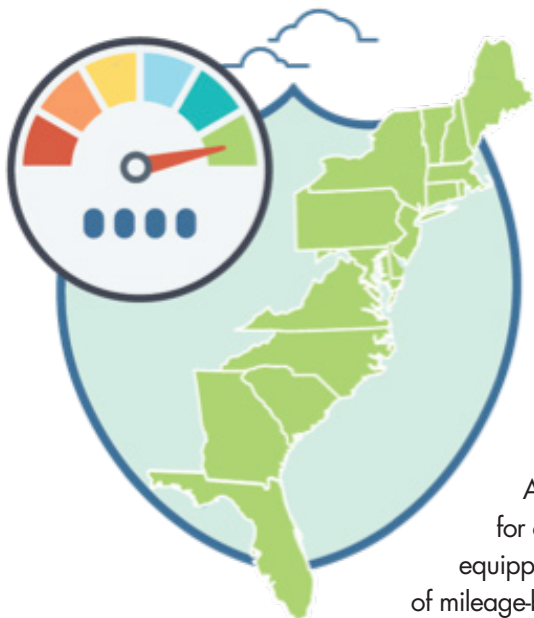


The Coalition's work in the area of Innovation supports our members as they collaborate to address new and emerging transportation challenges via new technologies, policies and multi-state partnerships. Through webinars, workshops, working groups and pilot programs, we provide a forum for our members to explore and connect for solutions

## TOLLING

Members of the Tolling Enforcement and Reciprocity (TVER) Working Group include tolling authorities, state DOTs, and DMVs from throughout the Coalition region. Initially convened to advance tolling reciprocity agreements among Coalition states, 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, advancing violation enforcement reciprocity agreements, and increasing awareness of toll payment options and reduction of toll violations for motor carriers.



## MILEAGE BASED USER FEES (MBUF)

The cornerstone of the Coalition's MBUF 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.

Since the launch in 2018, the Coalition's pilot programs have included the first passenger vehicle pilot on the East Coast, and the first national truck pilot. The work has also included an analysis of impact of MBUF on urban and rural households. Additional pilot programs expanding to new states are testing the application of MBUF for congestion pricing. As the complexity of MBUF pilots increases, the Coalition is equipping policy-makers with data-driven analysis to make informed decisions on the viability of mileage-based user fees and how the various issues may be addressed.

# INNOVATION

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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.*

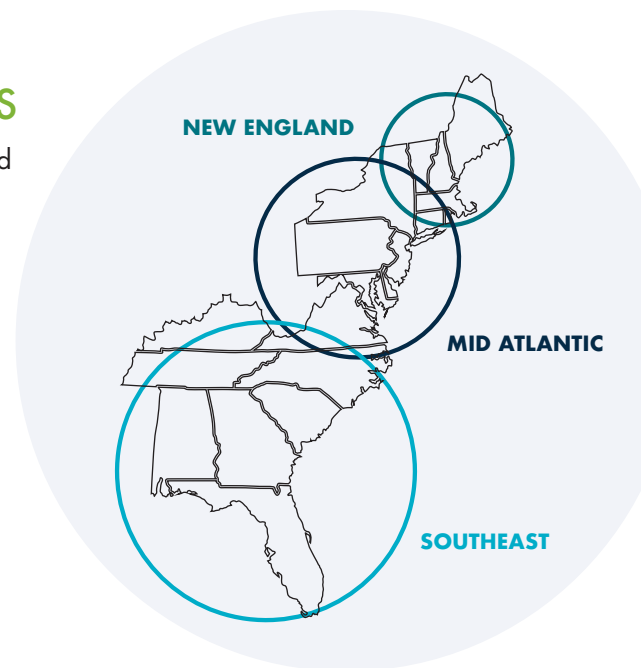
**Joe Segale**

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

## CONNECTED AND AUTOMATED VEHICLES

The Coalition's Connected and Automated Vehicle (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 through workshop events.

In addition, the TETC CAV program supports projects to help transportation infrastructure owner operators identify concrete steps they can take to prepare for these new technologies on their roads. Examples include a regional assessment of readiness for automated vehicles, and a data collection effort to study the types and conditions of lane striping that best serve the many advanced driver-assistance systems that are already on the road today.



## ELECTRIC VEHICLES

The Innovation program, in partnership with TSMO and Freight, will launch an exploratory initiative in FY22 to understand the implications of electric vehicles for Coalition states, addressing automobile, freight, and transit applications. The initial emphasis will be on documenting trends and implications and defining roles for individual DOTs and the Coalition regarding EV deployment.

**For more information on the coalition, visit [www.tetcoalition.org](http://www.tetcoalition.org)**