



## EXECUTIVE BOARD and STEERING COMMITTEE Meeting Minutes

June 8, 2010  
Washington, DC

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

### 1. Welcome and Introductions

Neil Pedersen, Executive Board Chair, welcomed those present and those participating by webcast to the Executive Board and Steering Committee combined meeting. Self-introductions were made and the agenda for the meeting was reviewed.

Mr. Pedersen thanked the National Capital Region Transportation Planning Board, represented by Andrew Meese, for hosting the meeting.

### 2. Significant Initiatives in the I-95 Corridor (Coalition Member Activities)

Eric Madden (Pennsylvania DOT Deputy Secretary for Aviation & Rail Freight and I-95 Corridor Coalition Executive Board Vice Chair) moderated a panel on Coalition-member initiatives in the corridor.

#### TIGER Grants – Eric Madden, Pennsylvania DOT

Included in the American Recovery and Reinvestment Act (ARRA), the TIGER grant program provides \$1.5 billion for transportation projects deemed to have a significant economic and environmental benefit to a metropolitan area, region or the nation. In September 2009, the USDOT received applications seeking a total of \$57 billion, or about 40 times the amount available through the program. TIGER Grants awarded in the I-95 Corridor States totaled \$361,638,000 or 24% of TIGER Grant funds. In addition, \$105,000,000 was awarded to Tennessee for the Crescent Corridor Intermodal Rail Freight Project which will directly benefit a number of I-95 Corridor Coalition states.

The USDOT recently announced it will accept pre-applications for TIGER II grants until July 16 (final applications are due August 23). The USDOT is authorized to award \$600 million in TIGER II discretionary grants through the FY 2010 Appropriations Act. The grants will provide capital assistance to states, local governments and transit agencies for TIFIA financing, capital grants or transportation planning activities.



It was noted that the I-95 Corridor Coalition's role in the TIGER grant program is limited to providing members with any available data requested; the Coalition will refrain from writing or endorsing proposals.

### **Southeast Rail Initiative – Erik Steavens, Georgia DOT**

Georgia DOT has developed an intercity/high speed rail vision in conjunction with the national vision for high speed rail. GDOT's approach is to work with neighboring states to begin the planning/ National Environmental Policy Act (NEPA) process for the Georgia corridors, and to develop statewide support for capital, operations and maintenance. The next steps for the Southeast include applying for NEPA funding for Atlanta-Charlotte and Atlanta-Macon corridor segments, developing an operations plan for Atlanta-Louisville, broadening the rail coalition to Mississippi and Louisiana, developing interstate rail passenger network compacts, and developing regional support for capital and operations & maintenance. Georgia's next steps include applying for NEPA funding, and studying Georgia's connectivity for high-speed rail.

The I-95 Corridor Coalition's Southeast Rail Operations Study (SEROPs) is serving as a resource for the southern states in their rail initiatives. SEROPs Phase II is currently underway and will identify strategic freight and passenger-rail corridors in the Southeast region, and provide technical assistance to the Southeast states in advancing a regional rail program. SEROPs Phase II findings and rail corridor maps will be presented at the Southeast States' Working Group convening at the September 2010 meeting of AASHTO's Standing Committee on Rail Transportation (SCORT).

### **I-95 Study in North Carolina – Gene Conti, North Carolina DOT**

In 2009, North Carolina DOT initiated an I-95 Corridor Planning & Finance Study to pinpoint I-95's deficiencies & needs, create a master plan for improvements, and streamline development of future projects. The study's elements include environmental screening, traffic forecast models, public involvement, needs assessments, alternatives analysis, financial models, and a phasing & implementation plan. Multiple funding options – traditional, tolling, and tax – for I-95 improvements will be evaluated, and construction timeframes will be determined based on funding availability.

North Carolina legislation (HB 1245) tasked NCDOT to study tolling at the borders on interstates and I-95 was used as a study sample. The study results showed that border tolling wouldn't generate sufficient revenue to address long-term needs, and produced only enough to build one interstate mile per year.



## EPS Tolling Interoperability – JJ Eden, North Carolina Turnpike Authority

The Alliance for Toll Interoperability (ATI), Chaired by JJ Eden, is continuing to advance initiatives and promote change in the toll industry with the goal of solving the “interoperability dilemma” by the end of 2011. The ATI has initiatives underway in the areas of video technology, violation legislation reciprocity agreements, data/funds exchange pilot programs, and open communication & involvement.

In the area of License Plate (LP) Tolling, an RFI issued by ATI in late 2009 produced six responses, all recommending or assuming a hub-based approach for exchange of transactions. The ATI is releasing a request for proposals in July 2010 containing the key vendor tasks of (1) a network into Home Agencies to accept valid license plate lists, and (2) a network into Away Agencies to accept toll transactions and present matched valid license plates. Violation enforcement is another key issue and the ATI has conducted meetings to address questions and concerns related to individual state needs, due process and adjudication, penalties and fines, and DMV involvement. Other ATI initiatives are underway, including pilot programs for the exchange of data and funds with select agencies.

### **3. Authorization and Multi-State Corridors**

Stanley Gee (New York State DOT’s Acting Commissioner and I-95 Corridor Coalition’s Executive Board Vice Chair) moderated a session on the next round of Authorization.

Paul Schmid, with the Office of U.S. Senator Carper (Delaware), and Greg Nadeau, FHWA’s Deputy Administrator, provided updates on Congressional and USDOT activities related to Authorization of the Surface Transportation Act. On the legislative side, it was indicated that several versions of the bill have been discussed, with varying funding amounts and revenue sources. A sustainable funding source is a key element, and current considerations include gas or sales taxes, carbon fees, and VMT-based fees. USDOT’s framework for an Authorization bill includes several factors, such as safety; promotion of livable communities, sustainability, and economy; maintaining assets/facilities in good repair; and planning for future growth.

Mr. Nadeau also referenced the FHWA Administrator’s “Every Day Counts” innovation initiative. Its purpose is to identify and deploy innovative techniques and technology that will help prepare the highway community to meet the needs of the 21<sup>st</sup> transportation system and economy.

### **4. Significant Initiatives in the I-95 Corridor (Coalition 3-Year Plans)**

The Executive Board and Steering Committee were provided with “3-Year Program Plans” developed for the Coalition’s major activities to document the anticipated



direction and funding needs. These 3-year plans were developed under the recommendations of the Coalition's 2040 Strategic Vision, and with the input of the project teams and program track committees. Following are the 3-Year Program Plans presented at this meeting, and the issues brought forward for discussion. Note that the PowerPoint presentations detail each program and are posted with these minutes.

### VMT-Based User Fees

**Brief Summary:** The Coalition's activities relate to exploring the administrative, institutional and legal issues of a multi-state distance-based road user charging system.

**Discussion Items or Issues:**

- Should the Coalition continue work in this area?
- Are the issues identified for further study the correct ones? Are there other areas of interest?
- Should the Executive Board re-visit the issue of future work (beyond the proposed follow-on project) at its next meeting?

**Comments Noted:**

- Given the potential administrative costs, it was advised that the project team continue to gather data and to document research, and to proceed cautiously.
- Further research with DMV's and other collection agencies would be beneficial to determine interests, concerns and functionalities.
- The Policy & Strategic Planning Committee will work with the project team to discuss next steps, and will present the status and proposed work to the Executive Board at the December meeting.

### Freight Corridors

**Brief Summary:** This program supports the Coalition's goal to facilitate improved freight movement through innovative approaches that mitigate identified issues affecting the transportation system's throughput, efficiency, and safety. Work elements include updating projected freight demand and flows, developing information and analysis tools to support state and national planning and decision making, analyzing freight transportation system issues and opportunities, and developing regional freight corridor plans.



#### Discussion Items or Issues:

- Are these appropriate roles for the Coalition and are these the appropriate projects?
  - Training (i.e., Freight Academy)
  - Technical Assistance
  - Analytical Support (and Data Generation)
  - Institutional Model Development
- Should we pursue a consensus on a program of projects for investments, and financing options? Should it be done for the corridor as a whole or by sub-regions?
- Should the Coalition continue to support freight corridor development in the absence of federal legislation?

#### Comments Noted:

- The Freight Corridors elements provide substantial resources for the public and private sector, and should continue to be developed. It is important, however, that the Coalition does not develop a priority list of improvements as a result of the Freight Corridors research.
- The Coalition should continue to support Freight Corridors development in the absence of federal legislation. Cost/benefit analyses and performance measures data could be developed – again, stopping short of prioritizing improvement projects.

### **Vehicle Probes, Performance Measures and Information Sharing**

**Brief Summary:** The Coalition has several initiatives underway to support the integration of information systems, and the gathering and dissemination of travel time and archived data. These activities remove the boundaries between current local/state information systems to support improved traffic management, traveler information, alternate route planning, performance measurements, and facility usage data.

#### Discussion Items or Issues:

- What should the Coalition's role be in:
  - Continuing acquisition of vehicle probe data?
  - Expanding/enhancing RITIS?
  - Performance Measures?



## Comments Noted:

### Vehicle Probe Data:

- Vehicle Probe data acquisition should continue on a cost-share basis with the benefiting states.
- Although data quality continues to improve, there were concerns about reliability. It was indicated that vehicle probe data should be considered one element of a program and it should be integrated with other data sources and tools to ensure the best accuracy on travel times and volumes.

### Expanding/Enhancing RITIS:

- The Coalition should encourage the sharing of information, and a benefit of RITIS is that everyone is using the same data.
- Development of the end-user system is a priority to ensure that drivers receive the information in a timely manner and it affects their decisions on the road.
- It was determined that further development of RITIS for the corridor (and the country) would be put on hold, and a working group would be established to further discuss the program.

### Performance Measures:

- The states struggle with some elements of Performance Measures and assistance from the Coalition would be beneficial.
- The Coalition should not develop each state's individual Performance Measures program.
- The Coalition should conduct a webcast to demonstrate the Vehicle Probe-Performance Measures activities supported in North Carolina.

## Incident Management

**Brief Summary:** The Coalition's program is designed to reduce congestion and increase safety by clearing incidents more quickly and reliably through assistance to Coalition states in implementing and improving their comprehensive incident management programs. The primary elements of the Coalition's program are the quick clearance training workshops and materials, and the 3-D virtual incident management training system.



#### Discussion Items or Issues:

- Is the Coalition moving in the right direction for incident management training?
- Is the anticipated investment appropriate?
- Are there additional training partnerships that should be pursued?

#### Comments Noted:

- The Coalition's incident management training program is beneficial and both elements – quick clearance workshops and the 3D virtual training – should be continued in parallel.
- Cost-sharing opportunities for the incident management training programs should continue to be pursued.

### Green Corridor

#### Brief Summary:

The Coalition is exploring its role as a forum for information exchange to assist members in addressing climate change issues and environmental sustainability. Initial program components include establishing a working group, facilitating education and awareness, identifying sustainability practices and players, establishing sustainability performance measures, serving as a test bed for technologies, and identifying funding opportunities.

#### Discussion Items or Issues:

- Are the proposed focus areas appropriate?
  - Corridor-wide sustainability performance measures
  - Electric fueling infrastructure installation
- Are there other areas that should be considered?

#### Comments Noted:

- The Green Corridor program should move forward; however, it is not recommended that a single technology (i.e., electric fueling) be targeted.
- Cost sharing opportunities should be pursued.
- The program should concentrate on areas not currently being explored.



## 5. Executive Board Business - Next Meeting

The next meeting of the Executive Board will be held in December 2010, and the primary agenda item will be the review and approval of the annual work program. After discussion with the group, it was determined that a central location – such as Washington, DC – would be preferred given the travel restrictions in place at many of the member agencies. Details on the meeting will be provided as the date nears.

## 6. Other Business

There being no other business, the meeting adjourned.



**I-95 Corridor Coalition  
Executive Board Meeting  
June 8, 2010**

**Participants**

**In Person:**

ATA – Ted Scott  
Cambridge Systematics – Arlee Reno  
CONEG – Anne Stubbs, Rich Brancato  
ConnDOT – Jeffrey Parker  
DC DOT – Soumya Dey  
Delaware DOT – Carolann Wicks, Gene Donaldson, Greg Oliver  
FWHA – Jeff Lindley, Greg Nadeau, Greg Jones, Lucy Garliauskas, Breck Jeffers  
Georgia DOT – Erik Steavens  
I-95 Corridor Coalition – George Schoener, Tom Martin, Marygrace Parker, Bill Stoeckert  
IBTTA – Neil Gray  
Maine DOT – Gary Williams  
Maryland DOT – Caitlin Hughes Rayman  
Maryland SHA – Neil Pedersen, Mike Zezeski  
Maryland TA – David Greene  
NCRTP/MWCOG – Andy Meese  
New Jersey DOT – James Hogan  
New York State DOT – Stan Gee, Don Baker  
NC DOT – Gene Conti, Roberto Canales  
NC TPK – JJ Eden  
OmniAir Consortium – Tim McGuckin  
Pennsylvania DOT – Eric Madden  
Port Authority of NY & NJ – Victoria Kelly, Mark Muriello, Karen Ryan Tobia  
Senator Carper’s Office – Paul Schmid  
Telvent Team – Gary Euler, Patty Reich, Betty Serian, David Ewing  
TRANSCOM – Matt Edelman  
University of Maryland – Michael Pack  
VA DRPT – Mike Harris  
VDOT – Gummada Murthy

**By Webcast:**

Cambridge Systematics – Rich Margiotta  
Florida DOT – Debbie Hunt  
Maryland DOT – Chris?  
Maryland SHA – Glenn McLaughlin, Steve Gaudio  
Maryland Transportation Auth – Randy Brown  
Ministry of Transp. of Quebec – Dave Henry  
NY State Thruway Authority – Bill Behrens  
North Carolina DOT – Kelly Wells  
Virginia Dept of Health – Frank Cheatham  
Virginia DOT – Connie Sorrell  
WILMAPCO – Dan Blevins  
Other – Michael Haugh