



Meeting Minutes

Attachments:

- Program Highlights (limited to topics covered during Board meeting)
- FY18 Approved Work Plan
- Boston Globe Article, July 5, 2017: Mass. Highway Administrator is Stepping Down. (Article about Tom Tinlin, I95CC Executive Board Vice Chair)
- *Note: Slide presentations are posted with the minutes on the Coalition's website at: <http://i95coalition.org/executive-committee/>*

1. Welcome & Introductions

Following introductions of those present and those on the webcast, Delaware DOT Secretary Jennifer Cohan (Executive Board Chair) opened the meeting. Secretary Cohan announced that significant progress has been made on the Coalition's Surface Transportation System Funding Alternatives (STSFA) grant project with the signing of the Memorandum of Understanding – this past Friday – which allows the project to begin in earnest. The Coalition received the STSFA initial grant to conduct a multistate Mileage-Based User Fee (MBUF) pilot; a second application was recently submitted for additional funding to conduct a more extensive pilot. A "Vendor Day" is scheduled on September 7 to learn about and evaluate existing technology options for the MBUF pilot.

2. Executive Director Report

Trish Hendren provided a summary of the Coalition's focus, role and structure noting that the Coalition "helps agencies tackle the sticky issues and get solutions across the finish line." Coalition staff are dedicated to providing unquestionable value, maintaining strong relationships, and establishing financial stability. Transportation system improvements are accelerated by the Coalition through the development and sharing of tools and data, the networking and training of transportation professionals, and the resources supplied through grants and partnerships. The projects contained in the FY18 work plan and those presented in more detail at this meeting are examples of Coalition programs benefiting all agencies and multiple modes.

3. Program Highlights & Discussion

Executive Board members presented on the following topics:

Innovative Transportation Technology:

- Connected & Automated Vehicles – Secretary Richards, Pennsylvania DOT
 - For public agencies, Connected and Automated Vehicles (CAV) can bring safety, mobility and environmental benefits through vehicle control technologies (i.e., automated braking, crash avoidance, and more), traffic flow management and infrastructure optimization, and fuel efficiencies (for passenger and commercial vehicles). Planning and building for CAV considerations should be occurring now, particularly related to instrumentation and communications systems to obtain real-time data and make it useable (for traffic signalization, TMC operations, road traffic

- and congestion, incident management, etc.). Additionally, existing policies and regulations (e.g. vehicle registrations, drivers licensing, traffic laws) should be reviewed and appropriately updated. Resources for agencies include a plethora of conferences and symposiums, documents and reports, and information sharing with other agencies.
- Pennsylvania has a multi-faceted CAV program and is conducting an Automated Vehicle Summit September 11 & 12, 2017, built upon a recent report “Pennsylvania Autonomous Vehicle Testing Policy: Final Draft Report of the Autonomous Vehicle Policy Task Force.” Pennsylvania’s Policy Task Force is comprised of representatives from Federal, State and Local Government; Private Sector Organizations; Academia; and Private Sector Business. Many groundbreaking initiatives are underway in Pennsylvania, such as:
 - Penn State is testing one of two fully autonomous vehicles built by Volvo
 - Royal Trucking built an autonomous TMA (Truck Mounted Attenuator) for eliminating the risks to the drivers of those vehicles. PennDOT and PA Turnpike will be piloting the use over the next year.
 - Delphi and Uber have autonomous vehicles running in the city.
 - ARGO AI (Artificial Intelligence) in PA is a start up that received a \$10M contract to support Ford’s competitiveness into the AV/CV race.
 - Takeaways for DOTs were noted as:
 - Assign a champion or team – to create ownership and responsibility
 - Stay informed – advances are being made daily and it is important to keep up with the news and to participate in national groups and discussions.
 - Understand the implications – there are a lot of moving targets; things can and will change. However, the implications of this technology are too great to ignore or to fall behind.
 - Start small and work with partners – this is new to everyone. Pick something simple to start with and work with academia, knowledgeable consultants, or industry.
 - Develop a plan – this technology has the potential to change all facets of how a DOT operates. It is important that all parties work together within an agency to come up with a unified approach to tackling this technology.
 - The I-95 Corridor Coalition is planning a workshop, following PennDOT’s September conference, to share what State DOTs are currently doing related to CAV – the challenges and successes. Potential workshop topics include:
 - Establishing CAV working groups: do’s and don’ts
 - Setting effective testing and deployment policies
 - Overcoming legal barriers to CAV testing
 - Options for allocating liability among automated vehicle owners, operators, passengers, manufacturer and others
 - Effective partnerships with auto manufacturers and developers
 - And, as suggested by Secretary Pollack, addressing immediate and already deployed CAV challenges – for example, how does a state deal with people driving from the backseat of a Tesla?
 - Toll Violation Enforcement Reciprocity – Mark Muriello, Port Authority of New York & New Jersey
 - The I-95 Corridor Coalition’s Toll Violation Enforcement Reciprocity (ITVER) Working Group held its kick-off meeting on April 5, 2017, and 100% of the working group’s member agencies participated in the meeting. Reciprocity agreements allow for the collection of tolls by out-of-state violators – this is especially important as toll systems convert to all electronic tolling and as agencies face financial challenges. The ITVER Working Group was formed at the request of Coalition members, and the Working Group includes toll authorities, DOTs and DMVs. The

- Working Group will advance violation enforcement reciprocity agreements by bringing stakeholders together, leveraging existing work and partners, gathering and sharing information across members, and focusing on legislative, political and cross-agency challenges. The Coalition’s work builds upon progress made by past reciprocity efforts conducted by the Coalition, IBTTA, E-ZPass, ATI, several States, and other organizations. The next steps for the Working Group include:
- Develop a survey to provide a foundation for the Working Group to assist states in determining actions needed;
 - Explore developing standardized procedures;
 - Create a web-based resource portal; and,
 - Document “how-to” steps for reciprocity agreements.
- Discussion comments included:
 - Road pricing programs and toll reciprocity agreements are all about equity – having the users pay their fair share of costs.
 - MassDOT converted to AET last year and commuters instantly reaped benefits in reduced travel time.
 - Back office administration for toll reciprocity will help with evaluation of processes for MBUF collections.
 - Travelers have acclimated to transponders for toll payments and the same technology may be an easier “sell” for MBUF programs.

Intermodal Freight and Passenger Movement

- Freight Plan “water cooler” Discussions – Commissioner Bernhardt, Maine DOT
 - The FAST Act includes a requirement that each State develop a State Freight Plan to provide a comprehensive approach for immediate and long-range planning activities and investments. Given that this requirement effects all 17 Coalition member DOTs, the Coalition staff organized “water cooler” discussions to identify cost savings approaches, innovative strategies for meeting federal requirements, and sharable lessons. To date, 13 water cooler discussions have occurred and the preliminary findings indicate that freight plans are being used to demonstrate the economic competitiveness of a state and to make the case for much-needed investments. Additionally, most of the states have established Freight Advisory Committees (FACs), even though the FACs are not required by the FAST Act. Many cost-savings tips and interesting innovations were also noted; all insights and observations will be compiled into a summary report (once the interviews are completed).
 - An update on freight movement for Maine was given by video; the video can be found at: www.maineports.com (scroll to the bottom of the page).
 - Discussion comment included:
 - In Connecticut, a site is being evaluated for the construction of an intermodal facility to expedite shipments out of Maine (and other locations). When completed, the facility will provide increased rail line capacity and result in decreased freight movement on highways.
 - All but four states in the corridor trade directly with Canada, and including Canadian trade – by various modes – in Coalition work would be beneficial.

Transportation Systems Management and Operations (TSMO)

- TSMO Recent Program Activities – Commissioner Sheehan, New Hampshire DOT
 - TSMO is an integrated approach to optimize performance of existing infrastructure by implementing multimodal, intermodal and – often – cross-jurisdictional systems and services. The

Coalition's TSMO program continues to grow and to formalize as a diverse program that addresses several TSMO operational strategies including traveler information, incident management, construction work zone management, significant event coordination, performance measurement development, and transit engagement. Most recently, the Coalition has been busy working on coordinating regional TSMO peer exchanges through the HOGs network, partnering with FHWA on the EDC4 TIM initiative, establishing a capacity building peer exchange with transit representatives from across the corridor, and continuing the Probe Data Analytics and RITIS Quarterly User Group Meetings.

- The Coalition's Highway Operations Groups (HOGs) meet annually across the corridor and on a regional basis to discuss operational strategies that impact agencies; these groups share best practices and coordinate solutions through in-person exchanges. Discussion topics vary by the priorities within the regions.
- The Coalition is partnering with FHWA to provide support to eight Coalition States as they proceed with their implementation plans for Every Day Counts (EDC 4) Transportation Incident Management. EDC is a cooperative effort in deploying new practices and technologies as well as creating a culture of innovation. The Coalition's role is to help the agencies define their implementation plans and next steps to increase the amount, consistency and quality of TIM data collection needed to develop performance measures that evaluate and improve traffic incident response.
- At the request of North Jersey Transportation Authority (NJTPA), the Coalition is participating in a project to create a consistent system-wide process for gathering, formatting, and delivering transit data to the public (e.g., mobile applications) using General Transit Feed Specifications (GTFS). GTFS defines a common configuration for public transportation schedules and associated geographic information. GTFS "feeds" allow public transit agencies to publish their transit data and developers to use that data to write applications. The Coalition is providing support for a Capacity Building Peer Exchange, scheduled for July 20, 2017 in the NJ-NY metro area.
- TSMO Recent Project Activities – Michael Pack, University of Maryland
 - Work Zone Performance Monitoring Application (WZPMA) – WZPMA is a real-time performance monitoring tool for work zones; it offers a simple, effective and systematic approach to assessing and managing work zone impacts of roadway projects. The opening page, the dashboard, provides a comprehensive overview of the state's work zones with an overview list, the critical/major locations, maps, and delay/cost/VMT charts. From there, significant data is available on individual work zones, critical groups, and overall system performance. WZPMA provides benefits for:
 - Project Engineers and Managers – through real-time performance monitoring, alerts when thresholds are exceeded, and actionable multi-layered data.
 - Planners and Decision-Makers – through work zone/closure delay & cost summaries, and performance assessment (to improve processes & procedures, data & information resources, and training programs).
 - Public Relations – to easily compare real-time and historical performance, and provide fast response to inquiries and complaints.
 - The Coalition is developing a distribution plan to ensure all members are aware of the newly developed WZPMA tool.
 - Closing the Real-time Data Gaps – Although RITIS, and other travel information systems, integrate data from multiple sources, true situational awareness remains a challenge - and these systems are attempting to fill the gaps with data from additional sources (e.g. CADD, 3rd party probe data, connected vehicles, etc.). One relatively new source, crowdsource data, such as Waze, is provided

by a group of individuals, voluntarily providing information. As agencies evaluate the use of crowdsourced and third-party provider data, this Coalition project will:

- Develop guidance and lessons learned regarding legal, technical, integration support and more.
- Assist agencies in integration of this data into ATMS (unexpected pitfalls to avoid).
- Archive Waze data in other tools in RITIS analytics suite.
- Analyze corrections (and differences and quality) between crowdsourced and DOT data.
- Examine better uses of reliability and contributor level scores.
- Identify case studies for successful utilization of combined crowdsourced and DOT data.

4. Wrap-up

Attendees were thanked for their presentations and for their participation in discussions. Trish Hendren noted that Tom Tinlin, MassDOT Highway Administrator and Coalition Executive Board Vice Chair, announced his resignation from MassDOT as he recovers from a medical issue. A Boston Globe article (distributed at the meeting and attached to these minutes) recognized Tom's positive influence on the region's transportation system. Ron Patton, South Carolina DOT, is retiring from his position and also stepping down as a Coalition Executive Board Vice Chair. Appreciation was expressed for the tremendous vision and leadership provided by Tom and Ron during their terms as Executive Board Vice Chairs.

5. Next Meeting

The next meeting of the Executive Board will be held on September 27, in conjunction with the AASHTO Annual Meeting. The Coalition's Board Meeting will be a 25th anniversary celebration and a strategic planning session to determine agency needs and future Coalition activities. Details will be provided as the date nears.

There being no further business, the meeting adjourned.

EXECUTIVE BOARD MEETING

July 10, 2017

Participants

In Person:

- Delaware DOT – Nicole Majeski (representing Secretary Cohan)
- District DOT – Director Dormsjo
- I-95 Corridor Coalition – Trish Hendren, Denise Markow, Marygrace Parker, Patty Reich
- Maine DOT – Commissioner Bernhardt
- Massachusetts DOT – Secretary Pollack
- New Hampshire DOT – Commissioner Sheehan
- New Jersey DOT – Dave Kuhn, Michael Russo
- Pennsylvania DOT – Secretary Richards, Emma Lowe, Leo Bagley, Andrew Blum, Jim Ritzman, Matt Hedge, Chuck Davies, Elaine Elbich
- Port Authority of NY & NJ – Mark Muriello
- Rhode Island DOT – Pam Cotter
- USDOT – Ken Leonard (ITS-JPO), Robert Arnold (FHWA), Spencer Stevens (FHWA), Renee Sigel (FHWA)
- University of Maryland – Michael Pack
- Other – John Eggan and Greg Brennan (Alfred Benesch), CH2M – Eric Ulsh (CH2M), Vinn White (Deloitte Consulting), Deb Matherly (Louis Berger), Alex Houseal (TranSystems), K.R. Marshall (WSP)

By Webcast/Telephone:

- Connecticut DOT – Tom Maziarz
- North Carolina DOT – Kevin Lacy
- Vermont AOT – Michele Boomhower, Costa Pappis, Karen Songhurst



I-95 CORRIDOR COALITION
PROGRAM HIGHLIGHTS
(LIMITED TO TOPICS COVERED AT THE BOARD MEETING)



I-95 CORRIDOR COALITION PROGRAM HIGHLIGHTS -BRIEF AGENDA ITEM DESCRIPTIONS

INNOVATIVE TRANSPORTATION TECHNOLOGY (ITT)

- **Connected & Automated Vehicles:**

The Coalition will serve as a resource for best practices and information sharing for Connected and Automated Vehicles (CAVs) programs and advances - bringing together knowledge learned from private and public-sector programs, and assisting agencies in determining next steps and organizational and infrastructure requirements.



Activities since November 2016 Executive Board Meeting:

- ✓ Dr. Hendren has presented at several CAV conferences (e.g., ENO Convergence -Jan 2017, State DOTs and Self-Driving Vehicles- March 2017), participated in other events (e.g., Legal Landscape of AV - June 2017) and discussed the topic during meetings with Coalition states' senior staff. There is clearly a growing interest in setting requirements for CAV testing and deployment and clarify the role of transportation agencies.

Key Upcoming Activities:

- Form and convene a working group to organize a CAV workshop for agencies to share recent activities (e.g., PA AV Testing Policy, VA AV Policy, NJ CAV Working Group), identify what knowledge gaps exist, further clarify the role of transportation agencies and outline next steps.

- **Toll Violation Enforcement Reciprocity Working Group:**

In April, the Coalition established a multi-state neutral forum to develop/accelerate reciprocity agreements for collection of toll revenues (or enforcement of unpaid revenues) by violators from other jurisdictions. Activities will include sharing of best practices, lessons learned from those states which have implemented reciprocal agreements, approaches to educating decision-makers on this issue and strategies overcome barriers to success.



Activities since November 2016 Executive Board Meeting:

- ✓ Coalition Working Group Kick-off – On April 5, the Coalition held its first webinar of the Toll Violation Enforcement Reciprocity Working Group. The Group brings together the perspectives of toll authorities, DOTs and DMVs; participation in the webinar included 100% representation from the 20 agencies invited, demonstrating the importance of and interest in the topic. During the webinar, the current legislative authorities for agencies – to enter into reciprocity agreements – was reviewed. There was also significant discussion on the need to ensure quick release of registration “holds” once fines are paid. The Working Group requested that the Coalition collect and share information about current toll enforcement practices.
- ✓ Working Lunch Discussion (April 24) at IBTTA Summit – Several of the Coalition’s Working Group members, attending this week’s IBTTA Summit, took advantage of being in the same location and held an informal meeting to continue the dialogue and to gain ideas on the survey to Coalition states on toll enforcement practices.

Key Upcoming Activities:

- Three members of the Working Group will develop a draft survey to gather basic toll violation enforcement process information from east coast agencies, identify where processes are compatible / divergent and share implementable tips between agencies. The draft survey will be submitted to the full Working Group in July for review and comment.

- Partner with AAMVA to develop standardized DMV procedures for the expeditious release of vehicle registration holds caused by out-of-state toll violations.
- A web-based resource portal will be created for presentations and documents, such as existing reciprocity agreements, to be stored and accessed.
- A “how-to steps” document will be developed for reciprocity agreements.

INTERMODAL FREIGHT & PASSENGER MOVEMENT (IFPM)

- **Freight Plan “water cooler” Discussions**

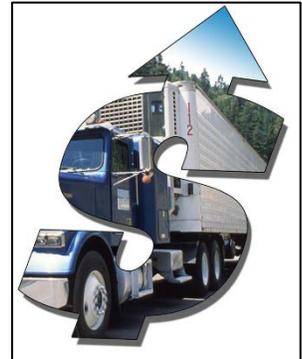
To identify cost-saving approaches, innovative strategies for meeting federal requirements, and key lessons learned, the Coalition is gathering information from member agencies regarding the development of FAST Act compliant State Freight Plans and usage/needs for freight data.

Activities since November 2016 Executive Board Meeting:

- ✓ Discussions held with 13 member agencies to gather information about freight plan development, freight data, performance measures / criteria, challenges, and innovations.

Key Upcoming Activities:

- The Coalition is finalizing a summary report of the useful insights from across the corridor.



TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (TSMO)

- **Highway Operations (HOGs) Groups:**

Highway Operations Group (HOGs) are organized into five regional areas (New England, (CT-NY-NJ) Tri-State, Delaware Valley, Potomac region and Southern). In the past, HOGs have met to discuss challenges and identify operational strategies that extend within a state, across jurisdictional boundaries and often across state lines. HOGs are unique in that they bring together policy, planning and management personnel with the ‘rubber-meets-the-road” incident and operations folks including first responders, TMC Operators and other Traffic and Maintenance personnel. Through sharing best practices and experience, HOGs create the forum to coordinate future solutions that extend beyond agency borders.



Activities since November 2016 Executive Board Meeting:

- ✓ Transportation Systems Management & Operations (TSMO) summit was held 11/30/2016 with Coalition member agency peers to identify activities important to members for each HOGs region, and to build the Coalition’s program accordingly.
- ✓ A Tri-State HOGs Meeting (CT, NJ, NY) was held on May 9, 2017.

Key Upcoming Activities:

- Potomac HOGs Meeting (DC, MD, VA): August 9
- Delaware Valley HOGs Meeting (DE, NJ, PA): end of September
- Southern HOGs Meeting (NC, SC, GA, FL): mid-October
- New England HOGs (CT, MA, ME, NH, RI, VT): TBD.
- Fill open HOGs Co-Chair positions (each regional group has two or more co-chairs)

- **Every Day Counts (EDC) Initiative: Using Data to Improve Traffic Incident Management (TIM)**

EDC is an existing partnership between FHWA and member states that serves as a cooperative effort in deploying new practices and technologies as well as creating a culture of innovation. One of the eleven EDC-4 innovations is directly linked to a core focus of the Coalition: incident management. The goals of this innovation are to increase the amount, consistency and quality of TIM data collection to support the developing of performance measure to evaluate and improve traffic incident response. The Coalition has been asked by FHWA to be involved in implementing this EDC TIM innovation.



Activities since November 2016 Executive Board Meeting:

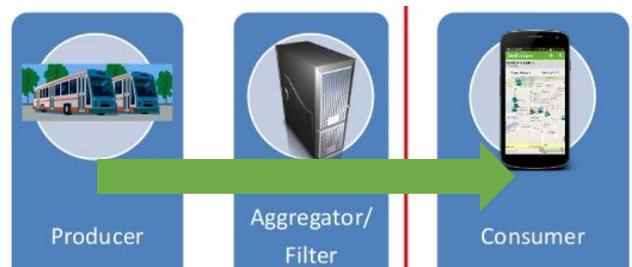
- ✓ The Coalition supported a workshop in Vermont on 5/8/2017, New Hampshire on 5/9/2017 and Maine on 6/13/2017. The Coalition’s role was to help VT AOT, NHDOT and Maine DOT define their implementation plans and next steps to increase the amount, consistency and quality of TIM data collection needed to develop performance measure that evaluate and improve traffic incident response.

Key Upcoming Activities:

- Continue to work with VT, NH and ME as they execute their EDC4 implementation plans.
- Identify and support an additional five states interested in implementing EDC-4 “Using Data to Improve Traffic Incident Management.”
- Hold a peer exchange to share lessons learned and further promote innovation in the use of TIM performance measures. Create a summary document that defines champions and develops action items and goal/objectives moving forward.

- **GTFS Transit Capacity Building Exchange**

North Jersey Transportation Planning Authority (NJTPA) submitted a request to the Coalition for support of their project to create a consistent system-wide process for gathering, formatting, and delivering transit data to the public (e.g., mobile applications) using General Transit Feed Specification (GTFS). GTFS defines a common configuration for public transportation schedules and associated geographic information. GTFS "feeds" allow public transit agencies to publish their transit data and developers to use that data to write applications. The Coalition will support NJTPA’s project by hosting a capacity building peer exchange at the beginning of the project and disseminating the project’s results, use cases and lessons learned through technical materials and webcast(s).



Activities since November 2016 Board Meeting:

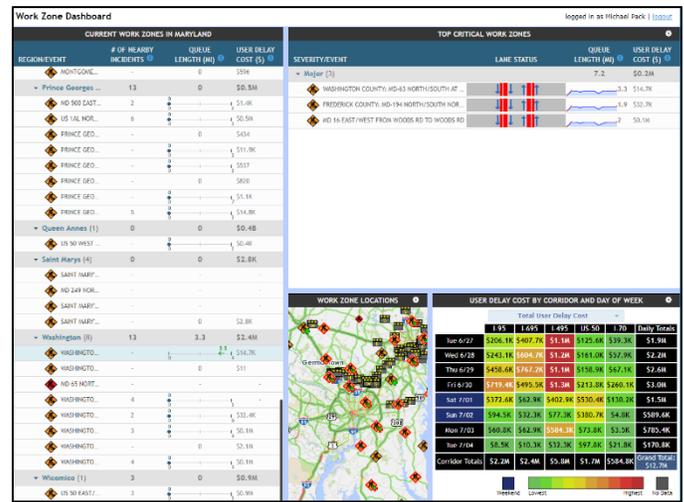
- Began organizing capacity building peer exchange including the identification of panel members from member agencies with GTFS experience (e.g., VT AOT).

Key Upcoming Activities:

- Host capacity building peer exchange on July 20th in Newark, NJ with transit agencies within the NY-NJ metro area. The agenda will include a panel with members from Vermont, Massachusetts, New York and Virginia who will discuss topics related to standardizing transit data and how to share GTFS data. A second panel will address available data and existing data sharing partnerships.

- **Work Zone Performance Tool**

This project enables states and MPOs to understand the safety and mobility impacts of their work zones in real-time. An interactive *work zone performance monitoring* tool has been deployed for Coalition Members who have purchased probe data and have integrated their work zone and probe speed data into the RITIS platform. This tool provides real-time alerting capabilities to PIOs, operations personnel, project engineers, and managers when travel times, speeds, collisions, queues, and user delay cost associated with a construction zone become an issue. The tool also allows agencies to compare today's work zone performance to last week's performance and review the financial impacts of work zones on the traveling public and commercial vehicles. As a part of this project, a forum of work zone managers has been established to facilitate collaborate and share objectives and lessons learned in the use of probe and other data for work-zone monitoring.



Activities since November 2016 Board Meeting:

- ✓ Established a steering committee dedicated to discussing work zone monitoring issues in Coalition states.
- ✓ Documented Coalition member needs.
- ✓ Prototyped a functional work zone performance monitoring application (WZPMA).

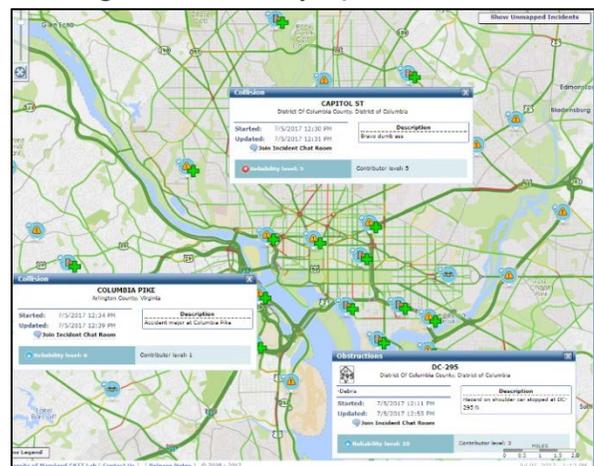
Key Upcoming Activities:

- ❑ Review functional prototype with work zone steering committee. Scheduled for Q3, 2017
- ❑ Deploy final WZPMA to RITIS framework. Q3, 2017
- ❑ Prepare a communication and outreach plan for training and delivery of the tool to coalition members.



- **Closing the Real-Time Data Gaps (3rd party crowdsourced integration and analysis)**

This project will help agencies effectively manage traffic and incidents and provide better traveler information by leveraging 3rd party, crowdsourced data like Google/Waze and others. This project evaluates how to work with crowdsourced data—both from a technical and policy standpoint, and aims to bring agencies together to share success stories and lessons learned from working with these data and providers. Technical and policy guidance for agencies will be key deliverables.



Activities since November 2016 Board Meeting:

- ✓ Allocated funds
- ✓ Developed work plan
- ✓ Conducted initial information gathering from states across the country
- ✓ Began archiving and analyzing Waze data to identify quality control measures and policies for the removal of duplicates.

Key Upcoming Activities:

- Hold official kick-off meeting with HOGs
- Developing algorithms for the removal of duplicates
- Developing policy guidance for negotiating with 3rd party data providers
- Developing model data sharing agreements
- Developing technical guidance documents for systems integrators



**I-95 CORRIDOR COALITION
FY18 APPROVED WORK PLAN**



**I-95 CORRIDOR COALITION FISCAL YEAR 18 BUDGET AND WORK PLAN
JULY 2017 – JUNE 2018**

APPROVED BY THE EXECUTIVE BOARD (6/28/2017)

		FY 17¹ Jul 2016 - Jun 2017	FY 18 - Proposed Jul 2017 – Jun 2018
Revenue & Funding			
	State Membership Dues	\$1,300,000	\$1,300,000
	New Grants / Funding		
	• Freight Fluidity (\$840,000 TOTAL)	210,000	420,000
	• STSFA Round 1 (\$1,160,000 TOTAL)		770,000
	• STSFA Round 2 (TBD)		TBD
	• EDC 4 (\$50,000 TOTAL)		50,000
	• Freight Academy (\$130,000 TOTAL)	130,000	N/A
	MCOM II Grants (\$3,560,000 TOTAL)	615,000	695,000
	Truck Parking via SAFETEA-LU (\$1,400,000 TOTAL)	400,000	800,000
Total Revenue & Funding		\$2,655,000	\$4,035,000
Expenses			
	Operating Costs ²	\$882,000	\$882,000
	Website Update/Marketing Materials	18,000	35,000
	Strategic Planning/Branding		90,000
	Member & Committee Support:		
	• Innovative Transportation Technologies	20,000	40,000
	• Intermodal Freight Movement	36,000	65,000
	• TSMO (Travel Info Svcs & Coord Inc Mgmt)	258,000	200,000
	Operations Academy Scholarships	72,000	72,000
	Annual Conference (Topic TBD)		100,000
	New Grants		
	• Freight Fluidity	179,000 ³	365,000 ³
	• STSFA Round 1		726,000 ³
	• STSFA Round 2		TBD
	• EDC 4		25,000 ³
	• Freight Academy	200,000	N/A
	MCOM II Grants		
	• Work Zone Monitoring Tool (\$280,000 TOTAL)	200,000	80,000
	• Volume & Turning Movement (\$500,000 TOTAL)	285,000 ³	200,000
	• Closing the Data Gaps (\$200,000 TOTAL)		175,000 ³
	• Regional Highway Operations (\$215,000 TOTAL)	105,000	100,000
	• Optimal Traffic Monitoring (\$65,000 TOTAL)		65,000
	• CADD Integration (\$50,000 TOTAL)		50,000
	Truck Parking	400,000	760,000 ³
Total Expenses & Reserve		\$2,655,000	\$4,035,000

¹ FY17 revised to reflect July 2016 – June 2017 timeframe and to clarify revenue source.

² Operating Costs: staff salaries & fringe benefits, equipment, communications, staff & member travel, operations, UMD administrative fee.

³ Coalition operating expenses covered by the project have been removed.



I-95 CORRIDOR COALITION PROPOSED ACTIVITIES (FISCAL YEAR 18 PROGRAM YEAR)

INNOVATIVE TRANSPORTATION TECHNOLOGY (\$40,000)

- **Tolling Violation Enforcement Reciprocity.** Continue to develop/accelerate reciprocity agreements for increased enforcement of toll violations by violators from foreign jurisdictions who have not remitted the tolls and administrative penalty fees issued by home state toll agencies. Activities will include gathering information on the current practices, sharing of lessons learned from those states which have implemented reciprocal agreements, tips on educating decision-makers on this issue and strategies to overcome barriers to success.
- **Connected and Automated Vehicles—Member Support and Peer-to-Peer Exchange.** Convene a working group to identify initiatives and activities based on the recommendations from the I-95 Connected and Automated Vehicles Conference: What States Needs to Know and input from members (e.g., request for I-95 to convene neighboring states to share CAV policies and/or explore truck platooning from a “interoperable corridor” perspective to identify issues that are unique to this corridor—such as congestion, infrastructure design issues and capacity limitations).
- **Annual Conference.** (\$100,000 additional) A major benefit of the Coalition is the opportunity it provides to members to develop relationships with peers in neighboring jurisdictions and to discuss common challenges and advancements. An annual meeting will bring together public agency representatives to discuss timely topics (selected by the Executive Board during the September 27th Strategic Planning session) to further educate and prepare the workforce.

INTERMODAL FREIGHT MOVEMENT (\$65,000)

- **Agency Member Support and Peer-to-Peer Exchange.** Support the Intermodal Freight Committee member agencies through multistate information exchange by coordinating meetings/webcasts sharing innovation and best practices, and leveraging agency programs through multistate information exchange and project development. Continue to serve as a resource to member states on freight-related planning, programmatic and operational activities. The Coalition provides agencies with a forum for learning how to enhance freight mobility and make a stronger case for freight investments.
- **Truck Parking Symposium.** As opportunities to advance real time systems and /or capacity expansion may arise through federal grants and/or state investment activities within freight plans to address truck parking needs, this forum will support a peer gathering/exchange to assist states in understanding the opportunities and considerations in such processes including Public/Private Partnerships and potential changes to regulations for commercial activity in rest areas (i.e. share experiences with procurement, site selection considerations, program cost (including deployment and continued O&M, data ownership etc.). Share key insights from the I-95 Coalition truck parking project and best practices from other truck parking strategies being examined and/or implemented by agencies.
- **Freight Plan and Data Assistance.** Summarize and share issues/challenges/experiences across members on the completed FAST ACT compliant state freight plans (e.g., (e.g., how are agencies using Freight Advisory committees, coordinating with local/region entities, examining major projects across state boundaries/freight corridors, identifying areas for collaboration on regional/corridor basis). Identify opportunities to improve the accessibility, usability and cost of freight data.

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) (\$200,000)

- **Travel Information Services Program Support and Peer-to-Peer Exchange.** This program works to connect states along the corridor and keep partners informed and aware of how Traveler Information is being disseminated within the respective states. Two bi-annual web/in person meetings are held for those involved in the Traveler Information System (TIS) Program Track. Upcoming meetings will focus on new technologies, such as WAZE and other Crowdsourcing technologies. In addition, a standard lexicon for three specific ATM inputs (road weather conditions, incident management timeline elements and ITS device uptime/reliability) and a capacity building information exchange for gathering and sharing transit information (General Transit Feed Specification) will be completed.
- **Regional Highway Operations Group (HOGs) Forum** (*see MCOM Grants*)
- **Operations Academy.** The Coalition is providing 12 scholarships (~\$6K each) for Coalition member agency representatives to attend the October 2017 Operations Academy Senior Management Program. The program is intended for mid to high level managers whose current or future responsibilities include TSM&O. It consists of classroom instruction, team workshops to practice and internalize the material presented, analysis of existing systems through field studies and presentations by nationally recognized guest speakers. The training obtained during the Ops Academy is one way to address the growing demand for personnel with the skill set needed to address TSM&O activities within their agency.
- **Probe Data Analytics Suite (PDA)/RITIS User Groups Webcasts.** The Coalition brings together “Probe Data Analytics User Group” and “Regional Integrated Transportation Information System User Group” to disseminate agency knowledge on coordinating incident response, regional operations, performance management, evacuation coordination, data sharing, significant events, and more. Together highly sophisticated users of probe data to share ideas, spotlight real-world users and help identify and priorities new analytical needs.

NEW GRANTS⁴

- **Surface Transportation System Financing Alternatives (ROUND 1 - \$1,160,000; FY18 \$770,000)**
 - **Round 1** – The Coalition was awarded \$1.16M to explore the feasibility of replacing the gas tax with a mileage-based user fee program in a multistate environment. The project will include pre-deployment activities to begin addressing the challenges associated with a user-based approach (e.g., privacy concerns, equity questions, and administration costs), develop education and outreach material and conduct a focused pilot in DE and PA (50 vehicles per state for 3 months). By conducting this research through the Coalition, all states will benefit from lessons learned – yet no state will need to approach this challenging topic alone.
 - **Round 2** (\$ TBD) – The Coalition’s application for an additional \$1.95M was submitted on June 12, 2017. If awarded Round 2 funds, the three core project activities will include: extended pilots (for light-duty vehicles) in DE and PA, a multi-state truck pilot, and enhanced education and outreach activities to gain a better understanding of east coast drivers and their respective views and concerns.
- **Freight Supply Chain Performance (Phase II).** (TOTAL - \$840,000; FY18 \$420,000) The objective of this FHWA-funded project is to (1) initiate implementation of a national freight fluidity monitoring program and (2) support State and Regional implementation of fluidity measurement. Given the importance of freight movement in the Corridor, this project provides members with the opportunity to weigh in first-hand on FHWA's efforts to advance a national freight performance monitoring program.
- **Everyday Counts TIM PM.** (TOTAL - \$50,000, FY18 \$50,000) The objective of this FHWA-funded project is to work with member states to address the goals of the EDC4 Initiative “Using Data to Improve Traffic

⁴ “NEW” refers to grants received in FY17.

Incident Management” to increase the amount, consistency and quality of TIM data collection, to support the development of performance measures to evaluate and improve traffic incident response. The Coalition is collaborating with FHWA to provide support to Coalition members for the execution of their EDC4 implementation plans, hold a peer exchange to share lessons learned and further promote innovation in the use of TIM performance measures.

MCOM II GRANTS⁵

- **Work Zone Monitoring Tool.** (TOTAL - \$280,000; FY18 \$80,000) Many agencies in the Coalition have recognized the need for better monitoring of work zone performance—to ensure the highest level of safety and to maximize the efficiency of construction and maintenance while balancing the needs for traffic management. This project will deploy a performance monitoring tool to coalition members with work zone data.
- **Volume and Turning Movement Project.** (TOTAL - \$500,000; FY18 \$200,000) The Coalition is conducting research to accelerate the time line in which volume and turning movement data from probe sources may effectively be offered to members to information needs for operations, performance measurement, and planning applications, and that Coalition members understand the fidelity, potential and limitations of such data.
- **Closing the Real-Time Data Gaps.** (TOTAL - \$200,000; FY18 \$175,000) Maintaining a high level of situational awareness 24/7 on all roads, all modes, across agencies and across borders is extremely complex. Many agencies are working with partners in both the public and private sector to try to increase situational awareness through data sharing or data procuring initiatives (e.g., WAZE). This project will tackle policy challenges, procurement issues, fusion methodologies, data quality, analysis, and other technical issues related to obtaining better situational awareness through crowd-sourced data.
- **Regional Highway Operations Group (HOGs) Forum.** (TOTAL - \$215,000; FY18 \$100,000) The I-95 Corridor is organized into five regional areas (New England, Tri-State, Delaware Valley, Potomac and Southern) who meet annually to discuss challenges and identify operational strategies that extend within a state, across jurisdictional boundaries and often across state lines. HOGs are unique in that they bring together policy, planning and management personnel with the ‘rubber-meets-the-road” incident and operations folks including first responders, TMC Operators and other Traffic and Maintenance personnel.
- **Optimal Traffic Monitoring.** (TOTAL - \$65,000; FY18 \$65,000) With the growing use of outsourced probe data, development of new data collection technologies and services, and prevalence of legacy sensor investments, many agencies are re-examining how best to architect their traffic monitoring and management systems. This project would provide guidance to Coalition members in architecting and planning data acquisitions to meet the growing traffic data needs of operations and planning.
- **Computer Aided Dispatch Data Integration Guidelines.** (TOTAL - \$50,000; FY18 \$50,000) All traffic management centers view Computer Aided Dispatch Data (CADD) from first responders as the “holy grail” of incident notification. However, only a handful of TMCs have been able to successfully make CADD available for traffic management and then are overwhelmed by the sheer volume or manner in which CSS data is provided. The project is intended to provide guidance to members who are struggling with CADD integration.

TRUCK PARKING

- **Truck Parking Initiative.** (TOTAL - \$1,400,000; FY18 \$760,000) The I-95CC pioneered the exploration of a sustainable truck parking system that would disseminate real-time availability information across state

⁵ I-95 Corridor Coalition received \$3,560,000 in MCOM grants in 2013. The projects listed are the remaining projects to be completed.

lines. As member agencies embark on a significant truck parking initiative, the Coalition provides a platform to receive feedback from other agencies thus enhancing member's staff's understanding of this challenging issue. As this project comes to a close in FY2018, the lessons learned will be transferred to member agencies.

The Boston Globe

Mass. highway administrator is stepping down

Thomas Tinlin had served since 2015 as administrator of the Highway Division at MassDOT.

By **Adam Vaccaro** GLOBE STAFF JULY 05, 2017

The state's top highway official announced his resignation Wednesday, about two months after he went on medical leave.

Thomas Tinlin, administrator of the Highway Division at the Massachusetts Department of Transportation since 2015, went on leave May 1 after surgery for a brain aneurysm.

He had been expected to return to work this week, according to MassDOT. But Tinlin decided last week that he would end his tenure so he could spend more time with his wife and children, he said.



“It wasn’t an impulsive decision. My wife and I have been talking about it for the last eight weeks,” he said. “This gave me a unique opportunity to reset. The people who share my last name are the most important part of my life. So this summer — this tragedy — has afforded me the opportunity, and I’d be remiss not to take it.”

Tinlin, 52, said he is fully recovered and is not leaving to further focus on his health. “It’s 100 percent a family decision,” he said.

He expects to work again eventually, though he’s not sure in what capacity or whether it would focus on transportation. He also hopes to take on an activist role to raise awareness about brain aneurysms.

Jonathan Gulliver, director for the state highway district surrounding Worcester, has been serving as acting administrator and will remain in that position through at least September, MassDOT spokesman Patrick Marvin said. It was not clear how Tinlin would be replaced on a more permanent basis.

Tinlin had been the longtime commissioner of the Boston Transportation Department under then-Mayor Thomas M. Menino. He introduced new bicycle lanes and the Hubway bike-rental program.

He brought his municipal experience to the state level in 2014, when he was hired by the administration of then-Governor Deval Patrick as the Highway Division’s chief of operations. Tinlin became the division’s administrator in March 2015, under Governor Charlie Baker, and led the transition to all-electronic tolling on the Massachusetts Turnpike.

“From grueling snowstorms to toll demolitions, Tom Tinlin was there to see our highway projects through on time and on budget and he always brought his sense of humor and kindness to the job,” Baker said in a statement.

Tinlin replaced Frank DePaola when he took over in 2015, after DePaola was tapped to lead the Massachusetts Bay Transportation Authority after that winter’s transit crisis. DePaola, also facing medical issues, resigned from the MBTA last year.