



FY2022

YEAR IN REVIEW

CONNECTING
FOR SOLUTIONS

THE EASTERN TRANSPORTATION COALITION



*Formerly the I-95 Corridor Coalition

A LETTER FROM THE EXECUTIVE DIRECTOR



We are excited to share this FY 2022 Year in Review to summarize the work done with the members of The Eastern Transportation Coalition during the past twelve months.

While we all have continued to face the disruptions, risks and uncertainties of the global pandemic dissipating, the Coalition again this year remained flexible and nimble in providing value to members through timely peer-to-peer exchanges, workshops, meetings, training and easy-to-use resources.

These activities brought together practitioners from the eastern agencies to collaborate in several areas during the year.

- Best Practices/Knowledge Exchange
- Data and Tools
- Innovative/Implementable Ideas
- Emerging Technologies

This report provides insight into these areas by highlighting core work conducted under our three nationally recognized programs—Transportation System Management and Operations (TSMO), Freight, and Innovation.

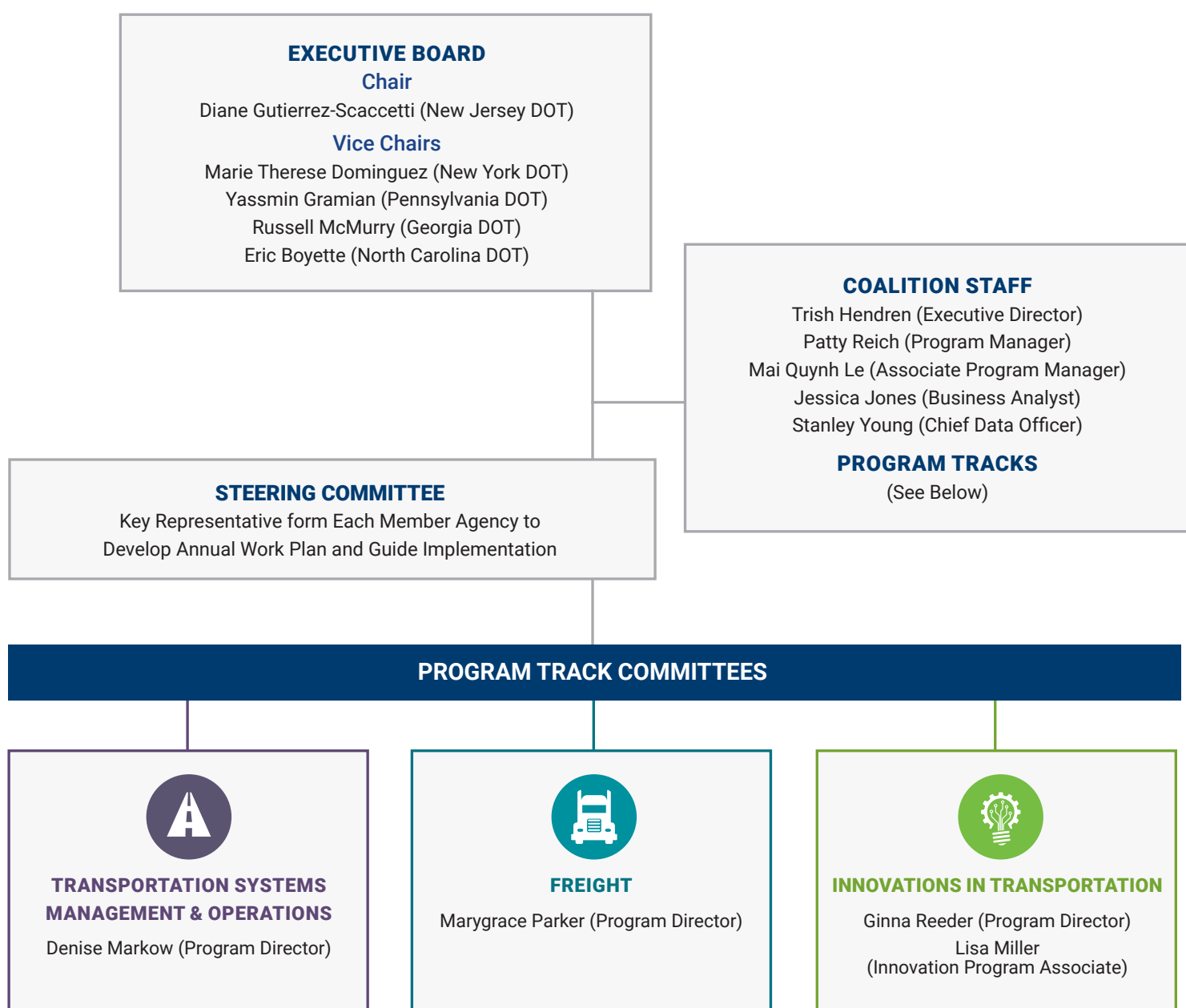
As in previous years, the Executive Board provided the strategic direction for the Coalition's FY22 activities so that together we could connect for solutions to our operational, intermodal and funding challenges. Yes, there is more to be done, but for now I am excited to reflect on the FY22 work we accomplished and how our diverse perspectives and approaches makes us stronger.

Dr. Patricia Hendren
Executive Director

ORGANIZATION

The Eastern Transportation Coalition is a partnership of 17 states and the District of Columbia focused on connecting public agencies across modes of travel to increase safety and efficiency. In FY22 we welcomed the Commonwealth of Kentucky to the Coalition. Our partnership with State Departments of Transportation and related authorities and organizations began in 1993 with a focus on collaborating to accelerate improvements in freight and passenger movement.

The Organizational Structure of the Coalition is shown below.



PROGRAM TRACKS



Transportation Systems Management and Operations (TSMO) is the Coalition's largest and most established program track. The Coalition's TSMO work focuses on incident management, traveler information, emergency operations, and congestion management to maximize the safety, mobility, and reliability of the transportation system.



FREIGHT program track focuses on improving the safety, mobility, and efficiency of freight and goods moving within and beyond the Eastern States. 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.



INNOVATION is an expanding program track 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, automated and electric vehicle technologies, as well as to explore sustainable transportation funding strategies and solutions, such as regional approaches to tolling and mileage-based user fees.



One page overviews for Coalition Programs are available on the website: www.tetccoalition.org

VISION AND MISSION

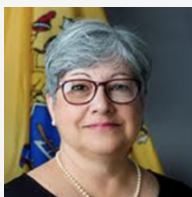
Our strategic vision and mission were updated in FY22 to better reflect the broad geographic and programmatic range of the Coalition:

VISION: Advance the Future of Transportation

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



Chair
Diane Gutierrez-Scaccetti
New Jersey DOT



Vice Chair
Marie Therese Dominguez
New York State DOT



Vice Chair
Yassmin Gramian
Pennsylvania DOT



Vice Chair
Russell McMurry
Georgia DOT



Vice Chair
Eric Boyette
North Carolina DOT

WORK PLAN

To set our path for the year, the Coalition's Fiscal Year 2022 Work Plan was developed to support the priorities identified by the Executive Board.

- Continue core programs focusing on TSMO, Freight, and Innovation
- Expand emphasis on truck movement; disruption management; connected, automated, and electric vehicles; traveler information; and mileage-based user fees.
- Focus on implementable solutions that leverage Coalition membership and expertise.
- Demonstrate value to member agencies.
- Identify opportunities to provide national leadership.

To provide a review of FY22, this report summarizes progress towards the Executive Board priorities by grouping work done in the Coalition's program tracks into the following areas of focus.

- Best Practices/Knowledge Exchange
- Data and Tools
- Innovative/Implementable Ideas
- Emerging Technologies

BEST PRACTICES/KNOWLEDGE EXCHANGE

Each of the Program Tracks held knowledge exchange and committee meetings during the year. Fortunately, many events were in person now that we are all moving out of the grip of the global pandemic. Coalition events are unique in that they bring together practitioners, in a safe space, to openly discuss diverse types of issues. We designed every exchange to ensure our members walked away with actionable information. Highlights for FY22 are presented below.

HIGHWAY OPERATIONS

The heart of the TSMO program is the Highway Operations Groups or HOGs. There are three regions within the corridor – New England, Mid-Atlantic and Southern. In FY22, the HOGs held two meetings in the New England region as well as one meeting in the Potomac region. Diverse subject areas were presented, challenges discussed and strategies that extend within a state, across jurisdictional boundaries, and often across state lines were identified. Highlighted items of discussion were as follows.

- Incident After Action Review process
- Snow and ice operations
- New Traffic Incident Management (TIM) training curriculum

TRUCK PARKING

Addressing the challenges of truck parking availability nationally and within the Corridor remains an important focus area for the Coalition and its member agencies. The Freight Parking Working Group met bi-monthly during FY22 to examine issues and challenges related to truck parking and identify and share new ideas and successful strategies that agencies within the corridor and nationally have implemented to address truck parking demand.



FREIGHT PLAN DEVELOPMENT

The Coalition Freight Committee supported states in their freight planning efforts, through sharing best practices in statewide freight plan development and implementation. The Committee provided a forum for agencies to discuss state freight plan development, including innovative approaches to identify freight projects to be incorporated into state plans. A highlight for FY22 was the April 2021 meeting that included an update by FHWA on new requirements for state freight plans required by the authorization bill, an overview of MARAD including the Gateway Program and overall funding opportunities for multi-modal freight areas as well as an overview of America's Marine Highway Program and the Port Infrastructure Development Grants program.

BEST PRACTICES/KNOWLEDGE EXCHANGE

CONNECTED & AUTOMATED VEHICLES

The Coalition's CAV program continued to function through three regional working groups: New England, Mid-Atlantic, and Southeast regions. These smaller groups allow members to work together with their direct neighbors to share, discuss, and solve problems that are unique to their regions. In FY22, the New England regional group was actively engaged in an effort to consider the legislative and regulatory issues related to operating automated vehicles within and among the states.



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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.

Pennsylvania DOT

MOBILITY XX

MobilityXX is an initiative to increase the number of women in the transportation industry by 10% in 10 years. The Coalition signed onto this pledge in FY22 focused on creating additional opportunities for woman across all aspects of our activities. Highlights for FY22 included the following.

- Kept diversity, equity and inclusion front of mind by actively seeking women to speak at webinars and being in leadership roles in working groups
- Changed the Executive Board composition to over 50% woman
- Continued focus on the diversity of panels and presentations at workshops and webinars
- Ensured that at least 30% of the attendees at the TMC operations Academy were woman
- Identified opportunities for Coalition women (members and staff) to present at external transportation events
- Spotlighted achievement of women in Coalition communications

DATA AND TOOLS

The Coalition has an ongoing effort to expand agency access to data and tools to monitor and evaluate multimodal transportation system performance.

TRANSPORTATION DATA MARKETPLACE (TDM)



Since 2008, the Coalition has improved access to usable data and tools. To establish the next evolution a Transportation Data Marketplace (TDM) technical advisory committee was formed in FY22 to evaluate over a dozen responses to a request for proposals for traffic data vendors and provide overall guidance of TDM activities including the validation of data. Representation on the advisory committee included members from the following states.

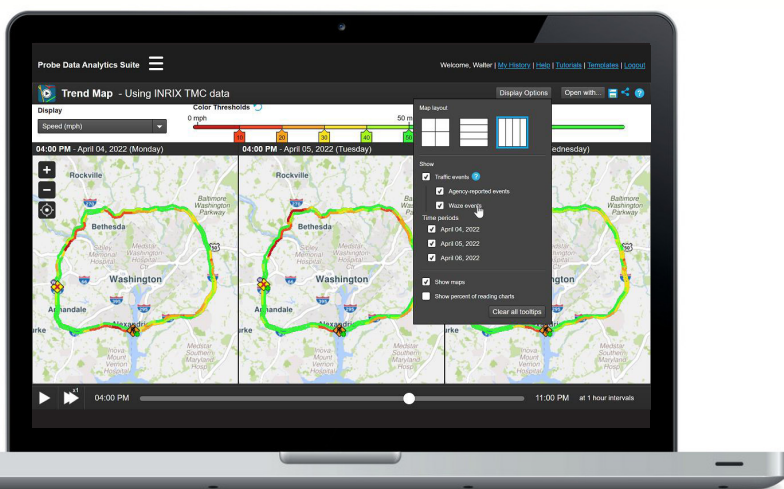
- Alabama
- Connecticut
- Delaware
- District of Columbia
- Florida
- Maine
- Maryland
- Massachusetts
- New Jersey
- New York
- North Carolina
- Pennsylvania
- Rhode Island
- Tennessee
- Kentucky
- Maryland
- Vermont
- Virginia

The resulting TDM to be launched in July 2022, will provide members the opportunity to select from a host of prequalified vendors to provide data in six different categories including **Travel Time & Speed, Origin-Destination, Freight, Waypoint, Volume, and Conflation**.

DATA AND TOOLS, CONT'D

	Carto INRIX HERE Iteris Timmons Group	TRAVEL TIME & SPEED data provide real time information for use in operations for incident management and traveler information. Historical data as a basis for various performance measures. Specifications for this data set are highly mature.
	AirSage Geotab INRIX Streetlight	ORIGIN DESTINATION data is closely associated with Waypoint Data, but includes only end points, and information related to the endpoints that reveal trip purpose. O-D data is derived from Waypoint data that is scalable, timely and statistically representative to provide trip data for various agency needs. Similar to Waypoint data, O-D data is provided in a manner to protect privacy, and is a great asset for planning, behavioral, and before & after studies.
	Geotab INRIX Quetica Streetlight	A variety of FREIGHT related data is being provided including: Travel Time, Speed and Volume data (as well as reliability), Origin and Destination information for long-haul and regional fleets, and parking data including availability and utilization. In addition, commodity movement is also being provided. This will enable broader understanding of freight movement.
	AirSage INRIX Stellar Wejo	WAYPOINT data or GPS latitude data is collected either through connected vehicle technology or location-based services. Data is provided in such a way to protect privacy (such as the obfuscation of home/work info and aggregated to census boundaries), and supports in-depth analysis such as traffic signal performance.
	HERE INRIX Iteris iTrafiQ Streetlight	Ubiquitous VOLUME data has long been a missing link in the tool box of transportation agencies. Volume estimates (not collected using hardware) would assist agencies by providing real-time traffic volumes network-wide (including during inclement weather or special events), and enable more robust planning and performance measurement tools. Estimating volumes is an emerging area, with Coalition research contributing to industry progress.
	1Spatial INRIX iTrafiQ	CONFLATION services provide support for translating from one mapping system to another or combining mapping systems, such as the TMC network and a state's own linear reference system (LRS). Translating data between vendor-provided and Coalition member base maps has proved time intensive and costly. Providers of these services will be able to translate from any base map to any other base map as needed by a Coalition member.

DATA AND TOOLS, CONT'D



RITIS APPLICATIONS

In FY22, The Coalition continued to bring agencies together to share how they are using data to guide decision making. Several presentations highlighted member activities.

- Use of PDA Suite in Support of Transportation Planning for Maricopa Association of Governments – September, 2021.
- Automating RITIS Travel Time Reporting on Specific (Massachusetts) Corridors – February, 2022.
- RITIS Trip Analytics – OD Overview – April 2022
- Using RITIS Tools to Analyze Congestion Impacts on Las Vegas Boulevard – May, 2022

FAF DISAGGREGATION

To support members in the update of their state freight plans, the Coalition undertook a project to disaggregate USDOT Bureau of Transportation Statistics' Freight Analysis Framework (FAF) 5.0 data from FAF regions to counties for 17 states and DC.

Each Coalition member agency received the disaggregated FAF 5.0 data files for their state, as well as the other states and DC, and for geographical proximity purposes, also West Virginia and Ohio. The disaggregated FAF data files were also shared by the Coalition states with MPOs and other Planning agencies in their states as applicable for planning purposes. In addition, a Technical Memorandum was developed and distributed, which outlines the methodology used for this Freight Analysis Framework Disaggregation.

The Coalition held a webinar in November, 2021 with Coalition member agency Freight staff to review the methodology and project work. Moving forward, the Freight Data and Planning Working group will be spotlighting DOT and MPOs' applications of this FAF data to their planning work in future working group meetings to allow members to share experiences with and outcomes of the use of these datasets.



DATA AND TOOLS, CONT'D

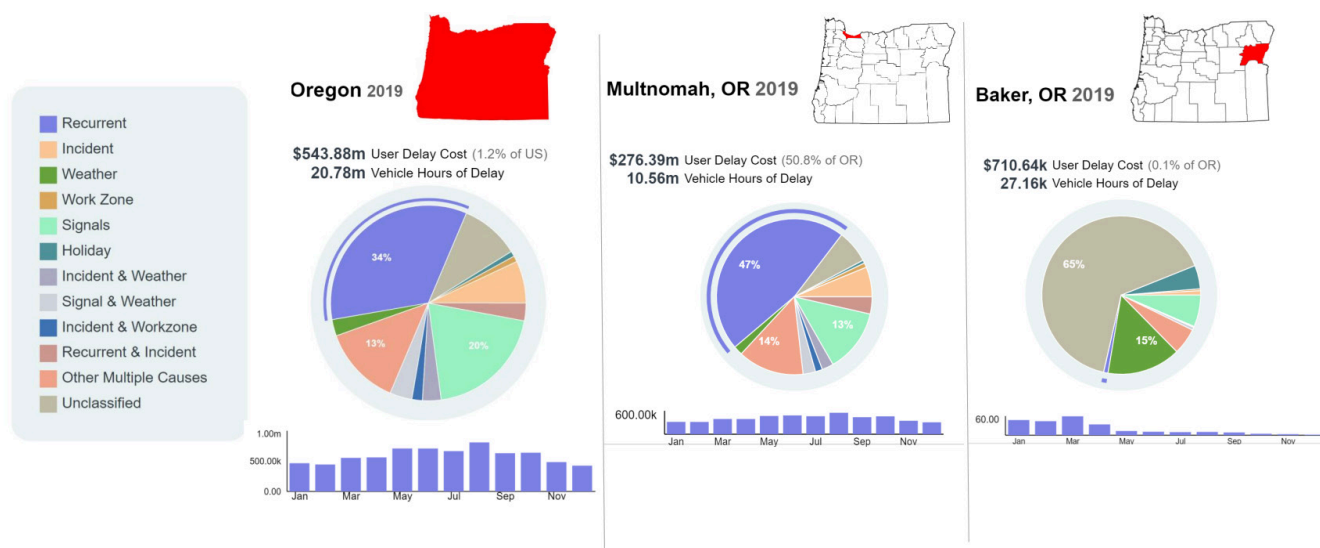
TRANSPORTATION DISRUPTION AND DISASTER STATISTICS (TDADS)

TDADS is an ongoing effort to develop data and tools to monitor and evaluate transportation network disruptions (a.k.a. congestion pie charts). A national TDADS Steering Committee provides input to this effort.

The first phase of TDADS in FY21 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.

In FY22, TDADS continued in partnership with the CATT Lab creating graphic visualizations in the form of state-specific congestion pie charts. The benefits of this effort to our members included:

- The development and promotion of an online tool to access, analyze and visualize data for monitoring and evaluating transportation network disruptions and disasters.
- Help the freight industry manage operations and reduce costs
- Provide federal guidance for informed national level decisions related to the performance of the transportation network.
- Improve communication with the public, policy makers, the media, and other stakeholders



CAV DATA

A webinar entitled ***Making Sense of CAV Data: How to Harness Today's Data for Tomorrow's CAV Deployments*** in April, 2022 featured presentations that touched on different types of CAV-related data, its use, and how DOTs can better leverage the various opportunities.

- VSI Labs AV Readiness Study Data – Utah DOT
- I-24 MOTION Test Bed – Tennessee DOT
- Connected Vehicles: Privacy, Security, and Spectrum – Smart Cities

INNOVATIVE/IMPLEMENTABLE IDEAS

The Coalition's updated vision reinforces our focus on advancing the future of transportation in the Eastern states through innovative and implementable solutions. Highlights for FY22 are presented below.

OPERATIONS ACADEMY

The Coalition continued its nationally recognized **Operations Academy** in FY22 providing twenty eight (28) scholarships to our members. 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.

TMC OPERATORS ACADEMY

The inaugural **TMC Operators Academy** was successfully held in June of 2022 at the Maritime Conference Center in Maryland. The focus of the academy was to provide training for "boots on the ground" operations staff and included several topics:

- Leadership Importance
- Media Training
- Emerging Technologies to Improve Situational Awareness
- Service Patrols
- Work Zone Technologies
- Traffic Incident Management
- Traveler Information



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Enjoyed all the team building and break out groups. Overall the entire experience was excellent.

Virginia DOT

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Learning what other states are doing as a whole and being able to see where we stand.

Alabama DOT

INNOVATIVE/IMPLEMENTABLE IDEAS, CONT'D



CONSORTIUM FOR INNOVATIVE TRANSPORTATION EDUCATION (CITE)

The Coalition again in FY22 continued to provide funding to enable the member state departments of transportation (DOT) to access and to pay for Consortium for Innovative Transportation Education (CITE) classes. Twelve (12) members were recipients of funding to attend the following classes:

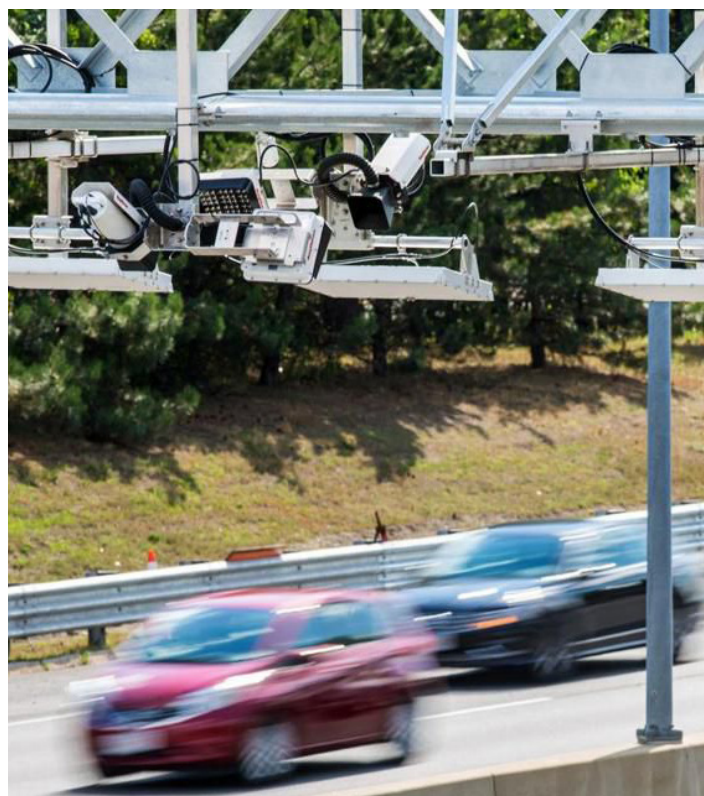
- Network Design and Deployment Considerations for TSMO Managers and Professionals
- Traffic Signal Operations
- Communicating the Value of TSMO
- Program Planning for TSMO

TOLLING VIOLATION ENFORCEMENT AND RECIPROCITY (TVER) WORKING GROUP

The Coalition's TVER Working Group, comprised of tolling authorities, state DOTs and DMVs from throughout the region, was initially established to advance tolling reciprocity agreements. After initial work, the mission expanded to explore strategies for agencies to employ that would reduce toll violations, including opportunities to make it easier for customers to pay. In FY22, the Coalition increased collaborative efforts with partner agencies, such as IBTTA's Lost Revenue Task and Toll Insight's Innovation Focus Group on third party toll payment vendors. Coalition staff presented TVER research and findings, broadening the reach and exposure of this important work to a larger audience.

LANE STRIPING REQUIREMENTS FOR CAV

In partnership with Connecticut Department of Transportation, the University of Connecticut, and Consumer Reports, the Coalition launched the Lane Striping Requirements for Automated Vehicles project to explore how vehicles currently equipped with advanced driver-assistance systems (ADAS) respond to a range of lane striping conditions. Once data collection is complete (anticipated FY23) this project will have important implications for DOTs throughout the Coalition region as they consider investments that are needed to ensure safe driving conditions for all road users.



EMERGING TECHNOLOGIES

The Coalition supports members as they address new and emerging technologies related to transportation technology, policies, and partnerships. FY22 highlights are noted below.

TRAVELER INFORMATION SERVICES COMMITTEE (TIS)

The TIS Committee supports the development of corridor-wide, multimodal traveler information systems providing users with accurate and timely information. This committee focus on emerging technologies in traveler information and to provide an arena to exchange ideas within the member states. A meeting was held in March, 2022 entitled *Improving Safety – Implementing New Travel Information Services for Commercial Vehicles*. Several topics were presented during the meeting:

- Raising the Bar in Pennsylvania on Low Bridge Information
- Eyes On The Ground, Anywhere, Anytime: A Technology Demonstration – Information Logistics, Inc.
- North Carolina Pilot: Using Drivewyze/INRIX for Commercial Vehicle Alerts
- Using Technology to Enhance Commercial Vehicle Safety on New Jersey Roads

MILEAGE-BASED USER FEES (MBUF)

As the complexity of MBUF pilot projects increase, the Coalition is equipping policymakers with data-driven analysis to make informed decisions on the viability of mileage-based user fees and how the various issues may be addressed. In FY22, we released our Phase 3 report; the findings are described below:

Understanding the Complexity of the User Matters	A road funding solution must address all users and understand the unique complexities of each.
Real-World Pilots Reduce Privacy Concerns	MBUF pilots and programs help reduce privacy concerns by providing drivers a real-world experience with MBUF technology, offering mileage reporting choices including a non-GPS option, and establishing sufficient data privacy and security protections as part of system requirements.
Leveraging Technology Creates Solutions	The Coalition's work has found that technology does create solutions for tolling, congestion mitigation, and MBUF collection, and also eases the burden of mileage reporting on users.
Customized Outreach Needed to Move MBUF Forward	An MBUF approach to transportation funding is still a little-known concept for most of the general public. Effective outreach methods used in the Coalition's work include the Coalition's MBUF website and MBUF calculator, monthly participant statements, and newsletters.
A Tiered Rate Based on MPG Doesn't Work	Tiered rates based on fuel economy can result in drastically different charges for vehicles with similar fuel economies, are difficult to explain, and create winners and losers.

For more information, visit our website at www.tetcoalitionmbuf.org

EMERGING TECHNOLOGIES, CONT'D

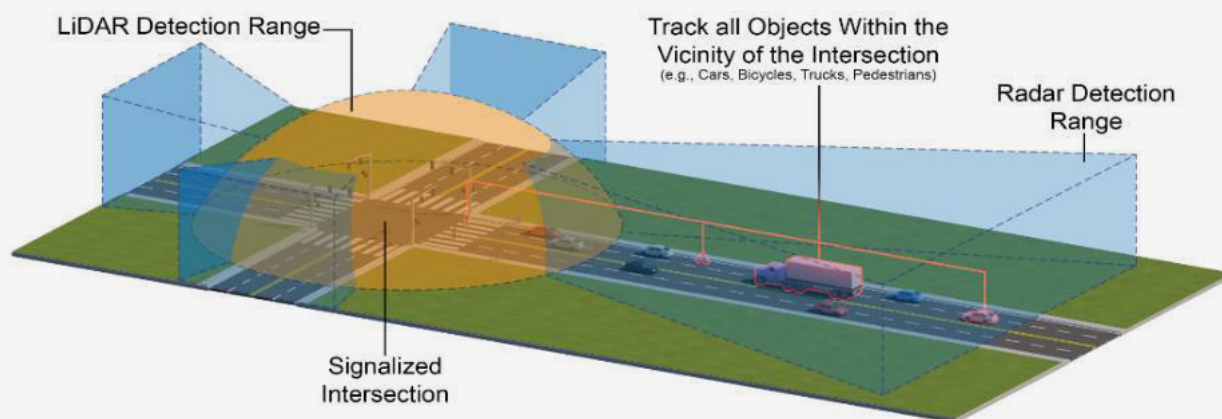
ELECTRIC VEHICLES

In March 2022, The Coalition's Executive Board directed the Coalition to focus on the emergence of electric vehicles. The Coalition quickly responded by holding an Electric Vehicle Workshop in April attended by representatives from 17 member state agencies. The workshop included presentations from subject matter experts and the specifics EV efforts of three different Coalition member states (Kentucky, Pennsylvania, and Maine). It also featured a state-by-state round robin for member agencies to share their successes, challenges and next steps on the road to supporting EVs. A Workshop Report was created as a resource for members.



NEW SIGNAL TECHNOLOGIES

Advanced signal technology is bringing many new benefits to our roadways. However, along with it are greater needs associated with installation and maintenance. Many jurisdictions are asking who should be responsible, how to find workforce with the new skills, and how to secure the additional funding required to best leverage the technology. A webinar entitled **New Signal Technologies, New Maintenance Needs** focused on traffic signal maintenance issues. This webinar provided an overview of the latest in signal technology, and featured presentations by three states — Virginia, Georgia and Alabama — on their approaches to this new challenge.



HIGHLIGHTING BEST PRACTICES OF COALITION MEMBERS

YEAR	EVENT	NAME	PRESENTER
2022-06-15	TMC Operators Academy	Incident Responder Training	Todd Leiss, Pennsylvania Turnpike Commission
2022-06-15	TMC Operators Academy	Technologies in Work Zones and Partnerships	John Parker, Pennsylvania Turnpike Commission
2022-06-14	TMC Operators Academy	TMC Virtual Tour - ConnDOT	Aidan Neely, Connecticut DOT
2022-06	Road User Charging Conference	Hitting the Ground Running: Insights from the East Coast	Michele Boomhower Vermont AOT; Melissa Batula, Pennsylvania DOT; Anna Cameron, North Carolina DOT
2022-06	Virginia's Mileage Choice Program Overview	National Conference of State Legislatures (NCSL) Road Usage Charges Summit	Scott Cummings Virginia DMV
2022-05	IBTTA Road Usage Charging and Finance Conference	Addressing Common Misconceptions Related to Mileage-Based User Fees	Zenobia Field, Senior Policy & Program Advisor, NJDOT
2022-04-28	Making Sense of CAV Data: How to Harness Today's Data for Tomorrow's CAV Deployments	I-24 MOTION Test Bed	Will Barbour, Vanderbilt University and Lee Smith, Tennessee DOT
2022-04-07	New England HOGS - Post Winter Round-Up	Vermont's use of RWIS including how messages boards are automatically updated based on RWIS data	Ryan Knapp, Vermont AOT

HIGHLIGHTING BEST PRACTICES OF COALITION MEMBERS, CONT'D

YEAR	EVENT	NAME	PRESENTER
2022-03-17	Traveler Information Web Summit: Improving Safety – Implementing New Travel Information Services for Commercial Vehicles	Using Technology to Enhance Commercial Vehicle Safety on New Jersey Roads	Sal Cowan, New Jersey DOT, Amy Lopez, INRIX, & Marc Nichols, Drivewyze
2022-03-17	Traveler Information Web Summit: Improving Safety – Implementing New Travel Information Services for Commercial Vehicles	North Carolina Pilot: Using Drivewyze/INRIX for Commercial Vehicle Alerts	Kelly Wells, North Carolina DOT
2022-02-24	RITIS User Group meeting	Automating RITIS Travel Time Reporting on Specific Corridors	Corey O'Connor, Massachusetts DOT
2021-12-02	New England HOGs Exchange – A Fresh Start	North Carolina DOT on NCDOT's use of Tethered Drones on Safety Service Patrol (SSP)	Don Ciaramitaro, PE, State Traffic Operations Engineer, North Carolina DOT
2021-11-04	New Signal Technology, New Maintenance Needs	Sustainable Signal Technology: A Virginia Experience	Michael Clements, P.E., Virginia DOT
2021-11-04	New Signal Technology, New Maintenance Needs	The Evolution of GDOT Traffic Signals: From Regional Traffic Operations to SigOps	Andrew Heath, P.E., Georgia DOT
2021-11-04	New Signal Technology, New Maintenance Needs	Regional Traffic Operations (RTOP)	Brett Sellers, P.E., Alabama DOT
2021-08-19	The ABC's of Conflation: TMC, LRS, OSM – What Happens When You Muck It Up	Connecting the Dots: Pennsylvania's Conflation Experience	Steve Gault, Pennsylvania DOT

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 FY22, Coalition staff highlighted agency accomplishments at a range of events.

Public Communication: Explaining the Why and How of RUC to the Public

National Conference of State Legislatures (NCSL) Road Usage Charges Summit (June 2022)

Coalition Freight Program Initiatives and MBUF Motor Carrier Pilot

New York Metropolitan Transportation Council Sub-Committee (June 2022)

TETC MBUF Motor Carrier Pilots—Understanding the complexities of Tucking in Transportation Funding Alternatives

Sirius Road Dog Radio with Mark Willis (June 2022)

Mobile Apps and Toll Payments

Toll Insight's Third-Party Tolling Online Conference (April 2022)

Women in Road Usage Charging

Café IBTTA (April 2022)

Assessing the challenges of a mileage-based user fee as an alternative to the fuel tax

Commercial Carrier Journal (April 2022)

Breaking the Bias with Women in Transportation and Public Works

Webinar (March 2022)

Trucks are not Big Cars—Tackling Industry Challenges

oSirius Road Dog Radio with Mark Willis (Nov 2021)

Future of Transportation

National Conference of State Legislatures (NCSL) Legislative Summit (Nov 2021)

Wheels of Fortune: Pricing Transportation in the New Normal

Eno Centennial Institute (Sept 2021)

Addressing key trucking issues from Truck Parking to notification of travel disruptions

Sirius Road Dog Radio with Mark Willis (August 2021)

Navigating the Currents of Change in the Transportation Field and a Vision for the Future

Road Gang (July 2021)

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