



EXECUTIVE BOARD Meeting Minutes

December 6, 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, Introductions, and Opening Remarks

Neil Pedersen, Executive Board Chair, welcomed all present and all participating by webcast to the Executive Board meeting. The Executive Board's Vice Chairs were recognized, and the National Capital Region Transportation Planning Board was thanked for hosting the meeting. Self-introductions were made and the agenda for the meeting was reviewed.

Neil Pedersen recognized Bill Stoeckert, retiring from his position as the Coalition's Information and Payment Services Program Coordinator. As a member of the Coalition's staff and previously as a representative of Connecticut DOT, Bill's dedication and hard work contributed greatly to the success of the Coalition and to the national recognition received. Neil acknowledged Bill's significant contributions to the Coalition and his positive impact on travel information throughout the Corridor.

2. Federal Motor Carrier Safety Administration

Anne S. Ferro, Administrator of Federal Motor Carrier Safety Administration (FMCSA), spoke about FMCSA's agenda to meet the nation's safety challenges and to share FMCSA's activities to ensure that safety is built into the front end of the supply chain, not just at the roadside inspection or in the aftermath of a crash.

FMCSA regulates more than 8 million large trucks and 32,000 motor coaches. On the driver side, FMCSA ensures the safety compliance of more than 4 million truck and bus drivers, all working for 500,000 active motor carriers. A drastic reduction in death and injury on the nation's roadways is the Department's top priority. To provide leadership in delivering safety programs, the agency's mission has been framed with three core principles: to raise the safety bar to enter the industry; maintain high safety standards to remain in the industry; and remove high-risk operators from the road. These principles align with the Department's broader top goals of: safety; a transportation system in a state of good repair; economic competitiveness; environmental sustainability; and livable communities.

Administrator Ferro further detailed the Department's CSA (Compliance, Safety and Accountability) and MCSAP (Motor Carrier Safety Assistance Program) Programs, as well as initiatives underway with the I-95 Corridor Coalition and USDOT/RITA focusing on how ITS technologies support FMCSA's safety mission. Administrator Ferro complimented the I-95 Corridor Coalition on its ongoing efforts in areas such as Commercial Vehicle IntelliDrive, and mentioned the mutually beneficial and long-time working relationship with FMCSA.



3. Northeast Corridor Infrastructure and Operations Advisory Commission

Carolann Wicks, Secretary of Delaware DOT, is serving as Chair of the Northeast Corridor Infrastructure and Operations Advisory Commission. The Commission held its inaugural meeting on September 27, bringing together appointed representatives from Connecticut, the District of Columbia, Delaware, Massachusetts, Maryland, New Jersey, New York, Pennsylvania, Rhode Island, and Amtrak, and with senior DOT officials in Washington D.C. The Commission was formed under the Passenger Rail Investment and Improvement Act of 2008, whose purpose is to achieve a unified vision for the future growth, development and operations of the northeast corridor.

The Commission has a broad mandate to recommend a future direction for the northeast corridor as a transportation and economic corridor for the region and the nation. In addition to encouraging mutual cooperation and planning, it is directed to develop goals and recommendations for the future of the Corridor that will expand and improve service for all users through greater reliability, reduced travel times, increased frequencies, and greater intermodal connections; develop a formula for allocating costs and revenues among users and owners of the Corridor; and develop a report on the role of Amtrak's corridor service in the region's economic development.

4. American Trucking Association

Mary Phillips, Senior Vice President of Legislative Affairs, provided insight on the trucking industry and the American Trucking Association's (ATA) priorities designed to promote highway safety and efficiency. Trucking in the U.S. accounts for 83.1% of the nation's freight bill and carries 69% of all domestic freight tonnage. In the U.S., 96% of trucking companies have fewer than 20 trucks.

To address congestion and safety issues, ATA has developed the following priorities:

- Increase investment and capacity in the National Highway System and other freight-heavy highways and connectors
- Address freight bottlenecks
- Finance highway investment by raising the fuel tax
- Prohibit tolling of existing, non-tolled Interstate System capacity
- Ensure modal equity so that any multi-modal freight program treats all modes fairly
- Prohibit expansion of Highway Trust Fund eligibility
- Increase truck productivity
- Preserve current Hours of Service rule
- Support reform on the proliferation of programs, excessive earmarking, and on process-based programs (vs. outcome-based)

5. USDOT – Research and Innovative Technology Administration

Dr. Robert Bertini, Deputy Administrator, provided a briefing on the Research and Innovative Technology Administration's (RITA) connectivity initiatives, specifically IntelliDrive and AERIS. In line with Secretary LaHood's priorities of safety, state of good repair, economic competitiveness, livable communities, and environmental sustainability, RITA's ITS program is designed to break down silos in and between modes to address those priorities.



IntelliDrive is a suite of technologies and applications using wireless connectivity to communicate between vehicles, and between vehicles and roadside infrastructure. IntelliDrive provides the opportunity to improve safety through greater situational awareness and through reduction or elimination of crashes using driver advisories, driver warnings, and vehicle control.

AERIS is a program to investigate whether it is possible and feasible to generate/capture environmentally-relevant real-time transportation data (from vehicles and the system), and use this data to create actionable information that can then be used by system users and operators to support and facilitate “green” transportation choices. The ultimate goal is to transform environmental management of the transportation system.

In addition to the technical issues for implementation of programs such as IntelliDrive and AERIS, there are also very difficult policy issues to address, such as determination of certifying authority, how the devices will be certified for operation in a critical safety environment, and who will enforce that operation. Additionally, consideration must be given to privacy issues, funding of the wireless communications and the necessary infrastructure, risk and liability issues, and data ownership.

6. International Freight Scan

Tony Furst (FHWA) and Eric Madden (PennDOT) presented the details and findings of an international technology scan they participated in earlier this year. The primary objective of the scan was to understand the institutional, organizational and administrative structure of European freight corridor programs, including the planning, programming, development and implementation processes. The key findings in policies, planning, sustainability, implementation and operations were discussed. The general conclusions pointed to the importance of a constant unifying vision linking transportation and the economy, an international comprehension of the system, the need to align policies and priorities, and understanding the value of multiyear and stable funding. FHWA and AASHTO will produce a complete report on the International Scan and the report will be available through the Coalition’s website.

7. I-95 Corridor Coalition Business

Year 19 (FY ‘11) Funding & Work Plan

George Schoener provided background on the Coalition’s funding through SAFETEA-LU and the continuation of funding through extensions. Although Year 19 (FY ‘11) funding is uncertain, a work plan has been developed since the program year will likely be fully funded through SAFETEA-LU extensions.

The following Year 19 (FY ‘11) Work Plan was approved by the Steering Committee and forwarded to the Executive Board for consideration:



	Allocation of Staff/PM Costs ¹	Without Staff/PM Costs Allocation
Estimated Funding	\$6,947,000	\$6,947,000
Estimated Annual Funding	6,300,000	6,300,000
Available Funds from Prior Years	647,000	647,000
Projects and Support Costs	\$6,946,255	\$6,946,255
<i>Ongoing Costs</i>	<i>\$1,046,136</i>	<i>\$1,659,500</i>
UMD Contract Admin	182,500	182,500
Coalition Staff	370,436	939,000
Program Management – Telvent Team	493,200	538,000
<i>Project Development & Support</i>	<i>403,000</i>	<i>403,000</i>
Policy & Strategic Planning	20,000	20,000
Travel Info Services	103,000	103,000
Coordinated Incident Management	125,000	125,000
Intermodal	155,000	155,000
<i>Project Proposals</i>	<i>5,497,119</i>	<i>4,883,755</i>
Coalition Website	100,000	100,000
Project Info Dissemination & Marketing	403,428	350,000
Operations Academy Scholarships	87,000	87,000
Performance Measures w/Vehicle Probe Data	32,820	0 ²
ICAT Maintenance/Support	115,265	100,000
Additional Quick Clearance Training	115,265	100,000
3-D Incident Management Training Deploy	144,081	125,000
Secondary Incidents Tracking	144,081	125,000
NUG Implementation	34,580	30,000
Additional StreetSmarts Sessions	25,000	25,000
Law Enforcement Work Zone Safety	115,265	100,000
Freight Academy	57,633	50,000
Implementing Sustainable Delivery Innovations	352,978	352,978
I-95 Marine Highway	105,530	75,000 ³
Freight Corridors Data Acquisition	15,265	0 ⁴
2011 Vehicle Probe Project	2,126,067	1,844,503
2011 Vehicle Probe Support	149,845	130,000
Traffic Message Channel Codes	43,801	38,000
Quality Travel Time w/VPP	81,377	70,600
Integrating Real-Time Volume Flow	74,922	65,000
Park & Ride Real Time Parking	125,000	125,000
CITE Course: Travel Time I	55,674	55,674
CVII IntelliDrive	560,000	560,000
VMT-Based Charges	345,795	300,000
Green Corridors Sustainability	86,449	75,000
Variance	\$745	\$745

¹ The project proposal funding amounts may reflect (1) additional related support costs, and (2) reductions for funding acquired from other sources.

² Funding (\$215,000) for this effort will be acquired from prior years' remaining budgets.

³ Total funding for this project is \$200,000; the difference will be covered from work done in other related efforts and through balances of prior years' remaining budgets.

⁴ Funding (\$100,000) for this effort will be acquired from prior years' remaining budgets.



ACTION: Following a discussion on the proposed Work Plan, the Board approved the Year 19 (FY '11) Work Plan as recommended by the Steering Committee and outlined above.

Next Meeting of the Executive Board

The next meeting of the Executive Board will be held in the May-June 2011 timeframe in the Washington, DC, area.

8. U.S. House of Representatives Transportation and Infrastructure Committee

Jim Tymon, Republican Staff Director of the Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee, provided a briefing on transportation activities in Congress. Authorization of the Surface Transportation Act is a priority for the House, with the schedule for extensions and a final bill still unknown. The current extension provides funding through December 31, 2010, and it is anticipated that the next extension will cover several months – possibly through the end of the fiscal year (September 2011). It was indicated that Rep. Mica anticipates that a structure for the new Bill will be developed this spring and will reflect a 5-6 year program.

The revenue source for the Highway Trust Fund is a primary issue; the current fund generates \$35 to \$40 billion each year and expenditures are approximately \$50 billion annually. Tough choices lay ahead for Congress in cutting costs and/or finding additional revenue sources for the Highway Trust Fund.

Stated goals for Authorization of the Surface Transportation Act include:

- Stabilize the Highway Trust Fund (avoiding general fund bail-outs)
- Improve use and leveraging of existing revenues (i.e., make current programs – TIFIA, RIF, Build America Bonds, etc. – more accessible and flexible)
- Streamline the project delivery process (from the drawing board to cutting the ribbon)

9. Other Business

There being no other business, the meeting adjourned.



EXECUTIVE BOARD December 6, 2010

Participants

In Person:

AASHTO – Janet Oakley, Leo Penne
American Trucking Assns – Mary Phillips,
Ted Scott
Amtrak – Matt Kelly
Baltimore Metropolitan Council – Todd Lang
CONEG – Rich Brancato
DC DOT – Soumya Dey
Delaware DOT – Gene Donaldson,
Greg Oliver, Brett Taylor, Carolann Wicks
Delaware River & Bay Auth – James Johnson
FHWA – Joyce Curtis, Tony Furst,
Kate Hartman, Greg Jones, Jeff Lindley
FMCSA – Bill Bronrott, Anne Ferro
I-95 Corridor Coalition – George Schoener,
Tom Martin, Marygrace Parker, Bill Stoeckert
IBTTA – Pat Jones
Maryland DOT – Caitlin Rayman
Maryland SHA – Neil Pedersen
Maryland Transp Auth – Randy Brown,
David Greene
Massachusetts DOT – Clinton S. Bench
NCRTP/MWCOG – Andy Meese
New York State DOT – Robert Zerrillo
New York State Police – Sgt. Ira Promisel
North Carolina DOT – Gene Conti
Pennsylvania DOT – Eric Madden
Port Authority of NY & NJ – Mark Muriello
Telvent – Gary Euler, Patty Reich
TRANSCOM – Matt Edelman
TRB – Mark Norman
USDOT/RITA – Robert Bertini
US House of Rep – Jim Tymon
WILMAPCO – Tigist Zegeye

By Webcast:

Connecticut DOT – Bill Scarazo
FHWA – Breck Jeffers
Florida DOT – Bob Romig
Florida Inland Navigation District –
David Roach
New Jersey DOT – Dave Kuhn, Erik Powers
New Jersey Turnpike Authority – Sean Hill
New York State DOT – Rick McDonough
New York State Thruway Auth – Don Bell
Quebec Ministry of Transport –
Evangeline Levesque
Richmond Reg'l Planning – Barbara Nelson
Virginia DOT – Connie Sorrell