



FY 2027 WORKPLAN CONNECTING FOR SOLUTIONS

June 2026

THE EASTERN
TRANSPORTATION
COALITION
CONNECTING FOR SOLUTIONS





June 30, 2026

We are pleased to share The Eastern Transportation Coalition's **Fiscal Year (FY) 2027 Workplan**.

The Workplan embraces the Coalition's vision to "advance the future of transportation" and mission to "connect for solutions." It extends our more than three decades of bringing forward real-world benefits to our members.

This Workplan emphasizes the four priorities that have guided us through the past few years:

- Increase the **safety** of our region's transportation system.
- Provide **data** to support decision-making by both executive and agency staff to improve safety, mobility, and efficiency.
- Prepare member agencies to maximize the benefits from **transformative technologies**.
- Explore alternative options for sustainable **transportation funding**.

The Workplan directs the Coalition's three nationally recognized programs—Transportation Systems Management and Operations (TSMO), Freight, and Innovation. It also delivers quick-response implementation activities through our Special Cooperative Program (SCOOP) and accelerates multistate initiatives through Federal discretionary grants.

The Workplan also positions the Coalition to provide leadership role in emerging activities related to coordinated multistate operations, digital infrastructure, and connected corridors, as envisioned in the U.S. Department of Transportation's Interstate digital corridor initiative, also referred to as "Interstate 2.0." Six of the identified Interstate 2.0 corridors travel through Coalition States, including three of the lead States.

Our strength as a region draws from how we work together to connect across jurisdictions to and advance solutions that benefit each agency and the public. We look forward to continuing to provide significant benefits for each of our member agencies in the year ahead.

EXECUTIVE DIRECTOR



Patricia Hendren

EXECUTIVE BOARD LEADERSHIP



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Fiscal Year 2027 Workplan Overview

This document summarizes the Workplan for The Eastern Transportation Coalition (the Coalition) for Fiscal Year 2027 (FY27, covering the period July 1, 2026, to June 30, 2027).

Executive Priorities

The FY27 Workplan advances four priorities identified by the Executive Board:

- Increase the **safety** of our region's transportation system.
- Provide **data** to support decision-making by both executive and agency staff to improve safety, mobility, and efficiency.
- Prepare member agencies to maximize the benefits from **transformative technologies**.
- Explore alternative options for sustainable **transportation funding**.

"For 30 years, the Coalition has helped us all move toward a safer, more reliable, and more efficient transportation system. As we look to the future of our Interstate system and the opportunities of a more connected future, the Coalition will continue to play a leadership role in solutions related to safety, data, emerging technologies, and sustainable funding. I look forward to continuing to work together to advance all of our corridors in the year ahead."

Russell McMurry, Commissioner,
Georgia Department of Transportation, and
Chair, The Eastern Transportation Coalition

The Workplan directs the Coalition's activities in three nationally recognized programs:

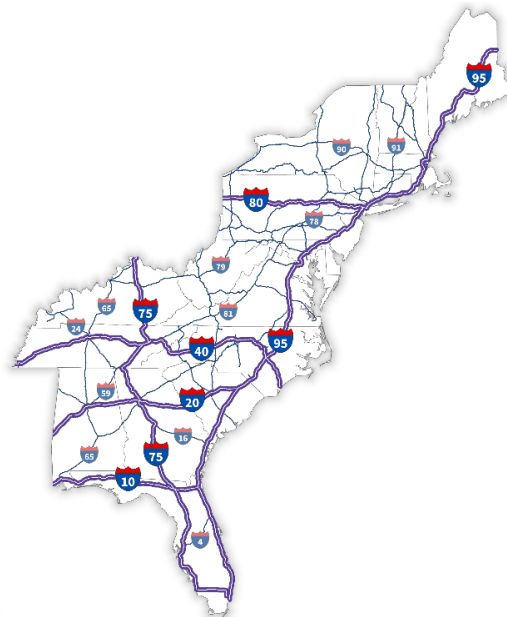
- The **Transportation Systems Management and Operations (TSMO)** program will maintain its longstanding emphasis on providing better traveler information and data to inform operations decisions and on enhancing multistate collaboration on safety, reliability, incident and event management, and emergency response. This includes the Transportation Data Marketplace (TDM) and highly valued training and peer exchanges.
- The **Freight** program will help improve goods movement by supporting State freight plan updates, providing guidance on changes in Federal freight programs, using emerging freight data sources to make more effective decisions, spotlighting truck parking solutions, and enhancing freight safety and mobility through use of real-time alerts and technology.
- The **Innovation** program serves as an incubator for evolving member needs related to alternative-fueled vehicles, emerging technologies such as artificial intelligence and digital infrastructure, and sustainable funding options, including greater emphasis on public/private partnerships (P3).

The Workplan also delivers quick-response implementation activities through our **Special Cooperative Program (SCOOP)** and accelerates multistate initiatives through Federal discretionary grants and other Federal programs.



Preparing for the Future Today

As we celebrate the 70th anniversary of the Interstate Highway System, we are looking toward the next generation of this critical component of our Nation's transportation system. In June 2026, the U.S. Department of Transportation announced an Interstate digital corridor initiative, also known as "Interstate 2.0," to advance real-time connectivity, data-sharing, and coordinated operations on key multistate corridors. Six of the identified corridors traverse through States in the Coalition region, including Interstates 10, 20, 40, 75, 80, and 95. Three of the identified "anchor" or lead States are located in the Coalition region—Delaware (I-95), Florida (I-10), and Georgia (I-75).



The Coalition has been advancing the type of activities envisioned in this initiative throughout its 30-year history. For FY27, the Executive Board identified five areas for expansion of existing work or initiation of complimentary work to further this vision:

- Transportation Data Marketplace (TDM) expansion to become the Nation's premier source of transportation data.
- Connected work zone advancement through improved data quality and encouragement of greater the Work Zone Data Exchange by agencies, drivers, and third parties.
- In-vehicle communication with truckers to bring safety and disruption information directly to drivers to support timely routing decisions.
- Bridge strike mitigation by building on activities during the past few years to increase awareness of and deploy proven countermeasures to prevent or reduce the impact of bridge strikes.
- Roadside broadband connectivity to ensure robust and high-capacity communications exists to support drivers, operations personnel, first responders, and, eventually, widespread connected and automated vehicles.

In addition to working in these five areas, the Executive Board will monitor the evolution of this corridor initiative and identify opportunities to leverage available funding and retain the Coalition's leadership role in pursuing innovation and bringing implementable solutions forward.

COALITION WORKPLAN AT A GLANCE

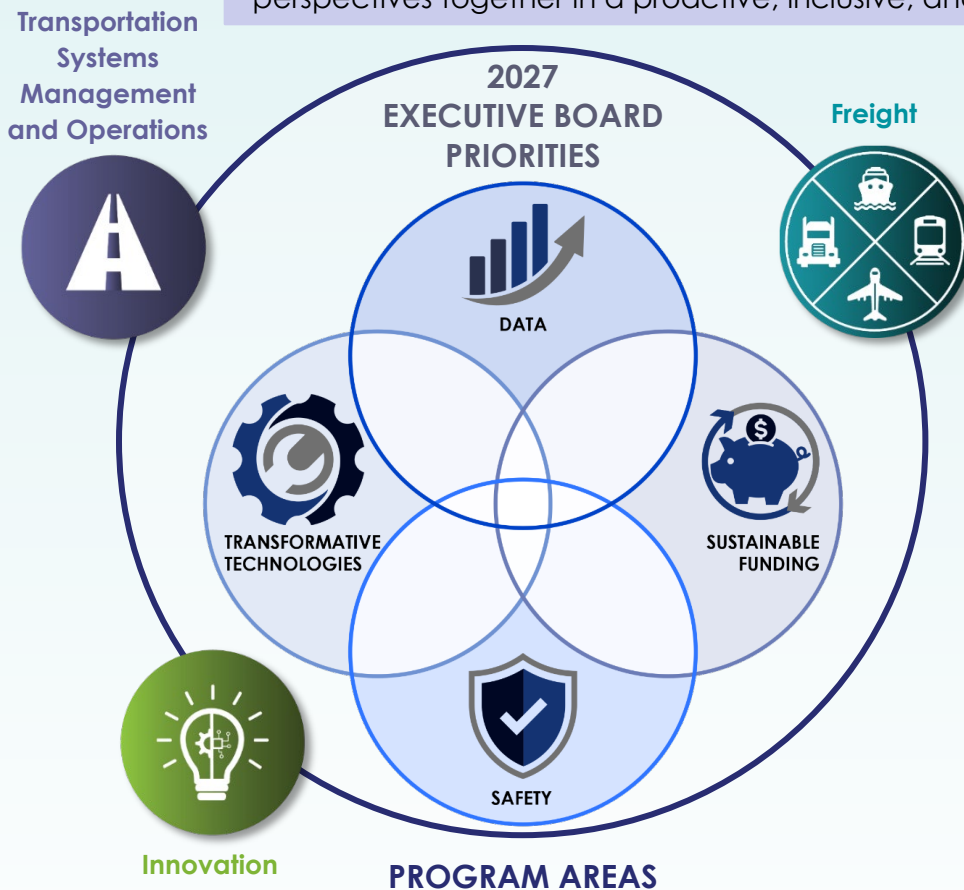
VISION: ADVANCE THE FUTURE OF TRANSPORTATION

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.



OPPORTUNITY



Provide national leadership in emerging activities related to coordinated multi-state operations, digital infrastructure, and connected corridors, as envisioned in the U.S. Department of Transportation's Interstate digital corridor initiative.

Board Priority	Key Issue	Coalition Focus
 <p data-bbox="220 575 302 606">Safety</p>	<p data-bbox="391 394 786 495">Reduce the number of fatalities and serious injuries on public roads</p>	<ul data-bbox="824 281 1425 583" style="list-style-type: none"> <li data-bbox="824 281 1425 382">■ Increase safety through solutions involving data, technology, innovation, and collaboration <li data-bbox="824 394 1425 464">■ Improve the accuracy and timeliness of traveler information <li data-bbox="824 476 1425 546">■ Strengthen partnerships for incident, event, and emergency management <li data-bbox="824 558 1425 583">■ Train future safety and operations leaders
 <p data-bbox="228 957 293 989">Data</p>	<p data-bbox="391 739 786 915">Provide data to support decision-making by both executive and agency staff to improve safety, mobility, and efficiency</p>	<ul data-bbox="824 663 1463 966" style="list-style-type: none"> <li data-bbox="824 663 1463 764">■ Leverage the power of multiple States through the Transportation Data Marketplace (TDM) <li data-bbox="824 777 1463 846">■ Assess emerging data products for use by agencies <li data-bbox="824 858 1463 890">■ Share best practices across agencies <li data-bbox="824 903 1463 966">■ Expand emphasis on the use of data for decision-making
 <p data-bbox="164 1325 358 1383">Transformative Technologies</p>	<p data-bbox="391 1142 740 1276">Prepare Coalition member agencies to maximize the benefits of emerging technologies</p>	<ul data-bbox="824 1066 1458 1327" style="list-style-type: none"> <li data-bbox="824 1066 1458 1136">■ Provide usable resources to help agencies prepare for alternative-fueled vehicles <li data-bbox="824 1148 1458 1218">■ Create a testing ground for emerging technologies that support safety and mobility <li data-bbox="824 1230 1458 1327">■ Identify implementable infrastructure and operations strategies to support transformative technologies
 <p data-bbox="185 1707 339 1766">Sustainable Funding</p>	<p data-bbox="391 1541 777 1642">Explore alternative options for sustainable transportation funding</p>	<ul data-bbox="824 1491 1458 1667" style="list-style-type: none"> <li data-bbox="824 1491 1458 1591">■ Explore the feasibility and operational implications of alternative funding approaches <li data-bbox="824 1604 1458 1667">■ Make the business case for long-term funding for safety and operations

What We Do: The Coalition at Work

Funding Source	Activity	Description	Examples from FY26
Core program	Working groups	Regular meetings to work through specific topics; spotlight presentations	<ul style="list-style-type: none"> ■ Traveler Information Services Working Group ■ 3rd Party Navigation & Mapping Working Group ■ Freight Data & Planning Working Group ■ Truck Parking Working Group ■ Bridge Strike Mitigation Working Group ■ Transportation Alternative Fuels & Infrastructure Vehicle Working Group
	Peer exchanges	Practitioner-only “closed-door” sharing on key topics	<ul style="list-style-type: none"> ■ Highway Operations Groups ■ TSMO leadership roundtable
	Workshop/ conferences	Larger-scale interactive event with practitioners, subject matter experts	<ul style="list-style-type: none"> ■ Workshops on Buy America, Build America applications to emerging technology purchases ■ Workshop with National Council of State Legislators to discuss user-pay options for transportation funding ■ Workshop with State agencies and toll authorities on counterfeit license plates
	Virtual exchanges	Opportunity to learn about successful strategies; wider audience and participation	<ul style="list-style-type: none"> ■ Webinar on optimizing signal timing around ports and terminals
	Training	Intensive, hands-on academies and other programs to build capacity and professional network	<ul style="list-style-type: none"> ■ Operations Academy ■ Freight Academy ■ Consortium for Innovative Transportation Education (CITE) scholarships
	Data & tools	Access to data and tools with cost savings ¹	<ul style="list-style-type: none"> ■ Transportation Data Marketplace
SCOOP	Special initiatives	Quick-response research activities	<ul style="list-style-type: none"> ■ Move Over Laws assessment ■ Secondary crash risk assessment ■ Count All Pedestrians and Bicycles Efficiently ■ Contracting Lessons Learned from EV Chargers ■ Translating Freight Project Investment to Multistate and National Benefits
External grants	Multistate demonstrations	Collaboration on large-scale research and deployment initiatives	<ul style="list-style-type: none"> ■ Alternative funding strategies real-world pilots ■ Education and outreach campaigns ■ Analysis and tools to clarify funding options

¹ Member agencies may purchase data from the Transportation Data Marketplace for a fee.

How We Got Here: Workplan Development Process

The Workplan was developed through an iterative process that included:





- Confirmation Executive Board priorities at a February 2026 strategic planning workshop, including participation with senior leaders from U.S. DOT. These priorities were refined during the Board's April 2026 meeting, followed by a Board member survey on ideas for advancing multistate corridors.
- Engagement of agency staff in leadership and membership roles in Coalition committees and working groups under the three program areas—TSMO, Freight, and Innovation—to identify potential program activities consistent with the Board priorities.
- Review and adoption of a unified Workplan by the Board at its June 2026 meeting.

What's Next: Implementation

- Deliver the Workplan through program areas and committees.
- Adapt the Workplan as needed to address evolving or unexpected needs and opportunities.
- Provide periodic progress reports to the Executive Board throughout the year through bimonthly meetings, quarterly reports, and other communications methods.
- Continue to expand engagement of Coalition member agencies and partners, including regional planning organizations and transportation authorities.
- Partner with Federal agencies and national organizations to advance mutual goals. In particular, continue to play a leadership role in the Interstate digital corridor initiative.
- Continue the SCOOP initiative with calls for activities and financial commitments.
- Monitor the status of IIJA implementation, and reauthorization, including discretionary funding opportunities suitable for multistate coalitions that could support Coalition activities without competing with State applications.
- Kickoff FY28 Workplan development at the Board meeting in February 2027.

Support for Executive Board Priorities

The FY27 Workplan advances the identified priorities of the Executive Board.

Executive Priority	Example Activities		
	TSMO	Freight	Innovation
 <p>Safety</p>	<ul style="list-style-type: none"> Enhance the quality and use of work zone information Leverage partnerships with third-party providers to improve data feeds Support regional coordination during major events 	<ul style="list-style-type: none"> Continue emphasis on reducing frequency and impacts of bridge strikes Improve in-cab alerts for drivers Identify effective truck parking strategies Support agencies during disruptions 	<ul style="list-style-type: none"> Expand understanding of safety and operations issues and strategies unique to alternative-fueled vehicles Identify AI applications to enhance highway safety
 <p>Data</p>	<ul style="list-style-type: none"> Expand use and content of TDM 3.0 Launch RFP for TDM 4.0 Advance national TDM expansion Highlight successful cases of agencies turning data into usable information 	<ul style="list-style-type: none"> Highlight evolving sources and uses of freight data Conduct TDM freight data vendor forum Support State freight plan and rail updates by showcasing noteworthy freight planning practices 	<ul style="list-style-type: none"> Explore roadside broadband connectivity Identify data needs related to alternative funding strategies Understand data opportunities from AI, V2X, digital infrastructure
 <p>Transformative Technologies</p>	<ul style="list-style-type: none"> Advance technologies that enhance safety (e.g., smart work zones, wrong-way driving warning systems) Collaborate with Freight and Innovation programs on emerging technologies 	<ul style="list-style-type: none"> Spotlight operational strategies for reducing truck bottlenecks Share practice scan of truck industry automation Explore virtual weigh-in-motion uses 	<ul style="list-style-type: none"> Assist members in preparing for alternative-fueled vehicles Identify AI, V2X, and roadway digital infrastructure implementations with near-term benefits for Coalition region
 <p>Sustainable Funding</p>	<ul style="list-style-type: none"> Promote operational strategies as core element of agency investment programs 	<ul style="list-style-type: none"> Monitor potential changes in Federal laws, programs, and guidance related to freight Showcase value of multistate collaboration on freight investments Examine benefits, risks of P3 for freight investments 	<ul style="list-style-type: none"> Continue exploratory work on alternative funding strategies, including tolling, mileage-based user fees, kwh fees, registration fees, P3, and right-of-way use Convene agencies to discuss challenges with counterfeit license plates

1.0 Transportation Systems Management and Operations



Transportation Systems Management and Operations (TSMO) is the Coalition's largest program. TSMO is an integrated set of operational strategies to maximize the safety, mobility, and reliability of the transportation system.

TSMO strategies are critical for enhancing the safety and mobility of travel in the region. The Coalition region accounted for an estimated 40 percent of all fatal crashes nationwide in 2025. The region accounts for 30 percent of all road miles and 42 percent of all vehicle-miles traveled (VMT) in the Nation. The region includes 25 of the Nation's 50 most congested metropolitan areas, and 49 of the Nation's top 100 truck bottlenecks. People and freight trips regularly cross State lines. Incidents, bottlenecks, special events, construction, and other disruptions often have broader systemwide impacts, highlighting the need for regional coordination and information sharing.

The TSMO program is organized in four areas:

- **Traveler Information Services**, sharing best practices and coordinating with other States and with third-party mapping and navigation services to provide integrated traveler information across the Coalition States.
- **Data User Groups and Services**, extending the Coalition's successful initiatives for sharing traffic and related data among States and highlighting ways to effectively use a wider range of data and tools.
- **Highway Operations Group (HOGs)**, including corridor-wide and regional cross-jurisdictional coordination to improve traffic operations, incident management, and emergency management.
- **Training and Capacity Building**, offering Coalition member agency staff immersive education opportunities through nationally recognized programs and scholarships.

The Coalition will continue to engage TSMO leaders from its member agencies through existing working groups, ad hoc response to special events, and in-person workshops to identify implementable solutions to issues common across the corridor.

Traveler Information Services

The **Traveler Information Services (TIS) Working Group** promotes the development and use of multimodal traveler information systems. This Working Group will convene two corridor-wide events—one in-person and one virtual—in FY27 to discuss best practices, challenges, and solutions.

The Coalition will continue to collaborate with Waze and Google to improve the quality of data feeds, including convening at least two virtual meetings of the **Third-Party Mapping/Navigation Coordinating Working Group**. The program will work to bring additional navigation partners such as Apple, HERE, and TomTom to the table.

Additional priority topics for the TIS Working Group in FY27 will include:

- Advancing the quality, accuracy, and availability of work zone data (call out on page 13).
- Exploring opportunities to use artificial intelligence and machine learning to augment other sources of traveler information.
- Providing support to member agencies before, during, and following major disruptions, such as extreme weather events and special events.

Data User Groups and Services

The TSMO program will continue its longstanding emphasis on data through expanding its nationally recognized **Transportation Data Marketplace** (TDM) and sharing best practices in data collection, analysis, sharing, and use through **Data Users Groups**.

The TDM provides member agencies with access to data and tools in six core categories 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 **TDM Leadership Working Group** guides the TDM program, identifies member needs and priorities, and addresses vendor issues. The Workplan includes up to three Working Group meetings, up to two TDM vendor virtual meetings, and up to three TDM data validation efforts. The TDM Working Group will advance a request for proposals for the next generation of TDM, as well as a strategy for the national expansion of TDM (callout on page 14).

TRAVELER INFORMATION SERVICES WORKING GROUP LEADERSHIP

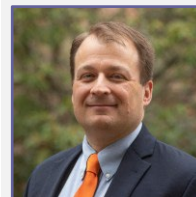


Kelly Wells
*North Carolina
Department of
Transportation*

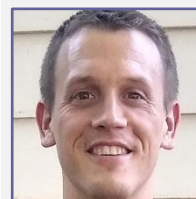


Erica Russell
*Kentucky
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TDM LEADERSHIP WORKING GROUP LEADERSHIP



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Zach Vander Laan
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Advance Connected Work Zones

Protecting the safety of both workers and drivers in work zones remains a high priority for both the Coalition and the Nation. A key emphasis in FY27 will be on determining how to expand the use and value of the Work Zone Data Exchange (WZDx).



The WZDx specification enables agencies to make harmonized work zone data available for third-party use. These systems can get data on work zones into vehicles to help both human drivers and automated driving systems navigate more safely. A preliminary Coalition review shows that 10 of the 20 Coalition States, as well as the District of Columbia, currently share work zone data through an established feed. Other States share work zone data via public-facing websites without a feed, while some States currently do not share work zone data publicly.

A SCOOP initiative is examining the accuracy, breadth, and reliability of WZDx feeds in Coalition States. Based on this analysis, potential activities for FY27 and beyond include:

- Develop measures to assess data feed quality and accuracy, and explore how these measures should be applied, such as through self-certification or an independent audit.
- Develop guidelines for when work zone data should be shared—for example, when work zones impact traffic, when workers are present, or when work zones are active or planned. Evaluate thresholds for sharing work zone data across jurisdictions.
- Determine how third-party providers and drivers are using work zone data and the benefits of this information.
- Understand how work zone data feeds can interface with other sources of traveler information and agency Advanced Traffic Management Systems.
- Explore potential applications to other situational data exchanges.

"There's no event more tragic than the loss of one of our team members. Together, we grieve and are outraged that preventable roadway deaths continue, especially when it's one or our own just doing their job. I appreciate the commitment of my colleagues on the Coalition's Executive Board to the vision of zero work zone fatalities. And I'm thankful for the ways we support each other during trying times while also continually pushing to keep our people safe on the roadways."

Will Pines, Administrator,
Maryland State Highway Administration, and
Vice Chair, The Eastern Transportation Coalition

Specific activities may be advanced through SCOOP or Federal discretionary grants.



Expand the Transportation Data Marketplace

In 2008, TETC established the Vehicle Probe Project, working with one vendor to share travel time and speed data. In the 18 years since, this project has evolved into the Transportation Data Marketplace (TDM), with 11 vendors offering 23 different data products in six major categories. In the most recent year, 17 agencies purchased data at a total value of \$22 million, a 355 percent increase in 10 years. More than 100 validation activities have been completed to date, providing confidence and understanding of the capabilities and limitations of these products.



As more data become available to support decision-making, there are opportunities to further expand the number and range of vendors and data sets involved in TDM; expand participation in TDM by Coalition member agencies; expand the data validation efforts to enhance data quality, confidence, and utility; and expand TDM to a national scale, bringing additional data and economies of scale to participants. The Coalition's vision is to expand the TDM user base, data sets, validation, and other activities to become the Nation's premier source of transportation operations data.

Activities underway now include:

- Preparing for a new request for proposals (RFP) in FY27, which will update specifications for existing core datasets; add new datasets (such as bicycle/pedestrian, traffic signal performance, dashcam/video, connected vehicle, pavement conditions, virtual weather stations); and update data use agreements and vendor expectations.
- Adjusting internal processes and staff capacity to prepare the Coalition for expansion.
- Conducting outreach to other States and U.S. DOT to understand expansion opportunities.

Potential activities for FY27 and beyond include:

- Develop and begin implementation of an expansion strategy.
- Conduct outreach to potential State and regional users.
- Expand the TDM validation program to address the rapidly expanding and evolving marketplace.

The Coalition will highlight examples of agencies turning data into usable information through **Data User Groups** and its partnership with **Regional Integrated Transportation Information Systems (RITIS)**, a large-scale data integration platform for transportation. The University of Maryland Center for Advanced Transportation Technology (CATT) Lab partners with the Coalition to showcase member uses of RITIS. The Workplan includes up to four Data User Group virtual meetings and up to two RITIS Product Enhancement Working Group meetings.

The Coalition will advance the findings of recent SCOOP initiatives. The Count All Pedestrian and Bicycle Locations Efficiently (**CAPABLE**) initiative developed a data schema that will allow introduction of a bike/ped data set into the TDM.






The Measurement Utilities for Sensing Transportation Activity in Non-Urban Geographies (**MUSTANG**) initiative identified strategies for probe data and traveler information that serve rural regions adequately. A **validation of Waze datasets** using the approaches applied to commercial TDM data will help agencies understand how Waze travel time/speed data may be suitable for operations applications. Initiatives that will be completed in FY27 will create “how-to” guides for agencies to develop **data acquisition plans** and to use **probe data for Highway Performance Monitoring System (HPMS)** submissions.

Highway Operations Groups (HOGs)

The TSMO program will maintain a **Highway Operations Group (HOG)** with a regional focus in four regions: **New England, Tri-State/Delaware Valley, Mid-Atlantic/Potomac**, and **Southern**. HOGs provide a forum for member agencies to improve incident management and bring together operations staff across jurisdictional boundaries. The Coalition will convene one in-person, corridor-wide HOG meeting with regional breakouts in FY27 to showcase practices for improving safety and mobility, with emphasis on work zone and first responder safety. The HOGs also can showcase effective practices for integrating operations strategies into agency investment programs.

The HOGs also will continue to play an important role in coordination before and during major events. Coalition staff will provide on-call assistance, such as cross-jurisdictional coordination and mapping/navigation support, during major events.

DATA USER GROUP LEADERSHIP	
	<p>Jesse Buerk <i>Delaware Valley Regional Planning Commission Data User Group</i></p>
	<p>Matt Glasser <i>Arcadis Data User Group</i></p>
	<p>Bob Frey <i>Massachusetts Department of Transportation RITIS Product Enhancement Working Group</i></p>







HOGS will provide a forum to examine the findings from several recently completed SCOOP initiatives. An analysis of **Move Over Laws** in member States developed tailored recommendations for each State, including potential improvements to legislation, enforcement strategies, and public education efforts. The **Secondary Crash Risk Assessment** developed a methodology to identify secondary crashes and their contributing factors, as well as secondary crash prediction and inference models. The **Safety Service Patrol** initiative conducted a synthesis of practices from member States, evaluated benefit/cost and contracting agreements, assessed Temporary Traffic Control (TTC) measures, and produced agency specific reviews and action plans.







Training and Capacity Building

TSMO training activities include nationally recognized educational programs:

- **Operations Academy** is an immersive program designed to meet increasing demand for qualified personnel and to train the next generation of TSMO leaders. The Academy uses a mix of classroom instruction, team workshops, field studies, and presentations by nationally recognized guest speakers. It provides opportunities to practice and apply 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 Coalition will provide scholarships with a goal of including at least one participant from each member State.
- **Consortium for Innovative Transportation Education (CITE)** is an instructor-led and/or independent (self-paced) online training courses The Coalition will offer scholarships for members to attend CITE courses in FY27.

TSMO Workplan Summary

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Traveler Information Services	<p>Focus: Improve safety by providing travelers with enhanced information on risks and disruptions.</p> <ul style="list-style-type: none"> ■ Conduct two Traveler Information Services Working Group summits, one in-person and one virtual, to showcase noteworthy practices. ■ Convene Third Party Mapping/Navigation Working Group with Waze and Google with virtual meetings to advance the quality of data feeds. Bring in additional partners like TomTom, Apple, and HERE. ■ Improve the quality and use of Work Zone Data Exchange feeds. ■ Enhance in-cab alerts for commercial drivers (in partnership with Freight). ■ Explore opportunities to use AI to augment existing sources of traveler information. ■ Provide member support during major disruptions such as extreme weather and special events. 	 Safety  Data
Data User Groups and Services	<p>Focus: Increase agency access and use of data.</p> <ul style="list-style-type: none"> ■ Support the Transportation Data Marketplace (TDM), including enhancing available data and tool offerings. Includes three TDM Leadership Working Group virtual meetings, two TDM Vendor virtual meetings, and up to three TDM data validation efforts. ■ Initiate procurement for new, expanded TDM 4.0 contract. ■ Execute strategy for the national expansion of TDM. ■ Highlight successful cases of agencies turning data into usable information. Includes up to four Data User Group virtual meetings and two Regional Integrated Transportation Information Systems (RITIS) Product Enhancement Working Group virtual meetings. 	 Safety  Data

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Highway Operations Groups (HOGs)	<p>Focus: Enhance the safety and reliability of highway operations.</p> <ul style="list-style-type: none"> ■ Sustain foundational HOGs coordination by conducting in-person HOGs meetings to balance corridor-wide engagement with regional breakouts and showcase noteworthy practices and technologies for improving safety and mobility. ■ Identify successful practices for integrating operations strategies into agency investment programs and making the case for operations funding. ■ Provide on-call assistance, such as cross-jurisdictional coordination and mapping/navigation support during major events. 	 Safety  Transformative Technology  Sustainable Funding
Training and Capacity Building	<p>Focus: Enhance workforce capacity and skills.</p> <ul style="list-style-type: none"> ■ Provide at least one Operations Academy scholarship per member State. ■ Provide scholarships to support Coalition member participation in CITE training courses, with emphasis on adding more data courses. 	 Safety  Data  Transformative Technology

2.0 Freight



The Freight program emphasizes improving the safety, mobility, and reliability of the movement of goods throughout the Eastern States. The Coalition accounted for about 46 percent of U.S. jobs and gross domestic product and moved nearly \$5.6 trillion in goods in 2023, with many trips crossing jurisdictional boundaries. Between 2013 and 2023, trucking employment in the Eastern States increased 20 percent and warehousing employment increased 120 percent. The Coalition States accounted for nearly half of the Nation's top 100 truck bottlenecks, highlighting the impact of congestion on the region's supply chain.

Freight activity in the Eastern States continues to face a period of change and uncertainty. Shifts in demographic and economic activity impact where freight is generated throughout the region, as well as demand for consumer and industrial goods. Shifts in U.S. trade agreements and tariff policies could impact global trade flows to and from the Eastern States. New and emerging technologies such as automation and artificial intelligence will create new opportunities and challenges for both the freight industry and public agencies.

Nearly all Coalition member States will be updating their federally required State freight plans by the end of FY27 to comply with the new four-year update cycle specified in the Infrastructure Investment and Jobs Act. At the same time, Congress is working toward reauthorization of IIJA and other potential modifications to Federal laws and programs. The Coalition's Freight program will continue to support and equip individual States to enhance freight safety and operations. This includes facilitating multistate opportunities that reflect the scale at which freight moves in the Eastern States.

A Coalition-wide **Freight Committee** manages the Freight program. Members include State department of transportation (DOT), metropolitan and regional planning organizations, transportation/toll authorities, port authorities, Federal agencies, and trucking, rail, and other industry associations.

The Freight Committee has four emphasis areas:

- **Freight Data and Planning.**
- **Truck Parking.**
- **Freight Operations and Technology.**
- **Training and Capacity Building.**

FREIGHT COMMITTEE LEADERSHIP



Dan Pallme
*Tennessee
Department of
Transportation*



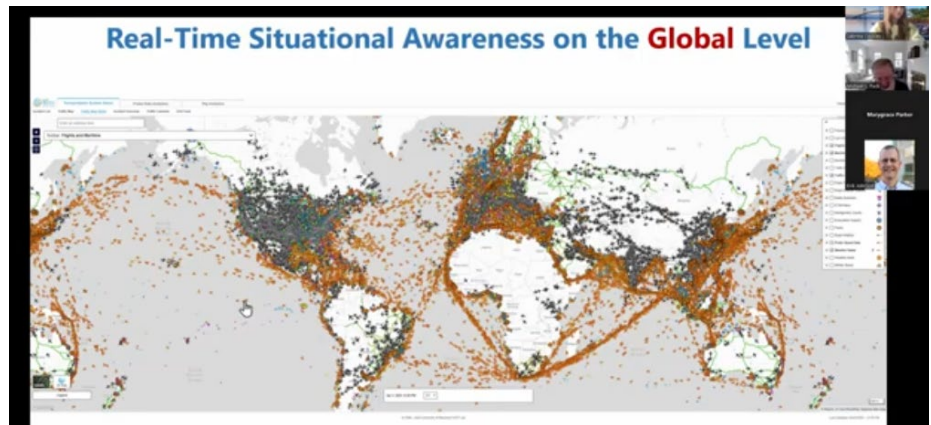
David Rosenberg
*New York State
Department of
Transportation*

Freight Data and Planning

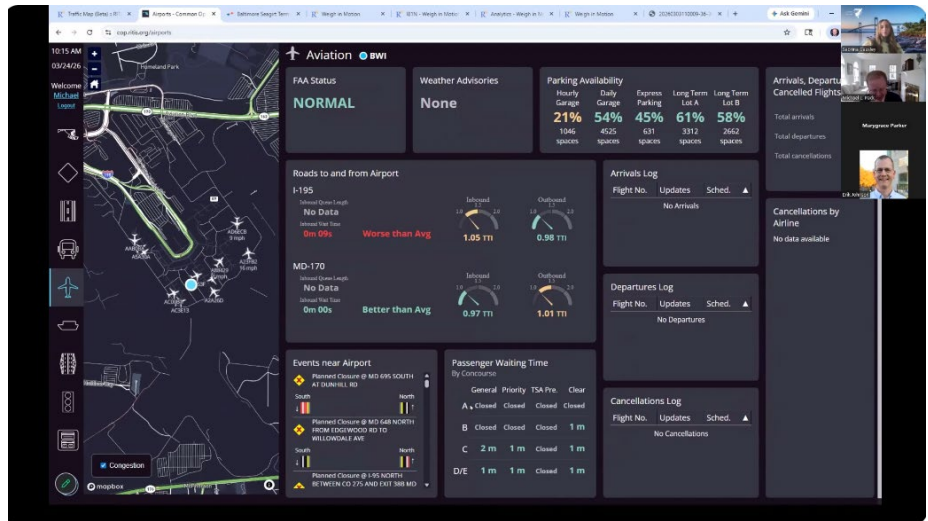
The Coalition will maintain the **Freight Data and Planning Working Group**, which brings together member staff with expertise in these areas. The group will emphasize State freight plan updates and expanded access to and use of freight data. The Working Group will meet quarterly to provide a forum for member discussions and spotlight presentations. Specific activities will include:



- Assist with State freight plan updates by maintaining and updating the **State Freight Plan Matrix** that tracks the content and timing of member agency freight plans and related documents such as truck parking initiatives and supply chain resilience studies. The Coalition will expand this matrix to include the status of State Rail Plans. The Working Group will also highlight noteworthy freight planning practices among Coalition States or nationally.
- Showcase innovative sources and uses of freight data. During the past few years, the Working Group has regularly provided a forum for States to spotlight **innovative data sources, analyses, and visualizations**, including data provided through the TDM marketplace, Federal sources such as the Freight Analysis Framework, individual State initiatives, and modal partnerships to provide enhanced access to rail, maritime, and air cargo data. FY27 activities will include sharing innovative ways to procure and apply publicly available data sources; organizing a TDM freight data vendor showcase; and sharing examples of using data to identify needs and set priorities for investment in highways and other modes.
- Continue to serve as the designated sponsor for private sector **marine-highway** applications to the U.S Marine Highway Systems grant program for the M-95 corridor, as well as to highlight water-borne freight issues to the Coalition.
- Share the benefits and risks of potential strategies to identify and secure **funding for freight infrastructure and operations**, including the use of Federal formula funding, discretionary grants, and public/private partnerships. The Working Group will highlight potential funding options as well as examples of effective strategies to make the case for the use of



available funding for freight-related investments, particularly those with multi-jurisdictional impacts. This will include a webinar update on the Mileage-Based User Fees (MBUF) Phase 5 truck pilot led by the Innovation program to inform considerations for alternative funding options.



- Monitor and share updates on potential changes in **Federal laws, programs, and guidance** related to freight. These might include freight plan requirements, Federal planning efforts such as the National Strategic Freight Plan and National Multimodal Freight Network, discretionary grant programs, U.S. DOT appropriations, and IJA reauthorization.

Truck Parking

The Coalition will continue its **Truck Parking Working Group**, comprising member agency staff from planning, operations, and maintenance. This Working Group will meet quarterly for a roundtable exchange, with emphasis on effective roles and strategies for public agencies to enhance safe and secure options for truck parking. Potential meeting topics include:



- Provide spotlight presentations on truck parking studies and initiatives for improving safety and expanding capacity.
- Provide a forum for members to engage with Federal agencies and motor carrier and truck stop industry representatives to collaborate on viable truck parking solutions.
- Explore and share lessons learned on innovative funding approaches for truck parking, including public/private partnerships.
- Monitor proposed legislation, policy changes, and funding priorities, such as the proposed Truck Parking Safety Improvement Act, Jason's Law, and IJA reauthorization.

Freight Operations and Technology

In addition to these two working groups, the Freight program will include targeted initiatives to use data, technology, and operational strategies to enhance the reliable movement of goods and to mitigate or reduce the impacts of system disruptions. Many of these topics will be addressed through periodic webinars or roundtable discussions. Activities will include:

- Continue to convene the **Bridge Strike Mitigation Working Group**, which engages member agencies on strategies to prevent, reduce the impact of, and share information about commercial vehicle bridge strikes (callout on page 23).
- Collaborate with public and private sector partners to advance **real-time in-cab alerts** about safety, operations, and other disruptions to commercial drivers (callout on page 24).
- Share effective **operational strategies to reduce the impacts of freight bottlenecks**. Potential examples include optimizing existing infrastructure near ports, terminals, and distribution centers, such as using short sections of shoulders as temporary peak-hour lanes, restriping merge and diverge areas, and reducing lane widths to add capacity without major construction; deploying Intelligent Transportation Systems (ITS), such as the use of overhead gantries to slow traffic upstream of congestion; implementing traffic management strategies, such as ramp closures or metering, improved traffic signal timing, and truck-only or other freight-specific lanes; and enhancing incident management, such as quick-clearance policies to minimize nonrecurring congestion.
- Spotlight examples of **autonomous trucking and truck industry automation**, including sharing results of a SCOOP initiative to conduct an industry scan on the state of the practice in autonomous trucking and identify operational and policy considerations for State DOTs.
- Share examples of the application of emerging **virtual weight-in-motion (WIM)** technologies, including how these applications could support data collection, freight mobility, and safety.
- Maintain and expand as needed the **CVO Portal**, which links directly to State and related resources for trucking companies and drivers on topics such as commercial vehicle regulations, safety, and operations.
- Provide quick-response support to member agencies during major **freight system disruptions** such as extreme weather events, such as using the Freight program contact list and available data resources to share real-time updates on freight operations prior to, during, and immediately following major events.





Advancing Bridge Strike Mitigation

Bridge strikes by trucks, buses, and recreational vehicles cause significant risks to drivers, vehicles, and cargo; are a major source of damage to bridge infrastructure; and disrupt surrounding traffic while vehicles are cleared and roads and bridges are returned to normal operation. Through its Bridge Strike Mitigation Working Group, the Coalition has boosted awareness among its members, the motor carrier industry, and the public on these risks as well as strategies for preventing and reducing the impact of bridge strikes.



Efforts to date include sharing information on the frequency and characteristics of bridge strikes; developing case studies of prevention and mitigation strategies; and conducting a multistate media campaign to communicate the importance of understanding and preparing for bridge clearances. Ongoing activities include preparing for a second annual media campaign in July 2026; coordinating with Federal agencies and the motor carrier industry; working with State departments of motor vehicles (DMV) to expand content on bridge height, clearance, and signage in Driver's Manuals/Commercial Driver's License manuals; working with State law enforcement agencies to increase use of a generic driver questionnaire to document and understand the factors contributing to bridge strikes; and assessing State readiness to provide authoritative data on bridge clearances for sharing with commercial drivers and third-party mapping and navigation providers.

FY27 activities may include identifying additional proven countermeasures to prevent or reduce the impact of bridge strikes, such as enhanced signage and other passive warning systems, shock-absorbing infrastructure, active warning systems, and in-vehicle alerts; encouraging navigation companies to include bridge information in their platforms; exploring the feasibility of a centralized data resource for bridge clearance; addressing training gaps for CDL/non-CDL drivers; assessing the effectiveness of enforcement approaches such as blitzes; assessing how to identify "bridge strike and run" offenders; and evaluating approaches for collecting insurance recovery for bridge strikes damage. Specific activities will be advanced through SCOOP or Federal discretionary grants.

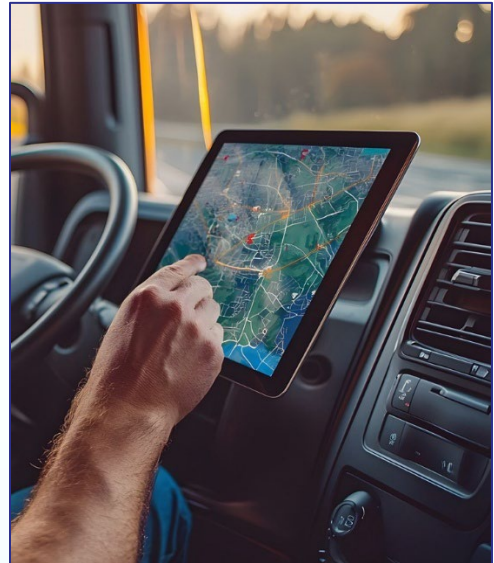
"Bridge strikes put drivers, transportation workers, and first responders at risk while causing costly and avoidable damage to critical infrastructure. We are proud to continue partnering with the Coalition and our neighboring states to promote this important safety initiative. By reminding drivers to 'Check Your Height, Know It's Right' and obey all posted clearance signs, we can help prevent bridge strikes and keep travelers moving safely on our roads."

*Rebecca Goodman, Secretary,
Kentucky Transportation Cabinet*



Enhancing In-Cab Alerts

Crashes, work zones, weather, and other events that lead to road closures, travel restrictions, nonrecurring congestion, and other disruptions are a particular challenge for motor carriers due to the limited alternate routes and parking locations suitable for large trucks. Existing ways of sharing real-time traveler information with commercial drivers, including third-party mapping and navigation systems, typically do not include information specifically needed by motor carriers, such as truck routes and restrictions or bridge clearance. In addition, the diversity of the trucking industry from large motor carriers to independent operators leads to a wide range of capabilities to receive information in-vehicle. These considerations need to be examined and incorporated into proposed solutions.



A SCOOP initiative is conducting a survey of Coalition States to identify available data relevant to truck routing and alerts and the formats of available data. The survey results will identify opportunities to better share relevant information with drivers, either directly or through third-party providers.

Potential activities for FY27 and beyond may include:

- Identify the gap between what information truckers want and what is currently available as well as strategies to close the gap.
- Develop a proof of concept to test one or more approaches for providing data to truckers, such as private sector partnerships (e.g., Google, Trucker Path); creation of standardized formats for agencies to share data relevant to commercial vehicle routing and alerts for motor carriers or third parties; and development of an Application Programming Interface (API) to enable various systems to share information.
- Expand outreach to carriers and vendors.

Specific activities will be advanced through available resources such as SCOOP or Federal discretionary grants. The desired outcome is to improve the breadth and accuracy of real-time safety and disruption information available to commercial drivers through a proven approach that could be scaled to other corridors.

Training and Capacity Building

The Coalition will convene its nationally recognized **Freight Academy** in FY27. The Freight Academy, which occurs every two years, is designed to help 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 leaders, and capstone group projects. The Coalition provides scholarships for member States. The FY27 Freight Academy will continue critical core elements that have been highly rated in prior years, as well as new content to address emerging issues in goods movement and supply chains such as automation and artificial intelligence.






The Freight Program also will monitor and share information on additional in-person and virtual **freight training opportunities** to provide support and fill gaps for capacity building and leverage available Federal resources—for example, creating a virtual “freight data academy.”










"The Freight Academy gave me great insight into the complexity and importance of global freight movement. I gained valuable knowledge from industry leaders that could be applied in our state. I would highly recommend Freight Academy to others looking to improve freight efficiency and safety in their state."

FY25 Freight Academy participant

Freight Workplan Summary

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Freight Data and Planning	<p>Focus: Support State freight plan updates and expand access to and use of freight data.</p> <ul style="list-style-type: none"> ■ Conduct Quarterly Freight Data and Planning Working Group meetings. ■ Support State freight plan updates by maintaining the State Freight Plan Matrix and expanding the matrix to include State Rail Plans. ■ Continue to serve as the designated sponsor for private sector applications for the M-95 Marine Highway. ■ Showcase innovative freight planning activities and innovative sources and uses of freight data. ■ Spotlight effective strategies for making the case for and funding freight infrastructure and operations investments. ■ Monitor and share updates on potential changes in Federal laws, programs, and guidance related to freight. 	 Safety  Data  Sustainable Funding
Truck Parking	<p>Focus: Clarify effective roles for public agencies to enhance safe truck parking options.</p> <ul style="list-style-type: none"> ■ Conduct Quarterly Truck Parking Working Group meetings with spotlight presentations and roundtable exchanges. ■ Provide a forum for members to engage with motor carrier and truck stop industry representatives to collaborate on viable truck parking solutions. ■ Explore and share lessons learned on public/private partnerships for truck parking. ■ Monitor proposed legislation, policy changes, and funding priorities. 	 Safety  Sustainable Funding

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Freight Operations and Technology	<p>Focus: Enhance reliable movement of goods and mitigate or reduce impacts of system disruptions.</p> <ul style="list-style-type: none"> ■ Continue Bridge Strike Mitigation Working Group to prevent, reduce the impact of, and share information about commercial vehicle bridge strikes. ■ Collaborate with public and private sector partners to advance real-time alerts to commercial drivers. ■ Share proven operational strategies to reduce truck bottlenecks. ■ Conduct exchange on state of the practice of autonomous trucking and truck industry automation including implications for State DOTs. ■ Identify and share agency experiences with innovative virtual weigh-in-motion applications for data collection, freight mobility, and safety. ■ Maintain and expand as needed the CVO Portal to provide access to State agency information of interest to motor carriers. ■ Provide quick-response support to members to help manage freight operations during major system disruptions. 	 Safety  Data  Transformative Technology
Training and Capacity Building	<p>Focus: Enhance workforce capacity and skills.</p> <ul style="list-style-type: none"> ■ Conduct the 2027 Freight Academy, incorporating emerging issues in goods movement/supply chains. ■ Explore and share virtual freight training opportunities to fill gaps in agency capacity building. 	 Safety  Data  Transformative Technology  Sustainable Funding

3.0 Innovation



The Innovation program is designed to be an incubator: a home to new, dynamic topics. This program provides an opportunity to apply resources to emerging or evolving transportation opportunities and challenges our members are facing related to changing technologies, policy priorities, or funding approaches.

The Coalition will prioritize three Innovation topics in FY27:

- **Transportation alternative fuels and infrastructure**, with emphasis on facilitating information exchange, strengthening partnerships, and developing resources to help States prepare for deployment of alternative fuels and supporting transportation infrastructure. This topic will be managed by a working group with regular meetings and programming.
- **Sustainable transportation funding**, with emphasis on helping agencies explore, prepare for, and implement transportation funding strategies to provide sustainable solutions to declining transportation revenue streams. The Coalition will explore the implementation of solutions such as **mileage-based user fees, kWh fees, registration fees, tolling, and other alternatives to the gas tax**. In addition, the Coalition will explore revenue options such as **public/private partnerships** and **monetizing right-of-way** for broadband and other linear infrastructure. Activities in this area primarily will be supported by discretionary grants and through strategic partnerships with other national organizations.
- **Emerging technologies**, with emphasis on determining how to position the Coalition and its member agencies for new technologies that could impact safety and mobility. These include **tolling technologies, artificial intelligence, and digital infrastructure**. Activities in this area will be largely exploratory in nature, with the potential for conducting targeted activities through SCOOP or Federal funding.

Transportation Alternative Fuels and Infrastructure

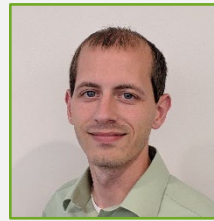
Evolving energy markets and technologies impact transportation. During the past few years, the Coalition supported member States in responding to increasing use of electric vehicles (EV), including topics such as siting, contracting, and deployment of EV charging infrastructure; safety and operations considerations related to EVs; and revenue options for EVs in lieu of the fuel tax. In FY26, the Coalition broadened its focus from electric vehicles to other alternative fuels, launching the Transportation Alternative Fuels and Infrastructure (TAFI) Working Group.

In FY27, the Coalition will conduct quarterly TAFI Working Group meetings to share information and lessons learned. Potential meeting topics include:

- Best practices for electric vehicle charging beyond designated alternative fuel corridors and other priority corridors, addressing both urban and rural considerations.
- Agency fleet transitions to electric and other alternative fuel vehicles.
- Energy storage and grid management to support electric and other alternative fuel vehicles.
- Understanding hydrogen as an alternative fuel for vehicles and associated infrastructure.

The Working Group, with support from Coalition staff, also will develop public education and outreach toolkit materials related to safe operation and practices for alternative fuel vehicles, including EVs. In addition, in partnership with the Freight Program, the Working Group will convene a workshop or other event to explore recent advances in alternative-fueled freight vehicles, including implications for infrastructure management and the roles of DOTs and partner agencies.

TRANSPORTATION ALTERNATIVE FUELS AND INFRASTRUCTURE WORKING GROUP LEADERSHIP



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Pennsylvania
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Pennsylvania
Department of
Transportation



Justin Harrod
Kentucky
Transportation
Cabinet



The Coalition recently launched a SCOOP initiative to identify best practices in applying Build America, Buy America requirements to technology purchases, including electric charging infrastructure. An initial workshop was convened in March 2026. The Coalition will

complete this activity and share the results through a virtual workshop in August 2026.

"This workshop has been helpful. It's good to know we are not in this alone."

Participant at BABA technology procurement workshop

Sustainable Transportation Funding

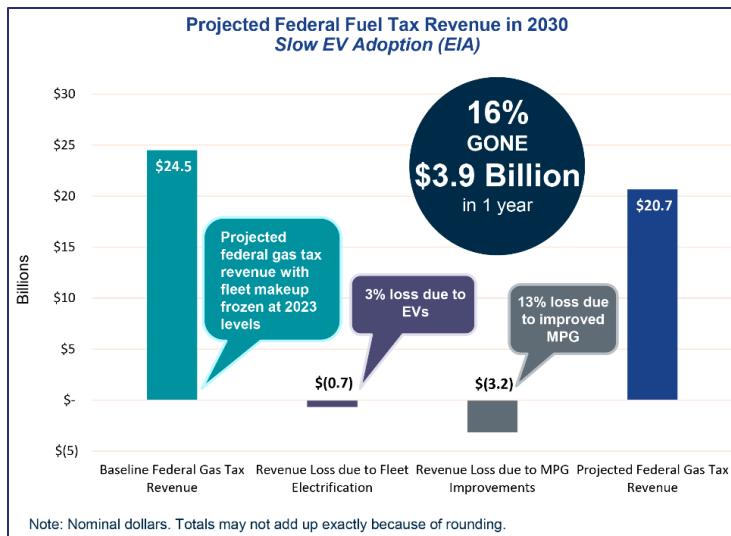
The Coalition will continue to advance initiatives related to sustainable funding options, with emphasis on assisting agencies as they explore, prepare for, and implement programs and practices related to mileage-based user fees, tolling, and other revenue options.

Since FY18, the Coalition has provided national leadership on identifying feasible and sustainable transportation funding sources in response to declining fuel tax revenue. The Coalition was awarded six consecutive Surface Transportation System Funding Alternative (STSFA) grants under the FAST Act and a seventh through the Strategic Innovation for Revenue Collection (SIRC) program created as part of the IJJA.

The Coalition has conducted work across 9 States, including 14 passenger vehicle pilots, three commercial vehicle pilots, public opinion research, household impact analyses, peer exchanges, and development of revenue tools, a compendium of revenue alternatives, digital messaging campaigns, and educational material. These activities have addressed **mileage-based user fees, kwh fees, registration fees, and other alternatives to the gas tax.**

In FY27, the Coalition will share the results of Phase 5 and expand delivery of Phase 6 STSFA grants, including engaging State legislators, understanding impacts on financing mechanisms, continuing to develop tools to communicate revenue needs and options, and assessing implementation needs related to data and communications. The Coalition also will initiate work on the SIRC grant to continue sustainable funding work that raises new funding topics and expands the conversation to more Coalitions States (callout on page 31).

The Coalition will begin exploring additional revenue strategies, including **public/private partnerships (P3)**, with an emphasis on developing practical information on the benefits and risks of these approaches. An early emphasis will be on the use of P3 for truck parking and other freight investments, as well as to monetize use of right-of-way and other DOT assets for other purposes such as broadband or energy infrastructure. The Coalition will evaluate the creation of a P3 working group.



The Coalition and the National Council of State Legislators partnered on a workshop in December 2025 on user fee options for transportation funding.

Paving the Way for a National Solution for Sustainable Funding: A 10-State Collaboration

In FY27, the Coalition will extend its eight years of national leadership on user-pay solutions to transportation funding solutions by initiating a recently awarded grant through the IJA's Strategic Innovation for Revenue Collection (SIRC) program.

This grant will directly involve 10 States in the Coalition region—Delaware, Georgia, Kentucky, Maryland, New Hampshire, New Jersey, North Carolina, Rhode Island, Vermont, and West Virginia—while also providing a path to implementation by sharing results and lessons learned with all member agencies.

Key focus areas of the grant will include:

- **Elevating rural perspectives** on how user-pay solutions could benefit rural households. Work under the grant will quantify the household impacts of mileage-based user fees (MBUF) in multiple States and conduct customized engagement about these fees with rural Americans.
- **Accelerating implementation through innovation.** Work under the grant will leverage technology such as an interactive web portal that simulates real-world MBUF to define system configurations of rates, eligibility, and payment options.
- **Mitigating privacy concerns and lowering costs.** A user-pay approach must offer options that protect people's privacy and lower administrative costs. To demonstrate what will actually work, this grant will explore steps necessary to leverage existing DMV fee collection practices and lower costs and determine if an odometer-based MBUF approach could address out-of-State mileage while maintaining driver privacy.
- **Advancing solutions that reflect the complex realities of the trucking industry.** The grant will keep private sector concerns front and center through collaboration with the trucking industry to ensure an implementable approach is feasible. The work will continue to engage and gather guidance from the Coalition's Motor Carrier Working Group comprised of trucking associations, trucking companies, shippers, truck manufacturers, and regulators.

"Coordinated multi state efforts by the Coalition demonstrated how pilots, data-driven tools, and targeted outreach can effectively address many of the perceived implementation challenges as we determine further the feasibility of MBUF as a sustainable funding approach."

Motor Carrier Working Group participant

“The license plate fraud work is a great example of the Coalition’s quick and thoughtful leadership on an emerging issue. Not only did the workshop help Delaware complete a report to the Legislature about the issue and identify some key next steps, but also it showed us all that this is a complicated issue with a lot of stakeholders. This goes beyond lost toll revenue, impacting everything from administrative burdens to identify theft to roadway safety.”

Shanté Hastings, Secretary, Delaware Department of Transportation
and Vice Chair, The Eastern Transportation Coalition

In an effort to address growing concerns about **license plate fraud** and its impact on toll collections, the Coalition convened State DOTs, DMVs, and toll authorities in FY26 to discuss the and its impacts and forge a collaborative path toward regional solutions. A follow-up event in FY27 will identify current practices to address issues and explore regional solutions.

Emerging Technologies

The Innovation program will begin exploratory work on the next generation of transportation technologies. The emphasis will be on monitoring technologies that could impact safety and mobility, while understanding the role of individual States and the Coalition in implementing these technologies. FY27 work will focus on three areas, as determined by member interest, partnership opportunities, and available funding through SCOOP or discretionary grants:

- **V2X and Tolling**—The Coalition will explore opportunities to partner with toll authorities to pilot vehicle to everything (V2X) technology on toll roads in the Coalition region. Work will build on successful examples such as the North Carolina Turnpike’s pilot that allows tolls to be collected through vehicle connections to roadway infrastructure. The Coalition will collaborate with key stakeholders like the International Bridge Tunnel, and Turnpike Authority (IBTTA) to identify opportunities to scale these technologies throughout the region. The Coalition will explore how to leverage technology to create regional solutions to challenges such as reducing toll violations.
- **AI and DOTs**—The Coalition will identify opportunities to address questions that State DOTs face around the opportunities and challenges associated with AI. Initial work will determine what activities will be most beneficial, such as examining how AI is addressed in DOT contracts, conducting a scan of AI policies and activities in member States, or convening a roundtable or peer exchange to discuss current challenges and opportunities.
- **Digital Infrastructure**—The Coalition will monitor and participate as appropriate in work to test, deploy, and scale roadway digital infrastructure. Key topics may include enhancing the connectivity of broadband and other digital infrastructure (callout box on page 32).





Enhancing Roadside Broadband Connectivity

The Coalition will support efforts to ensure robust and high-capacity roadside communications exists to support drivers, operations personnel, first responders and, eventually, widespread use of connected automated vehicles







The recently completed MUSTANG SCOOP initiative on the challenges of rural operations highlighted the importance of availability and quality of the cellular network both for ITS management as well as communicating critical information with roadway users. However, current data on the availability, capacity, and robustness of roadside communications connectivity is limited.





In FY27, the Coalition will explore how it can advance understanding of roadside broadband connectivity and investment opportunities. Potential activities that could be proposed as SCOOP initiatives or supported through Federal funding include:



- Monitor work underway from the Federal Communications Commission (FCC) and individual States to develop roadside broadband performance.
- Examine the availability of measured wireless connectivity across carriers and frequencies, both for everyday use and during major events such as extreme weather.
- Assess the reauthorization and improvement of the FirstNet Public Safety Communications Network currently in Congress, and its potential impact and benefits.
- Identify the key metrics and data gaps across a range of Coalition corridors in diverse operating environments to determine the feasibility of developing future performance standards.
- Develop a program to monitor wireless connectivity to identify and characterize connectivity gaps.
- Share identified connectivity gaps with State DOTs to help prioritize investment needs to support TSMO, CAV, and other agency and customer needs.
- Provide objective information to assist DOTs in negotiations with telecom providers. and future investment needs.

Innovation Workplan Summary

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Transportation Alternative Fuels and Infrastructure (TAFI)	<p>Focus: Support members in responding to deployments of alternative-fueled vehicles supporting infrastructure.</p> <ul style="list-style-type: none"> ■ Conduct Quarterly TAFI Working Group meetings to facilitate information exchange and share lessons learned on topics such as best practices for EV charging, agency fleet transitions, energy storage and grid management, and hydrogen as an alternative fuel source. ■ Develop public education and outreach toolkit materials related to safe operation and practices for alternative-fueled vehicles, including EVs. ■ Share best practices for applying Build America, Buy America requirements for technology. ■ Convene an event to explore recent advancements in alternative-fueled freight vehicles, current efforts to support necessary infrastructure, and the role of DOTs and partner agencies. 	 Safety  Data  Transformative Technology  Sustainable Funding
Sustainable Transportation Funding	<p>Focus: Help agencies, explore, prepare for, and implement transportation funding strategies and identify solutions to issues impacting revenue streams.</p> <ul style="list-style-type: none"> ■ Share Phase 5 results and expand delivery of Phase 6 STSFA grants to explore alternative revenue strategies, including engaging State legislators, understanding impacts on financing mechanisms, continuing to develop tools to communicate revenue needs and options, and assessing implementation needs. ■ Initiate the awarded SIRC grant to continue sustainable funding work that raises new funding topics and expands the conversation to more Coalition States. ■ Reconvene representatives from DMVs, DOTs, and tolling authorities to continue work on reducing the use and impacts of counterfeit license plates. ■ Explore public-private partnerships (P3) as a funding strategy for States, addressing topics such as truck parking and monetizing the use of right-of-way. Consider forming a TETC P3 Working Group. 	 Data  Sustainable Funding

Emphasis Area	Projects/Deliverables	Executive Board Priorities
Emerging Technologies	<p>Focus: Identify and convene regional discussions around how member agencies can leverage and plan for the latest technologies impacting the transportation system.</p> <ul style="list-style-type: none"> ■ V2X and tolling—Explore opportunities to partner with agencies to pilot technology on toll roads in the Coalition region to assist with toll collection and reducing toll violations. ■ DOTs and AI—Identify opportunities for the Coalition to help member agencies addressing the opportunities and challenges associated with AI. ■ Digital infrastructure—Monitor research, planning, and funding opportunities related to roadway digital infrastructure. Explore approaches for assessing broadband connectivity to support future agency decisions. 	<div data-bbox="1092 260 1468 359">  Safety </div> <div data-bbox="1092 394 1468 470">  Data </div> <div data-bbox="1092 499 1468 598">  Transformative Technology </div> <div data-bbox="1092 625 1468 716">  Sustainable Funding </div>

4.0 Special Cooperative Program



A Special Cooperative Program (SCOOP) was created in FY23 to support quick-response activities that extend core program activities by addressing pressing or emerging issues through new and innovative solutions. Because these activities fall outside the resources available through membership dues, SCOOP uses additional funds from interested members to conduct research, data and tools development, analysis, and capacity-building that provide a foundation for immediate implementation.

SCOOP fills the need between the Coalition's core program and external funding sources (e.g., discretionary grants or other application-based funding) that are time-consuming to use. SCOOP fosters collaboration between participating States and supports the Coalition's emphasis on developing innovative and implementable ideas, testing emerging technologies, and leveraging data.

SCOOP is intended for activities that:

- Extend the core TSMO, Freight, and Innovation program work.
- Can be completed within 6 to 12 months.
- Are anticipated to provide benefits that extend beyond one State and foster multistate and cross-border collaboration.
- Have immediate urgency but also advance longer-term strategic needs.
- Address unique opportunities that are not underway by other associations or groups of States.
- Support the Coalition's vision, mission, and Executive Board priorities for the year.





SCOOP is designed as a 12-month process. Members submit ideas by April of each calendar year. Agencies confirm their intent to participate in SCOOP by June of each year. A SCOOP committee comprising participating States selects initiatives for funding in July of each year. Activities then get underway, and the work is evaluated in February/March in preparation for the next year's SCOOP cycle.

The CAPABLE initiatives produced valuable insights and guidance towards optimizing the bicycle and pedestrian data offerings in TETC's Transportation Data Marketplace (TDM). A key finding from Phase I was the need for a cross-sector, consensus-based approach to define data formats and specifications for future RFPs. Phase II addressed this need by delivering data formats and specifications that ensure consistency and interoperability across products for use in TDM's next procurement and beyond."

Sarah Searcy, Emerging Technologies and Innovation Manager, North Carolina DOT

In FY26, 13 States contributed a total of \$665,000 to this fund—a more than 65 percent increase since FY23. A total of 29 activities has been funded since the start of SCOOP.

SCOOP at Work: Recent Examples

Board Priority	Project	Purpose	Lead State
 Safety	<ul style="list-style-type: none"> Move Over Laws 	<ul style="list-style-type: none"> Analyze Move Over Laws in Coalition States; develop recommendations for policies, enforcement, and messaging, as well as a multistate public outreach campaign. 	<ul style="list-style-type: none"> Delaware
	<ul style="list-style-type: none"> Secondary Crash Risk Assessment 	<ul style="list-style-type: none"> Evaluate and update the risk factors for secondary crashes using transportation data in four States. 	<ul style="list-style-type: none"> Maryland
 Data	<ul style="list-style-type: none"> Count All Pedestrians and Bicycles Efficiently (CAPABLE) II 	<ul style="list-style-type: none"> Create a standardized bike/ped data schema to introduce a new dataset to the TDM and further agency bike/ped data collection. 	<ul style="list-style-type: none"> Vermont
	<ul style="list-style-type: none"> MUSTANG 	<ul style="list-style-type: none"> Explore how to leverage current data sources and to address challenges with the application of probe data on rural roadways. 	<ul style="list-style-type: none"> Kentucky
 Transformative Technologies	<ul style="list-style-type: none"> Fiber/Broadband Information Exchange 	<ul style="list-style-type: none"> Conduct information exchange and prepare summary report on planning and execution of major fiber optic projects. 	<ul style="list-style-type: none"> Georgia
	<ul style="list-style-type: none"> Contracting Lessons Learned from EV Chargers 	<ul style="list-style-type: none"> Summarize contracting lessons learned from recent RFP efforts. 	<ul style="list-style-type: none"> New York
 Sustainable Funding	<ul style="list-style-type: none"> Translating Freight Project Investment to Multistate and National Benefits 	<ul style="list-style-type: none"> Develop case studies that illustrate how freight projects accrue benefits that contribute to regional and national economies. 	<ul style="list-style-type: none"> Virginia
	<ul style="list-style-type: none"> Benefit/Cost Analysis of Safety Service Patrols 	<ul style="list-style-type: none"> Evaluate Safety Service Patrol programs in Coalition States, including costs and benefits of outsourcing versus in-house staffing, stakeholder perceptions, and operational procedures. 	<ul style="list-style-type: none"> North Carolina

The FY27 Workplan development process identified several potential topics for SCOOP activities that are consistent with Executive Board priorities. These topics—in addition to those addressing the five potential Interstate digital corridor Board priorities—will be further developed and prioritized against available SCOOP funding in early FY27.

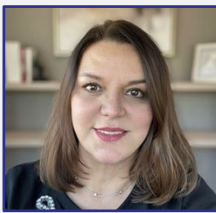
Potential FY27 SCOOP Activities

Potential SCOOP Activities	
■	Develop DMV guides / training regarding vehicle height (collaboration with FMCSA & AAMVA)
■	Develop contract guidance for AI use by DOT contractors
■	Create and curate fiber capital project practices matrix
■	Develop commercial vehicle fleet-to-TMC incident response protocol
■	Roadway Operational Analysis of Mobile-broadband (ROAM)
■	Develop traffic detection technology matrix
■	Assess opportunities to use limited access right-of-way for other linear infrastructure

Coalition Team

The Coalition gratefully acknowledges the support of our entire team. Together the team delivers high quality results and is invaluable for directing programs, managing projects, responding to member needs, and supporting Board meetings, Coalition communications, 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.

TSMO DIRECTOR



Sheryl Bradley

FREIGHT DIRECTOR



Marygrace Parker

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