivered the first national commercial vehicle pilot. This work highlighted the unique challenges and opportunities (e.g., out-of-state mileage, tolling) that implementation of an MBUF would bring in the Coalition region.

In FY23 the Coalition will complete additional pilots that were launched in FY22 under Phase 4 of the Surface Transportation System Funding Alternatives (STSFA) Grant, including:

- Conducting public pilots for personal vehicle drivers in North Carolina and New Jersey;
- Testing additional mileage reporting options (telematics and a manual option);
- Testing concepts for a clearinghouse and leveraging tolling back-office platforms; and
- Expanding the truck pilot to address fleet diversity, rate-setting based on weight, and cross-border travel.

The Phase 4 work also will include public opinion surveys, an education and outreach campaign in Pennsylvania, an exploration of rate setting options and implications, and a peer exchange workshop for members and other states engaged in this work.

Phase 5 STSFA grant work also will be launched in FY23. Through this effort, Maryland (and potentially an additional state) will be added to the six states currently engaged in this exploratory work. As many states are considering actual programs, the focus will shift to implementation. The Coalition will leverage the lessons learned over the past five years to support members in steps toward successful implementation that work for all users and infrastructure owners. The Coalition will continue to ensure the unique challenges and perspectives of the Eastern states are at the front of national MBUF debate.



Innovation Workplan Summary

| Emphasis Area | Projects/Deliverables |
|------------------------------------|---|
| Electric Vehicles | <ul style="list-style-type: none"> ■ Listserv to share information about EV. ■ At least three virtual meetings focusing on NEVI plan implementation (agenda, presentation materials, summary, and action items); transition into a more formal working group structure. ■ Development and sharing of tools and checklists to support EV implementation. ■ Meeting with key partner groups. |
| Connected and Automated Vehicles | <ul style="list-style-type: none"> ■ Three meetings each of regional CAV working groups for New England, Mid Atlantic, and Southeast regions (agenda, presentation materials, meeting summaries, and action items). ■ Progress on regional activities such as updated New England CAV Roadmap and Mid Atlantic AV reciprocity vision and framework. ■ Two corridor-wide CAV webinars (agenda, presentation materials, meeting summaries, and action items). ■ Completion of Automated Vehicles and Lane Striping research project, including data, findings, and analyses; sharing of project report and data with Coalition members. ■ Initial work on AV educational toolkit for agencies. ■ Initial work on ADAS Driver and Public Outreach Guide. ■ Initial work on CV credentialing synthesis. ■ CAV Clearinghouse on the Coalition website. |
| Sustainable Transportation Funding | <ul style="list-style-type: none"> ■ Integration of Coalition members and staff into IBTTA Lost Revenue Task Force and Reciprocity Subcommittee; sharing of research and products with Coalition members. ■ Completion of and reports on Phase 4 Mileage-Based User Fee (MBUF) pilots and research; launch of Phase 5 research including implementation guidance. |

4.0 Special Projects



The majority of the Coalition's core activities are supported by the annual member dues provided by each state. Recognizing the value of collective action, this year's Workplan also establishes a Special Projects Fund with contribution from member agencies pooled together to support quick-turnaround research, data and tools development, analysis, and capacity-building. The Special Projects Fund will respond to the growing demand for

quick-response projects that are too large to be funded out of the Coalition's core program support, but too small or time-sensitive to be funded through discretionary grants or other application-based funding sources. This Fund will foster an environment of collaboration that supports the Coalition's emphasis on developing innovative and implementable ideas, testing emerging technologies, and leveraging data.

This Fund is intended to support projects that:

- Can be completed within 6 to 12 months.
- Are anticipated to provide benefits that extend beyond one state and support cross-border collaboration.
- Address both immediate and longer-term strategic needs.
- Support the Coalition's vision, mission, and Executive Board priorities for the year.
- Can be leveraged by staff, financial, and in-kind resources of member states.
- Address unique opportunities that are not underway by other associations or groups of states.

Prior examples of special projects funded by the Coalition in a collaborative manner include:

- **Hurricane POC: State Experience with Real Time CV Data**—assessment of the viability of delivering and visualizing a real time connected vehicle data feed as well as a process to validate traffic volume estimates (FY21, TSMO and Innovation programs).
- **TIM Training Video**—development of a fully immersive interactive training application that can improve communications, safety, and overall performance of emergency management personnel during incident response (FY22, TSMO program).
- **FAF 5.0 Disaggregation**—development of freight flow data at the county level for member states' use (FY22, Freight program).

- **AV Lane Striping**—research on how today's automated vehicles react to different lane striping materials, style, and conditions (FY22/23, Innovation program in partnership with Connecticut DOT, the University of Connecticut, and Consumer Reports).

Agencies interested in participating in the Special Project Fund would identify an additional financial contribution to the Coalition beyond member dues on an annual basis, with a suggested contribution of \$25,000-\$100,000/year. Coalition members would identify potential projects throughout the year, including those identified as part of the Workplan development process. The participating states would each appoint a representative to help evaluate and select projects to be funded with the Special Projects Fund at the beginning of the fiscal year using defined selection criteria.

5.0 Strategic Communications

The Coalition continues to be a “best kept secret,” which can hinder relationship building and collaboration. To amplify Coalition work and to create a more cohesive approach to outreach, the FY23 Workplan includes several new strategic communications elements.

Strategic Communications Assessment

In FY22, the Coalition initiated a strategic communications assessment including a key stakeholder analysis. Building on this initial work, the Coalition will review communication approaches for the TSMO, Freight, and Innovation programs to identify opportunities to enhance alignment, create efficiencies, and expand impact. In addition, observations from an assessment of Coalition outreach material and stakeholder interviews will be summarized. Recommendations will be outlined, and new outreach will be created. Given the diverse nature of Coalition stakeholders, the FY23 work will refine messaging to different audiences to make every outreach more meaningful. The culmination of the FY23 strategic communication assessment will be a strategic communications plan with dates, milestones, resources needed, levels of effort, and goals/tactics.

Enhanced Membership Engagement and Outreach

The Coalition is its members. Given this, FY23 work will focus on ensuring member agencies can easily access Coalition resources, amplifying Coalition work, and delivering better collaboration forum across members. Effort will include:

- **Membership database refresh and alignment.** The Coalition's membership database has over 3,000 entries and can be cumbersome to maintain and grow in an effective way. In FY23, the Coalition will evaluate its membership database approach to ensure contact information for members is current, and committee and working group memberships are accurate. If deemed necessary, a database/customer resource management tool will be procured to improve efficiencies.
- **Coalition Website refresh.** The current Coalition website is functional but does not fully represent all Coalition initiatives. A section will be added for Electric Vehicle projects and the MBUF section will be refreshed to include recruitment landing pages for various states.

■ Coalition LinkedIn page.

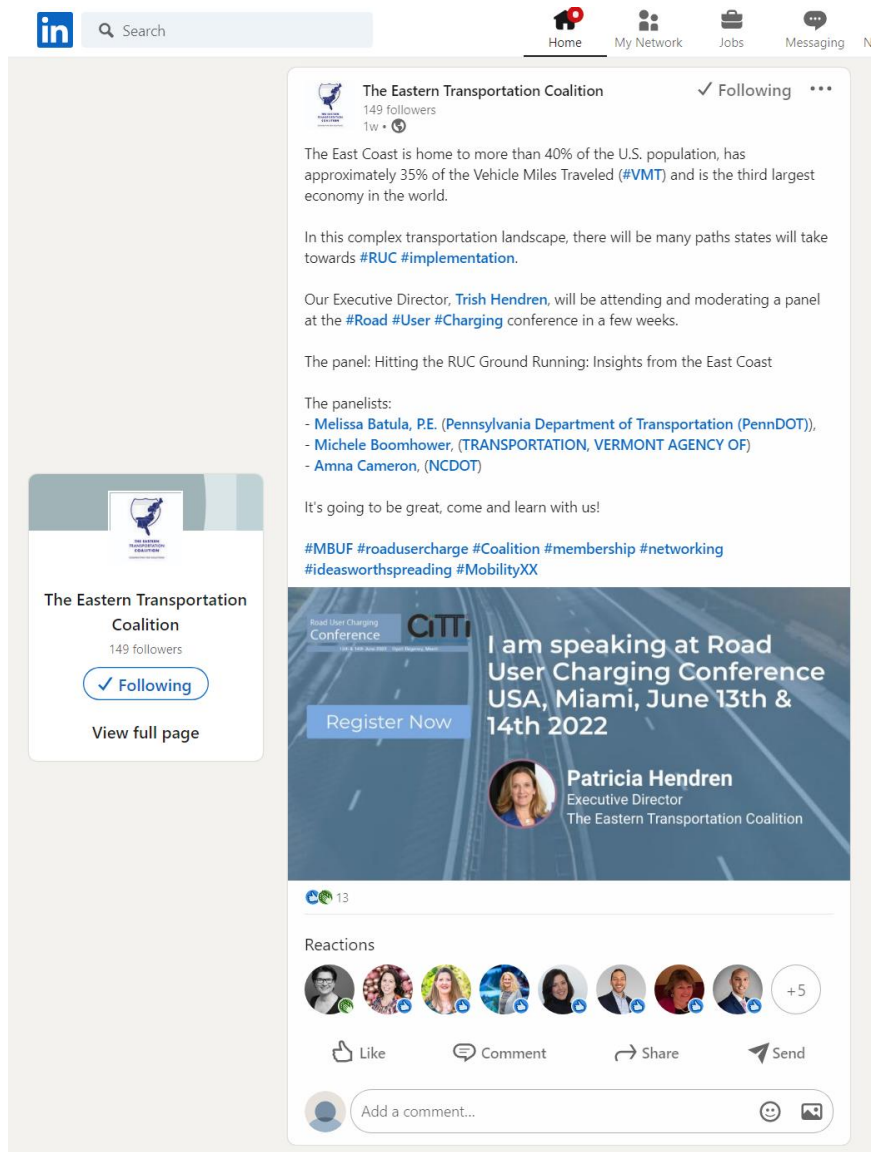
The Coalition LinkedIn account was launched in March 2022 and already has a small following. The account allows members to continue conversations from webinars and working group meetings, share implementable ideas, partner on current trending initiatives, and discuss emerging technologies and opportunities. The Coalition LinkedIn account also endeavors to highlight member-only activities to demonstrate the value of membership and to solicit new members.

■ Coalition staff branding guide.

Following the audience analysis and strategic communications assessment, a guide will be created for Coalition staff members to ensure appropriate branding. New templates will be created for business cards, presentations, and letterhead. Instructions will be included in the guide for the use of webinar backgrounds, email signature blocks, and similar information.

■ Newsletters.

The Coalition will regularly publish and share newsletters with information on the Coalition as a whole, specific programs, or high visibility projects such as MBUF.



6.0 Strategic Partnerships

The Coalition has a long history of working with other partner organizations involved in related aspects of transportation in the Eastern states or nationally. These partnerships enable the Coalition to extend its reach by bringing new voices to the table, representing its members in other important conversations, or highlighting the unique work of the Coalition and its members in regional and national forums.

Building on this momentum, the Coalition in FY23 will continue to strengthen existing and create new partnerships, with emphasis on sustaining ongoing relationships and joint project work that benefit both the Coalition and the partner organization. Examples of key partnerships identified by the Coalition's programs for FY23 include:

- **Third-party mapping and navigation services (e.g., Waze, Google Maps)**
- **AAA Safety Foundation**
- **American Association of Motor Vehicle Administrators (AAMVA)**
- **American Association of State Highway and Transportation Officials (AASHTO)**
- **Association of Unmanned Vehicle Systems International (AUVSI)**
- **Consortium for Innovative Transportation Education (CITE)**
- **Edison Electric Institute**
- **Intelligent Transportation Society of America (ITS America)**
- **International Bridge, Tunnel, and Turnpike Association (IBTTA)**
- **Metropolitan Area Transportation Operations Coordination (MATOC)**
- **Partners for Automated Vehicle Education (PAVE)**
- **Regional Integrated Transportation Information Systems (RITIS)**
- **Transportation Operations Coordinating Committee (TRANSCOM)**
- **Transportation Research Board (TRB)**
- **University of Maryland Center for Advanced Transportation Technology (CATT)**
- **U.S. Department of Transportation and modal administrations**

MOBILITYXX: SIGNING THE PLEDGE

In one important new partnership established in FY22, the Coalition signed a pledge and became a partner of MobilityXX. Mobility XX is a partnership of the Intelligent Transportation Society of America (ITS America), The Ray, and WTS International engaging the broader transportation industry to increase the number of women from all backgrounds in the transportation workforce by 10 percent over the next 10 years. MobilityXX estimates that women make up only 15 percent of the nation's transportation workforce, which numbers nearly 15 million today.

MobilityXX is committed to educate stakeholders and managers on the issues of gender inequality in the mobility ecosystem; demand accountability and commitment from corporate leadership; and elevate leaders, planners, and doers (build networking, training and incubator opportunities to fast-track C-suite, CEO, and mobility

business pipelines for women and build a coalition to support transportation policies and solutions that accelerate equitable and sustainable mobility).



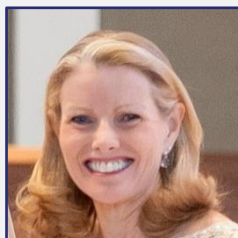
In signing the MobilityXX pledge, the Coalition commits to:

- Continue to advance women in positions on the Executive Board and program and committee leadership.
- Seek qualified women for staffing positions.
- Strive for diversity in panels and presenters at Coalition workshops, conferences, and webinars.
- Identify opportunities for Coalition women (members and staff) to present at transportation events.
- Spotlight achievements of women in Coalition communications.
- Use plug-and-play press kits and organization check lists from the Mobility XX initiative website.
- Report back to the Executive Board on progress in a year.

Coalition Support

The Coalition gratefully acknowledges the support of our entire staff team. In addition to the program staff highlighted earlier in the Workplan, our staff team are invaluable for supporting Board meetings, Coalition communications, member support, financial management, contract oversight, data use agreements, meeting logistics, travel support, and the many other details that are needed to successfully carry out our Workplan and operations.

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