



EXECUTIVE BOARD Meeting Minutes

**December 11, 2007
Hanover, MD**

Note: The presentations made at this meeting are posted, with the minutes, on the website at <http://www.i95coalition.org/meeting-minutes.html>

1. Welcome, Introductions, and Outline of Meeting Goals

Neil Pedersen, Executive Board Chair, welcomed everyone to Maryland. Self-introductions were made and the agenda for the meeting was reviewed.

2. Leadership Elections

Leadership elections were held to formally vote Kevin Thibault (Florida DOT) and Stanley Gee (New York State DOT) as Vice Chairs of the Executive Board. Both gentlemen have been serving in an interim capacity to complete the terms of former Vice Chairs Ysela Llort and Brian Rowback.

ACTION: It was motioned, seconded and approved that Kevin Thibault and Stanley Gee become Vice Chairs of the Executive Board for an initial term of two years; serving with Mary Lynn Tischer, Vice Chair, and Neil Pedersen, Chair.

3. USDOT Programs

Stan Gee moderated a discussion on two current USDOT programs. Shelley Row, USDOT's Director of the ITS Joint Program Office, provided information and responses regarding the VII program and Jeff Paniati, FHWA's Administrator for Operations, covered the Congestion Initiative program. Attached to these minutes are copies of presentations for the VII and Congestion Initiatives programs; the following comments were noted during the discussion:

VII Program

- VII is the application of wireless technology for a vehicle to communicate with the roadside or with another vehicle. The USDOT is redefining its VII program to enable more immediate and rapid deployment of safety and mobility applications; the program now consists of three primary phases:
 - Demonstrate immediately VII capabilities through operational tests of most readily available technologies and applications. The Volpe Center is now leading this effort.
 - Continue research to best enable a phased nationwide deployment of VII
 - Monitor and assess emerging technologies to enhance system performance or further accelerate deployment.
- The I-95 Corridor Coalition should keep USDOT/Volpe informed as the CVII and Vehicle Probe projects progress, as both projects are closely related to the USDOT's VII program.
- VII tolling applications will likely be considered by Volpe during Phase I.

- Concern was expressed regarding the states' roles in the operation of VII, its business model, and any liability issues that might arise. It was indicated that an RFI was under development for a VII business model intended to address many of those concerns. Additionally, the VII core leadership group includes representatives of state DOT's, automobile manufacturers, and USDOT to ensure input from major players.

Congestion Initiative

- USDOT's Congestion Initiative is a six-point plan:
 - Relieve urban congestion
 - Unleash private sector investment resources
 - Promote operational and technological improvements
 - Establish a "Corridors of the Future" competition
 - Target major freight bottlenecks and expand freight policy outreach
 - Accelerate major aviation capacity projects and provide a future funding framework
- Congestion Pricing can bring a balance between demand and capacity and is a key component of the USDOT Congestion Initiative – Urban Partnerships. The initial notice for the Urban Partnerships program resulted in the designation of 5 selected projects. Those projects were judged on Tolling (Pricing), Transit, Telecommuting (Travel Demand Management), and Technology. Additionally, the projects demonstrate innovation and an aggressive schedule. A second notice was recently issued offering potential access to funds through a number of discretionary programs.
- Two of the five first round Urban Partnerships projects are in the I-95 Corridor and include:
 - Miami – Creating 21 miles of HOT lanes on I-95 from Fort Lauderdale to downtown Miami. The HOV limit will be raised from HOV2+ to HOV3+. Additionally, a 10-lane highway will be expanded to 12 lanes (by reducing the width of the existing lanes from 12 to 11 feet and using a portion of the shoulder).
 - New York City – Uses Cordon/Area Pricing by charging drivers \$8 and trucks \$21 a day to enter or leave Manhattan below 86th Street on weekdays during the workday. Those who drive only within the congestion zone would pay \$4 a day for cars, \$5.50 for trucks. The program is currently being considered by a commission to determine variations that would be politically and publicly acceptable, with the same outcome as the original proposal.
- Under the second Urban Partnerships solicitation, each project proposal will be evaluated on its own merit; there is no particular advantage for applications submitted within designated Corridors of the Future. However, a separate Truck Parking Initiative has been announced and USDOT is seeking proposals looking at the issue from a multi-state or corridor perspective. Proposed truck parking solutions ideally would be technology-based, rather than resolution through increased capacity.

George Schoener indicated that a meeting with USDOT has been set for December 20 to discuss the I-95 Corridor and how the Coalition can make its Corridors of the Future application successful. In its letter announcing the I-95 Corridor's designation as a Corridor of the Future, USDOT indicated that Coalition state projects would receive priority consideration for discretionary funding. In response to that statement, the Coalition will be seeking priority consideration of a Delaware DOT toll systems improvement project. Additionally, Pennsylvania DOT may provide a project for consideration at the December 20 meeting.

4. Truck Parking Initiative

The USDOT's Trucking Parking Initiative announcement, issued November 16, calls for proposals by February 14, 2008. The Initiative's objectives include the promotion of real-time information dissemination, opening non-traditional facilities to truck parking, and construction and improvement of additional facilities. Emphasis is placed on corridor-wide and regional solutions, with priority consideration given to selected Corridors of the Future. Funding available through the Truck Parking Initiative is \$6.25 million for each of the fiscal years 2006 through 2009. The I-95 Corridor Coalition is seeking information and participation from its member agencies, with the intent to submit a proposal through a member state.

5. Significant Coalition Projects Update

Presentations were given on the following Coalition projects; copies of the presentations are provided with the minutes.

- Commercial Vehicle Infrastructure Integration – Don Baker, New York State DOT, indicated that this project would initiate and advance commercial vehicle based VII development to “catch up” with USDOT's passenger VII program. The CVII program will modify existing infrastructure and communications for a 13 mile VII corridor, and will develop commercial vehicle system and software utilizing the VII architecture.
- Multi-State Vehicle-Probe Based Traffic Monitoring – Phil Tarnoff, University of Maryland, indicated that the contract for the Vehicle Probe Data Collection Program would likely be awarded on December 12 to Inrix Inc. Inrix was recommended because of their demonstrated ability to support the technical specifications, existing agreements with third party suppliers, and full support for Data Rights provisions (as outlined in the RFP). It is expected that data flows will be generated in mid-2008 to feed to individual state systems and for Coalition projects. Remaining issues include promoting the use of the data, validation of data accuracy, and future applications for data use.
- Multidisciplinary Traffic Incident Response Training – Henry de Vries, I-95 Corridor Coalition, provided a status report on the development of a virtual training program for incident responders. A multi-disciplinary Steering Committee was formed to oversee and guide the project, including the development of training objectives, a risk management plan, and an implementation plan. The History Channel has filmed a sequence on this 3D training program for use in its Modern Marvels series - to be aired beginning in January 2008 (watch <http://www.history.com/minisites/modernmarvels/> for air times).

6. AASHTO/FHWA Freight and Intermodal Scan - China

Marygrace Parker recently participated in a Freight and Port Scan of China and she highlighted that country's recent infrastructure and port investments, and its current challenges and opportunities related to internal and external movement of freight.

7. Communications Plan and Reauthorization

Communications Plan

George Schoener indicated that interviews had been conducted – of both internal and external Coalition audiences – as part of the development process for a Coalition Communications Plan. From those interviews and from reviews of current products and deliverables, marketing goals

and tactics were formed. The draft Communications Plan was provided for the Board's review and consideration.

Mary Lynn Tischer moderated a discussion on the draft Communication Plan's goals and tactics, seeking input on marketing priorities. The concept and action items in the draft Communications Plan were generally endorsed; the following additional comments were noted:

- Missing from the Communications Plan is a goal or tactics to involve the transportation system users (AAA, Council of Logistics Managers, etc.), references to involvement of toll authorities, and the education of state legislatures.
- It would be helpful to the Executive Board members to have standard presentation materials suitable for inclusion in speeches. This would help in promoting the Coalition with DOT leaders, state legislatures, and interested parties.
- The Coalition's message should reference economic development since the transportation system is so closely linked to the economy. The Goal "Expand the Coalition's reach into all modes of the transportation community" might be edited to include economic development.

Reauthorization

The Coalition's role in Reauthorization has traditionally been to make the case to continue funding the Coalition. Another role was presented for discussion – to engage in efforts to promote issues of importance to corridors and multi-jurisdictional regions. This expanded role might include proposing policy and/or working with existing organizations to promote multi-jurisdictional coalitions. The following comments were noted:

- The Coalition should be cautious; it's important to maintain a separate identity and not risk a loss of funding.
- The Coalition operates by consensus, without opposing or upsetting members and policy issues should be approached cautiously.
- Draft policy recommendations could be circulated to members to ensure unanimous support.
- It was suggested that policy proposals be submitted to the Board for consideration and determination of next steps.

8. Strategic Vision Study

The Coalition has undertaken a study to develop a long-range (30-year) strategic vision for the I-95 corridor. The tasks, schedule, project elements, and approach for the study were reviewed. The next step is to distribute the strategic vision principles to the Policy & Strategic Planning Committee (the oversight committee for the study). An outreach workshop – to obtain input and support from member agencies – is scheduled for April 2008, with the final product scheduled for release in the summer of 2008. The Board recommended that assumptions related to climate change and energy be consistent with those developed and endorsed by AASHTO in their visioning work. It was also suggested that staff engage the metropolitan planning organizations during the development of the corridor vision.

9. Strategic Direction

To prepare for the work plan discussion, recent events, past work plan guidance, and major initiatives were reviewed. The Board was then asked to consider the following questions, for discussion after the Year 16 proposed work plan is presented:

- Are we addressing the right priorities?
- Do our major initiatives address the correct priorities?
- Do our Year 16 projects respond adequately to the guidance provided?
- What guidance should we provide for Year 17?

10. Annual Work Plan

George Schoener reviewed the funding status for the FY '08 (Year 16) Work Plan:

Estimated Funding	\$5,950,000
Less: Project, Program Development, & M&O Costs:	
Staff (Salaries, fringe & travel)	-830,000
University of Maryland:	-272,500
Admin, Overhead, Fellowship - \$172,500	
Coalition Connection - \$100,000	
Consultant Support:	-1,070,000
Project Management - \$420,000	
Track Logistics - \$650,000	
Less: Ongoing Operating Cost:	
TRANSCOM	-400,000
Funding Available for Year 16 Projects	\$3,377,500

The following Year 16 Work Plan projects were approved by the Steering Committee and forwarded to the Executive Board for consideration:

<i>Committee</i>	<i>Project</i>	<i>Funding</i>
Steering Committee	Marketing & Outreach Program	\$400,000
Policy & Strategic Planning	Design of an Archived Data Management System for Coalition-Collected Operations Data	\$150,000
	Maintenance and Updating of the Integrated Corridor Analysis Tool	\$80,000
Travel Information Services	2008 Vehicle Probe Project	\$1,292,000
	511 Support Services 2009	60,000
	Passenger Information Support Program	70,000
	Integrated Air/Rail Connections and Services	100,000
Coordinated Incident Management	Conduct Additional Quick Clearance Workshops in the Corridor	\$100,000
	Towing & Recovery Incentive Program (TRIP)	\$125,000
	Implement the Southern States Regional Communications Project	\$175,000
Commercial Vehicle Operations	Commercial Vehicle Infrastructure Integration (CVII) – Phase II	\$300,000
Intermodal	Freight Professional Development/Freight Academy Scholarship	\$100,000
	Mid-Atlantic Trucking Operations Study – Phase II	70,000

Electronic Payment Services	Assessment of Corridor Tolling Interoperability Opportunities	\$100,000
	Assess Electronic Payment System Approaches and Identify Long-Term Alternatives Which Support Regional Multi-modal Integration and Congestion Management Strategies (Phase I)	75,000
Safety Committee	Study Crash Data Reporting Methods to Determine Best Practices	\$125,000
Total Projects		\$3,322,000
Contingency Fund for Emerging Initiatives		55,500
Total Year 16 Work Plan Projects		\$3,377,500

ACTION: Following a discussion on the proposed Work Plan and the Coalition’s strategic direction, the Board approved the Year 16 Work Plan as recommended by the Steering Committee and outlined above. Recommended Year 17 work plan guidance should include:

- An evaluation of the Coalition and each Track’s recent events and projects, to be reported to the Board with the Year 17 work plan. The evaluation should indicate what differences were made in the short and long term, and status reports on multi-year projects.
- The Coalition’s role in arranging funding and participating in the maintenance of any projects that are released to member states once developed (i.e., ICAT, PIP, etc.).
- Priorities should be developed based on what’s been done and what each Track is trying to accomplish. Additionally, priorities should be developed based on the results of the Strategic Vision Study.
- Funding should be set aside in Year 17 for Reauthorization-related activities.
- Applications, benefits, and the private sector’s role of the Vehicle Probe Data need to be defined.
- The Coalition should further its efforts to present issues and solutions related to funding of transportation projects that affect multiple states.

11. Events, Next Meeting, and General Updates

Coalition Annual Meetings

The 2008 Annual Meetings of the Coalition and its Coordinated Incident Management Committee will be held on May 13-14 and May 15-16, respectively. Both events will be held at the Crowne Plaza Universal in Orlando, Florida. The Coalition’s Annual Meeting will include a Florida showcase, a diverse general session, training opportunities, and tours of Florida Turnpike facilities and the Kennedy Space Center.

2008 ITS America/World Congress

Coalition Staff recently met with Scott Belcher, the new President of ITS America, to discuss the Coalition’s role in the 2008 ITS America & World Congress combined meeting. More information on Coalition activities at the event, to be held in November in New York City, will be announced when scheduled.

Next Meeting

The next meeting of the Executive Board will be a combined meeting, with the Steering Committee, at the Coalition's Annual Meeting in May 2008.

It was indicated that AASHTO's Annual Meeting would be held in October in Hartford, Connecticut, and a Coalition meeting, during AASHTO, might be an option for the fall Board meeting. It was determined, however, that the AASHTO meeting would be used as a marketing opportunity for the Coalition and a stand alone meeting of the Coalition's Executive Board would be held in December.

12. Other Business

There being no other business, the meeting adjourned.