



I-95 Corridor Coalition
3-Year Plans for Executive Board/Steering Committee – June 8, 2010

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TAB 2:

Strategic Vision Opportunity:

Host and Coordinate a Pilot Program for a
Multi-state VMT User Fee Revenue Collection Program

3-Year Plan:

VMT Initiative



Project: VMT-Based Fees
Date: June, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Hosting and coordinating a pilot program for a multi-state VMT user fee revenue collection program.
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The Coalition’s 2040 vision stated that overall transportation capital investment in the corridor would need to increase from about \$32 billion per year to between \$46 and \$71 billion per year depending on performance level desired. Building on the recommendations of the TRB and the National Surface Transportation Policy and Revenue Study Commission to transition away from a fossil fuel-based financing system, the Coalition identified transition to a VMT-based financing/pricing system as one of the six key vision implementation issues.</p> <p>In the spring of 2009, the Coalition Executive Board directed staff to embark upon a program to help address the surface transportation program funding crisis by exploring alternatives to the gas tax as the primary funding mechanism. In December, 2009, a project was launched to identify the requirements and estimate the costs of a system to administer a multi-state VMT-based fee system, and to explore legal and regulatory issues that may hinder its adoption.</p> <p>Planned actions in the short term include the following:</p> <ul style="list-style-type: none"> • A follow-up effort to explore in more depth issues pertaining to: <ul style="list-style-type: none"> ○ The implications of including toll and pricing functionality in an integrated multi-state system (accommodation of states with different priorities) ○ The tradeoff between increasing system functionality, system requirements and the costs of deploying and administering the system ○ The feasibility of building upon existing institutions and systems ○ Issues pertaining to the transition from existing revenue collection systems to a system based on VMT charges (e.g., co-existence of fuel taxes and VMT charges, retrofit vs. new vehicles, etc.). ○ Legal issues of concern to member agencies • Continuing outreach and coordination with members, others involved nationally and key Federal and Congressional staff <p>Coalition funding would be used to support the items listed above. In December, 2010, the Executive Board would discuss whether the Coalition should continue work in this area and, if so, what activities it should engage in.</p>

Project Three Year Plan – Funding Summary

Project: VMT-Based Fees

	Funded Activities			3-Year Plan		
Coalition Program Year:	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
Federal Fiscal Year:		FY'09	FY'10	FY'11	FY'12	FY'13
Funding Available to the Coalition				Oct 2011	Oct 2012	Oct 2013
Core Program						
Identification of Coalition Role and Scope Development for Initial Project	February – December 2009 \$50,000					
Administrative, Institutional and Legal Analysis		December 2009 – August 2010 \$300,000				
Follow-Up on Specific Administrative, Institutional and Legal Issues			October 2010 – April 2011 \$500K			
Future Coalition Activity				TBD	TBD	TBD

TAB 3:

Strategic Vision Opportunity:

Provide a Laboratory for
Testing Advanced Operations Concepts

3-Year Plan:

Vehicle Probes, Performance Measures



Project: Vehicle Probe Project (VPP)

Date: June 1, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a laboratory for testing advanced operations concepts
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The 3-Year strategy supports the Coalition’s goal to provide comprehensive and continuous real-time travel information to members throughout the Corridor to reduce the travel time for motorists. The project is being expanded to provide data in all Corridor states to provide a regional benefit to the agencies and motorists.</p> <p>Tactical actions include:</p> <ul style="list-style-type: none"> • <u>Continue data collection for the Vehicle Probe Project including data acquisition, validation, support, and mobilization for new states;</u> • <u>Continue developing applications for further use of the project data;</u> • <u>Continuation of the Long Distance Trip Planner ;</u> • <u>Provide support for States developing Performance Measures utilizing the Vehicle Probe Project data; and a corridor-wide bottleneck monitoring program</u> <p>The data acquisition from INRIX will continue and the coverage area will be expanded to all states within the Corridor. This expansion will assist agencies in obtaining the data through a shared payment system and continued use of the contract through the University of Maryland to obtain the data. As part of the project validation will be continue and be expanded to include all additional states participating in the project. This will enable an even more thorough evaluation of the INRIX data.</p> <p>The focus of recent efforts has involved agencies integrating the VPP data into their systems to provide more robust travel information for their users. Some of the data applications that will be supported include: integrating the VPP data into web applications, using the monitoring site map to monitor freeways and detect issues, automating data to present travel times on VMS/DMS, incorporating VPP data into statewide monitoring systems and 511 operations, and using VPP data by Agency Planning Departments.</p> <p>The VPP data will also be utilized to continue support of the Performance Measure Project, which will demonstrate how states can create a congestion monitoring program; and will also support a corridor-wide monitoring program for major bottlenecks.</p> <p>The VPP data is also being used to continue the Long Distance Trip Planner, which was developed utilizing funds from the USDOT sponsored SafeTrip initiative.</p>

Project Three Year Plan – Funding Summary

Project: Vehicle Probe Project

	Funded Activities			3-Year Plan		
	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
Coalition Program Year:		FY'09	FY'10	FY'11	FY'12	FY'13
Federal Fiscal Year:				Oct 2011	Oct 2012	Oct 2013
Funding Available to the Coalition						
Core Program						
RFP Preparation and Selection Process	Oct 2006-Dec 2007 \$58,000					
First Three Years of Data Collection - Vendor Contract + Initial Data Validation	Jan 2008-Aug 2009 \$2,820,000	Sep 2009-Oct 2010 \$1,450,000	Nov 2010-Jun 2011 \$1,050,000			
Continuation of Data Collection - Vendor Contract + Data Validation				Jul 2011-Jun 2012 \$1,470,000 - \$4,200,000	Jul 2012-Jun 2013 \$1,450,000 - \$3,850,000	Jul 2013-Jun 2014 \$1,470,000 - \$3,877,000
Staff and Project Team Support	Jan 2008-June 2010 \$226,097	Jan 2010-Jun 2011 \$126,097	Jul 2011-Jun 2012 \$128,141	Jan 2012-Jun 2013 \$135,228	Jan 2013-Jun 2014 \$137,437	
Applications						
Application Development		Jan 2010-Dec 2010 \$115,000		Oct 201-Sep 2012 \$45,000	Oct 2012-Sep 2013 \$45,000	Oct 2013-Sep 2014 \$45,000
Long Distance Trip Planner (part of SafeTrip)						
Initial Development *	Jan 2009-May 2010 \$874,400					
Continuation of Project		Jun 2010-Oct 2010 \$80,457	Nov 2010-May 2011 \$124,770	Jun 2011-May 2012 \$131,000	Jun 2012-May 2013 \$133,000	Jun 2013-May 2014 \$135,000
Staff Support	Jan 2009-May 2010 \$76,645	Jun 2010-May 2011 \$12,009	Jun 2011-May 2012 \$12,489	Jun 2012-May 2013 \$12,989	Jun 2013-May 2014 \$13,509	
Performance Measures						
Initial Development	Dec 2008-Dec 2010 \$250,000					
Additional Demonstrations of State Performance Monitoring				Oct 2011-Sep 2012 \$75,000	Oct 2012-Sep 2013 \$75,000	Oct 2013-Sep 2014 \$75,000
Continuing Staff and Contract Support for Bottleneck Monitoring				Oct 2011-Sep 2012 \$75,000	Oct 2012-Sept 2013 \$75,000	Oct 2013-Sep 2014 \$75,000

* Funding for SafeTrip was provided outside of the Coalition's regular funding from RITA thru Volpe contract

Vehicle Probe Cost Sharing Example - Year 19 Funding

State	Current Coverage		I-95 Facility Only				Original RFP Coverage (I-95 Plus Key Parallel Facilities)			
	Total Miles	Total Cost	Total Miles	Coalition Pays 100%	Coalition Pays 50%		Total Miles	Coalition Pays 100%	Coalition Pays 50%	
					State Cost ¹	Coalition Cost			State Cost ¹	Coalition Cost
Maine	0	\$0	303	\$272,700	\$148,850	\$136,350	357	\$321,300	\$173,150	\$160,650
New Hampshire	0	\$0	16	\$14,400	\$14,400	\$7,200	102	\$91,800	\$58,400	\$45,900
Vermont	0	\$0	0	\$0	\$0	\$0	0	\$0	\$0	\$0
Massachusetts	0	\$0	88	\$79,200	\$52,100	\$39,600	366	\$329,400	\$177,200	\$164,700
Rhode Island	0	\$0	44	\$39,600	\$32,300	\$19,800	74	\$66,600	\$45,800	\$33,300
Connecticut	0	\$0	111	\$99,900	\$62,450	\$49,950	416	\$374,400	\$199,700	\$187,200
New York	0	\$0	24	\$21,600	\$21,600	\$10,800	264	\$237,600	\$131,300	\$118,800
New Jersey	470.5	\$352,875	141	\$105,750	\$65,375	\$52,875	470.5	\$352,875	\$188,938	\$176,438
Pennsylvania	148.3	\$111,225	51	\$38,250	\$31,625	\$19,125	148.3	\$111,225	\$68,113	\$55,613
Delaware	46	\$34,500	23	\$17,250	\$17,250	\$8,625	46	\$34,500	\$29,750	\$17,250
Maryland/DC	297.2	\$222,900	109	\$81,750	\$53,375	\$40,875	297.2	\$222,900	\$123,950	\$111,450
Virginia	305.5	\$229,125	172	\$129,000	\$77,000	\$64,500	305.5	\$229,125	\$127,063	\$114,563
North Carolina	261.8	\$196,350	187	\$140,250	\$82,625	\$70,125	261.8	\$196,350	\$110,675	\$98,175
South Carolina	0	\$0	198	\$148,500	\$86,750	\$74,250	220	\$165,000	\$95,000	\$82,500
Georgia	0	\$0	112	\$100,800	\$62,900	\$50,400	127	\$114,300	\$69,650	\$57,150
Florida	0	\$0	383	\$344,700	\$184,850	\$172,350	728	\$655,200	\$340,100	\$327,600
Subtotal	1529.3	\$1,146,975	1962	\$1,633,650	\$993,450	\$816,825	4183.3	\$3,502,575	\$1,938,788	\$1,751,288
	<i>Contingency</i>	\$191,972		\$160,000	\$0	\$160,000		\$200,000	\$0	\$200,000
	<i>Validation</i>	\$182,608		\$336,279	\$0	\$336,279		\$336,279	\$0	\$336,279
	<i>Management</i>	\$154,941		\$148,099	\$0	\$148,099		\$148,099	\$0	\$148,099
	<i>Overhead</i>	\$12,500		\$12,500	\$0	\$12,500		\$12,500	\$0	\$12,500
	Total	\$1,688,996		\$2,290,528	\$993,450	\$1,473,703		\$4,199,453	\$1,938,788	\$2,448,166

1 - States pay UMD Overhead (contract processing costs)

TAB 4:

Strategic Vision Opportunity:

Provide a Laboratory for
Testing Advanced Operations Concepts

3-Year Plan:

Information Systems



Project: Information Systems

Date: May, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a Regional and Systems Perspective to Support Coordinated Policy, Planning, Operations and Investment Decisions, and Providing a Laboratory for Development and Testing of Advanced Operations/MI Concepts.
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The 2040 Vision assumes an aggressive Corridor operations strategy including full application of state-of-the-practice procedures throughout the corridor. Over the years, the Coalition has invested substantial resources in various systems to enable sharing of information for operational and planning purposes. Included in this three-year plan are activities designed to achieve the following objectives:</p> <p>A. Establish the capability to display and analyze vehicle probe travel time, incident data and other data for a variety of operational and analysis purposes. This includes development of analytical tools that transform the raw vehicle probe data into useful information for operational and planning purposes.</p> <p>B. Establish the capability for long term archiving of vehicle probe travel time, incident related data and other data from member agency systems to support a variety of research and analysis needs of the Coalition and member agencies.</p> <p>C. Establish the capability to aggregate vehicle probe travel time data in order to update state highway planning network attribute data.</p> <p>D. Provide an opportunity for member agencies to share incident information in real-time with others through the native system operating in each traffic management or travel information center.</p> <p>The activities envisioned leverage previous Coalition investments in the development of ICAT, the ISN, the data archive design, the vehicle probe data acquisition and RITIS. Funding to support the expansion/enhancement of RITIS is intended to be a combination of Coalition funds, member agency and other state funding (perhaps through a pooled fund arrangement) and Federal funding. The amount shown is the proposed Coalition contribution.</p>

Project Three Year Plan – Funding Summary

Project: Information Systems

Coalition Program Year: Federal Fiscal Year: Funding Available to the Coalition	Funded Activities			3-Year Plan		
	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
		FY'09	FY'10	FY'11	FY'12	FY'13
				Oct 2011	Oct 2012	Oct 2013
Core Program						
ICAT Development	2000 - 2009 \$1.5 million					
ICAT Maintenance and Support	2008 – 2009 \$200K	2010 \$100K	2011 \$100K	2012 \$100K	2013 \$100K	2014 \$100K
ISN Development	2003 – 2009 \$840K					
Data Archive Design	2009 \$150K					
Development of Vehicle Probe Archive in RITIS		2010 \$70k				
Enhance/Expand RITIS to Serve as an Archive and Source of Data Gathered from TMCs Throughout the Region				2012 \$850k	2013 \$850k	
Provide Support Services for the Use of RITIS' Data Archiving Capability				2012 \$220k	2013 \$220k	2014 \$220k
Develop Capability to Provide Aggregated Vehicle Probe Data to ICAT for Display and Analysis on Integrated State Highway Planning Networks				2012 \$150K		

TAB 5:

Strategic Vision Opportunity:

Provide a Laboratory for
Testing Advanced Operations Concepts

3-Year Plan:

Commercial Vehicles



Program: Commercial Vehicle Program
Date: May 17, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Providing a laboratory for testing advanced operations concepts.
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>This 3-Year program supports the Coalition’s goal to provide a real-world test bed for the development, testing, and deployment of interoperable technologies and improved data sharing to improve safety, security, and mobility on the nation’s freight transportation system. The vision for the test-bed (<i>real world laboratory</i>) is one in which commercial vehicles, motor carriers, enforcement resources, highway facilities, intermodal facilities, toll facilities, and other nodes on the transportation system collect data for their own purposes and share the data seamlessly in order to improve motor carrier safety, operational efficiency, freight mobility, and infrastructure preservation. This vision will be achieved through the application of interoperable technology with 5.9 GHz, DSRC, and other wireless communication systems as the core for information sharing between in-vehicle, on-the-road, and freight facility systems.</p> <p>The strategies for achieving the strategic vision will be contained in and leveraged under the following three program initiatives:</p> <ul style="list-style-type: none"> • Truck Parking Initiative – multi-year, multi-state deployment test providing real-time truck parking availability information to carriers ; • Commercial Vehicle Infrastructure Integration (CVII) - deploying wireless communication from roadside systems to commercial vehicles (Vehicle to Infrastructure - V2I, Infrastructure to Vehicle - I2V) for a number of purposes (screening, routing, travel information, etc.) and between trucks/maintenance vehicles and passenger cars (Vehicle to Vehicle - V2V) for collision avoidance.; and achieving interoperability between 5.9 GHz DSRC an 9.15 MHz e-screening systems; and • Commercial Vehicle Operations (CVO) Traveler Information – improving the quality and applicability of real-time data for carriers through integration of agencies’ bridge, routing, and incident information; traveler information systems; and working with navigation systems providers of routing data. <p>Future program activities will be influenced by the results of these current and projected efforts, expansion of other successful deployment tests, and strategic opportunities/decision points for additional functionality provided through pursuit of research initiative(s) (e.g., AASHTO Research Initiatives). Potential projects to support advancement of these program initiatives are outlined in the attached tables. Additionally, these strategies will seek to address other issues related to technology deployment, including but not limited to:</p> <ul style="list-style-type: none"> • Expansion of specific deployment test to other jurisdictions (additional states in corridor; beyond the corridor, etc.) • Seamless interoperability among systems (e.g. - integrating projects: I-95 Truck Parking and West Coast Truck Parking) for end-users • Long term Operations and Maintenance scenarios (PPP, Federal, State, etc.) • Provision of clear business models/business case for support of interoperable and sustainable technologies or services.

I-95 Corridor Coalition
Commercial Vehicle
Program

completed	funded/underway	to be funded/tbd
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	Funded Activities			3-Year Plan		
Coalition Program Year:	Prior to Year 15 > Oct 2007	Year 15 - Year 17 Oct 2007 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Federal Fiscal Year:	Pre FY' 07	FY'07, FY'08, FY'09	FY'10	FY'11	FY'12	FY'13

Commercial Vehicle Infrastructure Integration \$1.25M Allocated as: Year 15 FY' 07-08, \$300k Phase 1 Year 16 FY' 08-09 \$200k Phase II Year 18 FY' 10-11	NOTE: Projects are listed within Fiscal Years based on timelines completed or anticipated completion	OSCAR - \$2M+	Vehicle to Infrastructure Infrastructure to Vehicle (V2I/I2V)	Define CVII Phase III to include Dynamic Routing to CV w/Vehicle Disabling	Expand 5.9 GHz vehicle deployment; Test and Evaluate RSE/OBE and Applications - \$300K	Develop Transit Bus and Commercial Maintenance Vehicle Signal Priority - \$350K	"CV Eco-Driving" Develop Optimized Traffic Flows and Vehicle Operations for minimized emissions/fuel use - \$TBD
		Schodack Integrated Screening Site: LPR Year 11, \$150,000; WIM Year 14, \$200,000; w/ Safety & Security Screening Year 10, \$125,000	CVII/WRI Testing/Data Analysis & Evaluation; Heavy Vehicle to Light Vehicle - driver safety warnings		Weather and Road Condition Vehicle based Sensors - \$250K	Expand 5.9 GHz deployment of Transit Buses & Emergency Vehicles - \$350K	Develop/Test Port Container/Cargo Management - \$350K
		RFP Issued/Awarded for CVII Work Phase I and II	Integration/Testing of CVII/Wireless Roadside Inspection		Improve System Operations - Utilize AASHTO efforts; Focus on Weather and Road Conditions Applications - \$TBD	Application, development, testing of AASHTO Research results on Traffic Signal SPAT & Optimization - \$250K	Traffic Signal SPAT & Optimization - \$250K
		NCSHP/CVSA/Volvo Enforcement Project \$72k	Maintenance Vehicle to CV		AASHTO Pavement Management System \$TBD	CV Dynamic Routing (Integrate travel information, i.e., routing, incident, e-permitting verification, real-time Truck Parking to OBE and roadside-\$400K)	
			Heavy Vehicle to Light Vehicle - driver safety warnings		AASHTO - Signal Phase and Timing; Signal Algorithms; IntelliDrive; WRI; Smart Roadside/CVISN - \$TBD		Utilize CVII Corridor - integrate buses, maintenance vehicles, trucks, passenger vehicles - \$350K
					Expand Tolling to CVII \$TBD		

I-95 Corridor Coalition
Commercial Vehicle
Program (DRAFT)

completed	funded/underway	to be funded/tbd
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	Funded Activities			3-Year Plan		
Coalition Program Year:	Prior to Year 15 > Oct 2007	Year 15 - Year 17 Oct 2007 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Federal Fiscal Year:	Pre FY' 07	FY'07, FY'08, FY'09	FY'10	FY'11	FY'12	FY'13

Real-time Truck Parking Availability System \$5.5 M	Preparation of FHWA Proposal & Work Plan	Preparation of FHWA Proposal & Work Plan \$100,000				
	System Development		System Development & Implementation; Operation and Evaluation \$5.355 M			
	Post Operational Test - Continued Systems Operations				O&M - continued TBD: private sector; CC; states; FHWA- \$TBD	
	Expanded Infrastructure					Additional Sites - States or Corridor-wide - \$TBD
	Integration w/ Other Programs					I-95/WCC Project "Seamless to User" Interface - \$TBD Integration w/ CVII 5.9GHz (See CVII)

I-95 Corridor Coalition
Commercial Vehicle
Program (DRAFT)

completed	funded/underway	to be funded/tbd
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	Funded Activities			3-Year Plan		
Coalition Program Year:	Prior Years ... - Sep 2009	Year 17 Oct 2009 - Sep 2010	Year 18 Oct 2010 - Sep 2011	Year 19 Oct 2011 - Sep 2012	Year 20 Oct 2012 - Sep 2013	Year 21 Oct 2013 - Sep 2014
Federal Fiscal Year:	... - FY'08	FY'09	FY'10	FY'11	FY'12	FY'13

Commercial Vehicle Operations Traveler Information \$300k	Program Planning, Management, and Documentation		Project Scoping; Development of Working Group		
	Deployable Solutions to Meet the Needs of the Commercial Vehicle Community	ATIS/Traveler Information and Fleet Forward (Prior CVO Projects) - i.e., OS/OW; Credentials Exchange; OSCAR - \$3M+		Integrate with NHS (including IVR ad 511 NY Web); VMS; Regional Integrated Transportation Information System (RITIS)	Routing Information to CV On Board (See CVII)
				Improve real-time incident information sharing to CVO community	
				Facilitate agencies' linkage of bridge, routing, and related information to TMCs and traveler information systems	
				Develop/link real-time information between agencies to facilitate seamless routing	
				Work with navigation systems and other information providers to improve routing data for trucks	

Project Descriptions

Year 19 Projects	Objective	Cost
CVII - Expand 5.9 GHz Vehicle Deployment	Expand vehicle deployment of 5.9 GHz to include test and evaluation of roadside equipment/on-board equipment applications	\$300k
CVII - Weather and Road Condition Vehicle Based Sensors	Utilize vehicle based sensors focused on road/weather condition to improve safety	\$250k
CVII - System Operations Improvements (AASHTO)	Improve system operations by deploying/testing AASHTO research findings related to road weather conditions applications	\$TBD
CVII - Pavement Management System	Deploy/test AASHTO research findings related to pavement management systems	\$TBD
CVII - Signal Phase and Timing	Deploy/test AASHTO research findings related to signal phase and timing systems	\$TBD
CVII - Expand Tolling to CVII	Expand tolling applications to include 5.9 GHz communication with CV	\$TBD
Truck Parking - O&M Sustained	Determine sustained business model/case real-time truck parking system (PPP; private sector; states; FHWA; TBD)	\$TBD
Truck Parking - Additional Sites	Outfit additional sites and incorporate data to create more robust real-time truck parking availability system	\$TBD
Truck Parking - I-95/WCC Seamless User Interface	Integrate truck parking information systems to create seamless access for end users	\$TBD
Truck Parking - Integration with CVII 5.9 GHz	Integrate real-time truck parking availability data with CVII platform and vehicle delivery	\$TBD

Year 20 Projects	Objective	Cost
Develop Transit Bus and Commercial Maintenance Vehicle Signal Priority	Deploy/test results of research findings related to signal prioritization for Transit Bus and Maintenance Vehicle application	\$350k
Expand 5.9 GHz deployment of Transit Buses & Emergency Vehicles	Expand deployment of 5.9 GHz technology to Transit Bus and Emergency Vehicles	\$350k
CVII - Signal Priority (Transit Bus & Emergency Vehicle)	Integrate in-vehicle applications with infrastructure signaling controls for priority throughput in emergency scenarios	\$250k
CVII and CVO Traveler Information - CV Dynamic Routing	Integrate travel information (routing, incident, e-permitting verification, real-time truck parking availability, etc.) to on-board and roadside equipment/systems	\$400k

Year 21 Projects	Objective	Cost
CVII - CV Eco-Driving	Utilize real-time traffic data and routing information to positively affect operational efficiencies which reduce fuel usage and emissions; etc.	\$TBD
CVII - Integrate Port Container/Cargo Management	Create a platform for the commercial vehicle to interface with emerging cargo management systems and programs (public and/or private) to recognize operational efficiencies and compliance with Hours of Service regulations	\$350k
Traffic Signal SPAT & Optimization	Optimize operational efficiency aligned to signal timing	\$250k
CVII - Utilization of CVII Corridor Applications	Integrate and test real world applications system-wide throughout the entire corridor (culminating effort converges full application deployment against full vehicle spectrum in real world operating scenarios)	\$350k

TAB 6:

Strategic Vision Opportunity:

Provide a Regional and Systems Perspective to Support
Coordinated Policy, Planning, Operations and
Investment Decisions

3-Year Plan:

Incident Management & Quick Clearance



Project: Incident Management and Quick Clearance Program

Date: March 24, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a Regional and Systems Perspective to Support Coordinated Policy, Planning, Operations and Investment Decisions
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The 3-Year strategy supports the Coalition’s goal to reduce congestion and to increase safety by clearing incidents more quickly and more reliably through assistance to Coalition States in implementing and improving their comprehensive Incident Management and Quick Clearance Programs.</p> <p>Strategic actions include:</p> <ul style="list-style-type: none"> • <u>Continued Update of Quick Clearance Materials and Conduct of Quick Clearance Workshops</u> to further the highly successful foundational quick clearance program; • <u>Develop a Quick Clearance Train-the-Trainer Package</u> and then conduct Train-the-Trainer sessions for member agencies throughout the Corridor to expand training opportunities; • <u>Foster National Unified Goal Implementation</u> by developing and establishing regional incident management teams; • <u>Provide a Virtual Training Program to First Responders</u> allowing easy access to advanced 3-D training; • <u>Establish and Conduct an Incident Management Quick Clearance Certification Program</u> to assist agencies in evaluating and supporting staff participation in incident management training; and • <u>Conduct Additional Activities to Support Overall Incident Management and Quick Clearance Program Strategy</u> as identified through emerging issues. <p>While the Core Curriculum and Train-the-Trainer packages are being developed, additional Quick Clearance Responder Training Sessions will continue to be conducted to maintain momentum and educational outreach. Simultaneously, the roll-out of the Coalition’s 3-D Virtual Incident Management Training System will occur, and will enable even more widespread training for multidisciplinary responders based at various locations having internet access. This two-pronged approach will, in the future, enable States to conduct in-person Interdisciplinary Responder Training Workshops as well as Virtual Training for Responders throughout the State’s jurisdictions and its Cross-Border Regions. This 3-year Coalition Strategy for its Incident Management and Quick Clearance Program will position States to encourage broader implementation of progressive incident management and quick clearance techniques by educating and training personnel for years to come.</p>

Project Three Year Plan – Funding Summary

Project: Incident Management and Quick Clearance Program

Coalition Program Year:	Funded Activities			3-Year Plan		
	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
	Federal Fiscal Year:	FY'09	FY'10	FY'11	FY'12	FY'13
	Funding Available to the Coalition			Oct 2011	Oct 2012	Oct 2013
Core Program						
Quick Clearance Best Practices Study and Responder Toolkit, Toolkit Update, and Workshop Development	March 2006 – April 2009 \$101,840			Produce, Supply, and Update Quick Clearance Informational (Toolkits, DVDs, Fact Sheets, ...) \$20,000	\$20,000	\$20,000
Implement QC Best Practices and Conduct Quick Clearance Training Workshops	October 2008 – October 2010 \$200,000		January–September 2011 \$125,000	\$100,000	\$100,000	\$100,000
Quick Clearance Core Curriculum (DOTs, Responder, Police, Fire, EMS, etc.) and Train-the-Trainer Course Materials Development		January – December 2010 \$75,000				
Conduct Quick Clearance Train-the-Trainer Sessions			January–September 2011 \$125,000	\$100,000	\$100,000	\$100,000
Organize and Host NUG Summit (in conjunction with FHWA and NTIMC); develop IM Pocket Guide; and Regional IM Task Forces Follow-up	January 2010 – May 2011 \$150,000			Foster NUG implementation by developing and establishing Regional IM/NUG Teams \$75,000	\$75,000	\$75,000
3-D Virtual Incident Management Training System development, deployment, and ongoing maintenance and training support	April 2007 – December 2010 \$1,399,812		January 2011 – October 2011 \$100,000	\$125,000	\$125,000	\$125,000
Establish, Conduct, and Maintain IM-QC Certification Program				\$50,000	\$100,000	\$100,000
Emerging Additional Projects in support of the overall Program Strategy				\$200,000	\$200,000	\$200,000

TAB 7:

Strategic Vision Opportunity:

Provide a Regional and Systems Perspective to Support
Coordinated Policy, Planning, Operations and
Investment Decisions

3-Year Plan:

Training



Project: Training: Operations Academy & Freight Academy

Date: March 24, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a regional and systems perspective to support coordinated policy, planning, operations and investment decisions.
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The 3-Year strategy supports the Coalition’s goal to enhance the Coalition’s multi-state leadership role in data and information sharing, training, public-private collaboration, multi-state operations, and policy analysis.</p> <p>Strategic actions include:</p> <ul style="list-style-type: none"> • Operations Academy: To provide scholarships to Coalition members in support of their participation in the Academy • Freight Academy: To continue to work with the private sector to identify emerging issues and trends in goods movement and identify and coordinate applicable instructors and field visits to incorporate into the curriculum.

Project Three Year Plan – Funding Summary

Project: Training: Operations Academy & Freight Academy

	Funded Activities			3-Year Plan		
	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
Coalition Program Year:		FY'09	FY'10	FY'11	FY'12	FY'13
Federal Fiscal Year:				Oct 2011	Oct 2012	Oct 2013
Funding Available to the Coalition						
Operations Academy						
Program & Curriculum Development	Year 13 - \$75,000					
Scholarships	Year 14 - \$101,665 Year 15 - \$117,048	\$70,000	\$70,000	\$75,000	\$75,000	\$80,000
Freight Academy						
Needs Assessment	Year 14B - \$100,000					
Program & Curriculum Development; (includes scholarships Year 16-18)	Year 16 - \$100,000	\$125,000	\$105,000	\$50,000	\$50,000	\$50,000
Scholarships (year 18 forward)				\$50,000	\$50,000	\$50,000

TAB 8:

Strategic Vision Opportunity:

Provide a Regional and Systems Perspective to Support
Coordinated Policy, Planning, Operations and
Investment Decisions

3-Year Plan:

Safety Programs



Project: Safety Program
Date: April 7, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a Regional and Systems Perspective to Support Coordinated Policy, Planning, Operations and Investment Decisions
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The Safety Program Strategy aligns with the Coalition’s goal to make the I-95 Corridor a model of regional cooperation for transportation safety, and particularly its Vision Principle to “Support AASHTO’s safety goal to reduce fatalities by one-half by 2030.” Each of the strategic actions, and their associated projects, address the overall goal to improve traffic safety through educational and enforcement activities for high-risk behavior, promoting safe driving, and targeting the implementation of safety programs for specific repeat offenders. The Coalition Member States’ Strategic Highway Safety Plans serve as the basis for the Safety Track’s focus areas, including but not limited to: reducing impaired, aggressive, and distracted driving and speeding; increasing seat belt utilization; reducing lane/roadway departure crashes; improving traffic records and informational resources; reducing young driver and older driver fatalities; broadening the awareness of safety issues; improving truck and bus travel safety; improving road conditions, intersection safety, and incident response; and raising public awareness to develop a safer driving culture.</p> <p>Strategic actions include:</p> <ul style="list-style-type: none"> o <u>the identification and sharing of best practices,</u> o <u>advancing enforcement and education strategies,</u> o <u>the identification of systematic improvements,</u> and o <u>expanding Safety Awareness</u> throughout the Corridor and to the broad Safety Community by serving as an informational clearinghouse for best practices in highway safety policy, planning, operations, and countermeasures. <p>An informational inventory containing the prevalence and characteristics of major categories of serious crashes by regions throughout the Corridor is being developed, along with the identification and assessment of current highway safety/road user programs and policies that target these major serious crash categories. Over the next three years, the Safety Program will serve as an informational clearinghouse for Coalition Members for Best Safety Programs and Practices, continue to update this baseline inventory as new issues and solutions emerge, and encourage Members to implement these Best Practices by:</p> <ul style="list-style-type: none"> o Developing an implementation package accompanied by a series of educational forums, webinars, and visits to Coalition States to promote Best Practice implementation; o Targeting specific road geographies/demographics and assisting Coalition Members in enacting various identified Best Practices; o Continued Sponsorship of Street Smart Sessions (non-utilization of seatbelts by youth) in targeted high risk demographic areas based on statistical analyses; and o Providing an informational clearinghouse to DOTs, Safety Agencies, and Law Enforcement to advance enforcement and educational strategies which implement Best Practices. <p>In order to address timely issues which emerge over the next three years, the Safety Program Strategy incorporates flexibility through yet-to-be-determined supplementary projects in support of the overall Safety Program Strategy.</p>

Project Three Year Plan – Funding Summary

Project: Safety Program

	Funded Activities			3-Year Plan		
	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
		FY'09	FY'10	FY'11	FY'12	FY'13
				Oct 2011	Oct 2012	Oct 2013
Coalition Program Year:						
Federal Fiscal Year:						
Funding Available to the Coalition						
Core Program						
Inventory Best Safety Programs, Foster Implementation of those Best Practices, and Update those Practices as required to Promote the Pursuit of Best Safety Programs Implementation Corridor-wide.	October 2008 – May 2010 (Safety Data Analysis Project and Ten Percenters Project) \$350,000		November 2010 – February 2012 (Implement the Ten Percenters and Best Safety Programs Best Practices; Distracted Driver Media Analysis Project) \$ 285,000		November 2012 – October 2013 \$ 150,000	November 2013 – October 2014 \$ 200,000
Conduct Street Smart Sessions to promote Seat Belt Utilization by Teens/Young Adults	September 2008 – September 2010 \$50,000		November 2010 – October 2011 \$38,000	November 2010 – October 2011 \$25,000	November 2012 – October 2014 \$ 50,000	
Provide informational support to DOTs, Safety Agencies, and Law Enforcement to advance Best Practices in educational and law enforcement strategies	April 2009 – April 2010 (Crash Data Reporting Project) \$ 125,000			November 2011 – October 2012 \$ 175,000		November 2013 – October 2014 \$ 175,000
Emerging Additional Projects in support of the overall Program Strategy (Distracted Driving, Speed, Alcohol, Roadside Safety, etc.)				November 2011 – October 2012 \$ 200,000	November 2012 – October 2013 \$ 200,000	November 2013 – October 2014 \$ 200,000

TAB 9:

Strategic Vision Opportunities:

Advocate and Facilitate Intermodal Passenger and
Freight Approaches

- and -

Develop multi-state funding approaches for highway
and rail capacity and bottleneck relief

3-Year Plan:

Freight Corridors



Project: Multi-Modal Freight Corridors Program

Date: May 11, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	<ul style="list-style-type: none"> • Advocate and facilitate the improvement of intermodal passenger and freight transportation systems and services • Develop multi-state funding approaches for highway and rail capacity and bottleneck relief
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3-Year Plan:	<p>The 3-year plan supports the Coalition’s goal to facilitate improved freight movement through innovative approaches that mitigate identified issues affecting transportation systems throughput, efficiency, and safety. The plan anticipates a national emphasis on improving freight transportation and builds on prior Coalition work to create regional freight corridor programs that will inform state, carrier, port, and national planning and decision making.</p> <p>Strategic actions include:</p> <ul style="list-style-type: none"> • Update of projected freight demand and flows— <ul style="list-style-type: none"> ○ Corridor-wide population, economic development, trade and land use trends, ○ Major freight corridors and nodes. • Development of information and analysis tools to support state and national planning and decision making— <ul style="list-style-type: none"> ○ Supply chain patterns, ○ Corridor-level freight transportation performance (capacity, reliability...), ○ Solutions “toolbox,” and ○ Programming and prioritization methods (benefit-cost analysis). • Analysis of freight transportation system issues and opportunities <ul style="list-style-type: none"> ○ Highway/truck, ○ Rail, and ○ Waterborne/coastal shipping and ports. • Development of regional freight corridor programs— <ul style="list-style-type: none"> ○ Northeast region, ○ Mid-Atlantic region, and ○ Southeast region. <p>The 3-year plan anticipates using the Mid-Atlantic region as the pilot for development of a regional freight corridor program, building on the completed MAROps, MATOps, and short sea shipping studies. Work in Year 19 would focus on drafting a Mid-Atlantic freight corridor program, building the tools needed to support programming and prioritization for grant applications, and advancing analysis of highway/truck, rail, and port issues and opportunities in the Northeast and Southeast. Work in Year 20 would focus on finalizing the Mid-Atlantic freight corridor program and drafting the freight corridor programs for the Northeast and Southeast regions. Work in Year 21 would focus on finalizing the Northeast and Southeast freight corridor programs. The intent is to provide programs that can be used by the Coalition states, carriers, and transportation authorities for their internal project programming and that would position them to compete effectively for grants and credit support that may emerge from reauthorization of the federal surface transportation program.</p>

Project Three-Year Plan – Funding Summary

Project: Freight Corridors Program

		Funded Activities			3-Year Plan		
	Coalition Program Year	Prior Years thru Sep 2009	Year 17 Oct 2009 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Region	Federal Fiscal Year	thru FY'08	FY'09	FY'10	FY'11	FY'12	FY'13
Coalition Region	Freight System Networks and Corridors	ICAT <i>Freight Networks</i>	ICAT <i>Maintenance</i>	Freight Corridors <i>Overview/Update</i>		Freight Corridors <i>Overview/Update</i>	
	Industries/ Supply Chains/ Freight Flows	Regional Bottlenecks <i>Scan</i>			Industries/Supply Chains <i>Profiles</i>		
	Performance	Highway System Performance Measures		Freight Performance Measures <i>Data/Trends</i>	Freight Performance Measures** <i>Data/Trends</i>	Freight Performance Measures** <i>Data/Trends</i>	
	Solutions Toolbox			Freight Resiliency <i>Routing Information Strategies</i>	Freight Solutions Toolbox <i>Best Practices</i>	Freight Solutions Toolbox <i>Best Practices</i>	
	Programming and Prioritization			Benefits Assessment Phase I <i>("TIGER-compatible" B/C templates)</i>	Benefits Assessment Phase II		

Project: Freight Corridors Program *(continued)*

		Funded Activities			3-Year Plan		
	Coalition Program Year	Prior Years thru Sep 2009	Year 17 Oct 2009 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Region	Federal Fiscal Year	thru FY'08	FY'09	FY'10	FY'11	FY'12	FY'13
Northeast Region	Truck Freight System				NETOps Highway Program		Northeast Freight Corridors Program & Projects
	Rail Freight System	NEROps II Projects Inventory				NEROps III Rail Program	
	Marine Freight System	Short Sea/Coastal Issues	Marine Highway Corridors and Port Strategic Plans			Marine Highway Corridors and Port Strategic Plans	

Project: Freight Corridors Program *(continued)*

		Funded Activities			3-Year Plan		
	Coalition Program Year	Prior Years thru Sep 2009	Year 17 Oct 2009 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Region	Federal Fiscal Year	thru FY'08	FY'09	FY'10	FY'11	FY'12	FY'13
Mid-Atlantic Region	Truck Freight System	MATOps I <i>Truck Bottlenecks</i>	MATOps II <i>Highway Program</i>	Mid-Atlantic Freight Corridors Pilot Phase I	Mid-Atlantic Freight Corridors Pilot Phase II	Mid-Atlantic Freight Corridors Program & Projects	
	Rail Freight System	MAROps I & II <i>Rail Program</i>					
	Marine Freight System	Short Sea/Coastal <i>Issues</i>	Marine Highway Corridors and Port Strategic Plans		Marine Highway Corridors and Port Strategic Plans		

Project: Freight Corridors Program *(continued)*

		Funded Activities			3-Year Plan		
	Coalition Program Year	Prior Years thru Sep 2009	Year 17 Oct 2009 – Sep 2010	Year 18 Oct 2010 – Sep 2011	Year 19 Oct 2011 – Sep 2012	Year 20 Oct 2012 – Sep 2013	Year 21 Oct 2013 – Sep 2014
Region	Federal Fiscal Year	thru FY'08	FY'09	FY'10	FY'11	FY'12	FY'13
Southeast Region	Truck Freight System				SETOps I <i>Bottlenecks/ Projects Inventory</i>	SETOps II <i>Highway Program</i>	Southeast Freight Corridors Program & Projects
	Rail Freight System	SEROps II <i>Rail Issues/ Corridors</i>			SEROps III <i>Rail Program</i>		
	Marine Freight System	Short Sea/Coastal <i>Issues</i>	Marine Highway Corridors and Port Strategic Plans			Marine Highway Corridors and Port Strategic Plans	

**I-95 Corridor Coalition – Multimodal Freight Corridors Program
Three-Year Plan (Draft as of May 11, 2010)**

	Approved and Funded Projects		Three Year Plan			
	Year 17	Year 18	Year 19	Year 20	Year 21	Totals
	Oct '09 to Sept '10	Oct '10 to Sept '11	Oct '11 to Sept '12	Oct '12 to Oct '13	Oct '13 to Oct '14	
Freight Corridors Update (Note 2)		\$25,000		\$50,000		\$50,000
Industries/Supply Chains			\$150,000			\$150,000
Freight Performance Measures (Note 2)		\$25,000	\$25,000	\$25,000		\$50,000
Freight Resiliancy		\$82,500				
Freight Solutions Toolbox			\$75,000	\$25,000		\$100,000
Benefits Assessment I (Note 2)		\$50,000				
Benefits Assessment II			\$75,000			\$75,000
Coalition Region Subtotal		\$182,500	\$325,000	\$100,000		\$425,000
NETOps			\$150,000			\$150,000
NEROps II		\$125,000				
NEROps III				\$250,000		\$250,000
Marine Highway/Port Strategies (Note 1)	\$25,000			\$25,000		\$25,000
NE Freight Corridors Program					\$250,000	\$250,000
Northeast Region Subtotal	\$25,000	\$125,000	\$150,000	\$275,000	\$250,000	\$675,000
MATOps II	\$70,000					
Marine Highway/Port Strategies (Note 1)	\$25,000		\$75,000			\$75,000
MA Freight Corridors Program I (Pilot) (Note 2)		\$150,000				
MA Freight Corridors Program II (Draft)			\$150,000			\$150,000
MA Freight Corridors Program III (Final)				\$200,000		\$200,000
Mid-Atlantic Region Subtotal	\$95,000	\$150,000	\$225,000	\$200,000		\$425,000
SETOps I			\$150,000			\$150,000
SETOps II				\$200,000		\$200,000
SEROps III			\$500,000			\$500,000
Marine Highway/Port Strategies (Note 1)	\$25,000			\$75,000		\$75,000
Se Freight Corridors Program					\$500,000	\$500,000
Southeast Region Subtotal	\$25,000		\$650,000	\$275,000	\$500,000	\$1,425,000
Year Totals	\$145,000	\$457,500	\$1,350,000	\$850,000	\$750,000	
Three-Year Plan Total						\$2,950,000

Notes:

- 1) Marine Highway/Port Strategies (Year 17) \$75,000 with \$25,000 nominally allocated to each region
2) Freight Corridors (Year 18) \$250,000 allocated among four sub projects (Freight Corridors Update, Freight Performance Measures, Freight Benefits Assessment I, and Mid-Atlantic Freight Program Pilot)

Project Descriptions

* Projects referenced from Years 18 and prior are previously funded and either completed, underway, or impending initiation.

Year 19 Projects	Objective	Cost
Industry Supply Chain Profiles	Develop resource guide on industry supply chain patterns for major Coalition region industry/commodity groups	\$150,000
Freight Performance Measures II	Update corridor-level measures of freight system performance (capacity, reliability, safety....)	\$25,000
Freight Solutions Toolbox	Develop resource guide on best practices for addressing highway, rail, and marine freight bottlenecks	\$75,000
Benefits Assessment II	Refine, test and distribute tools for assessing benefits, costs, and risks of freight improvements to support state, carrier, and port programming and prioritization of freight improvements	\$75,000
NETOps	Assess Northeast highway/truck system supply and demand, identify bottlenecks, and develop regional highway/truck corridor improvements program	\$150,000
Mid-Atlantic Marine Highway/Port Strategies II	Review major port improvement plans, outline visions and goals, and build consensus on draft regional program	\$75,000
Mid-Atlantic Freight Corridor Pilot II	Draft Mid-Atlantic freight corridor program	\$150,000
SETOps I	Assess Southeast highway/truck system supply and demand, identify bottlenecks, and develop regional highway/truck corridor improvements program	\$150,000
SEROps III	Complete high-priority regional rail improvements program	\$500,000
<i>Year 19 Total</i>		\$1,350,000

Year 20 Projects	Objective	Cost
Coalition Freight Corridors Update	Refresh projections of Corridor-wide population, economic development, trade and land use trends; and update description of major freight corridors/nodes	\$50,000
Freight Performance Measures III	Update corridor-level measures of freight system performance (capacity, reliability, safety....)	\$25,000
Freight Solutions Toolbox	Complete resource guide on best practices for addressing highway, rail and marine freight bottlenecks and other issues identified in regional freight studies (MAROps, MATOps....)	\$25,000
NEROps III	Develop regional rail corridor improvements program	\$250,000
NE Marine Highway/Port Strategies II	Review major port improvement plans, outline vision and goals, and build consensus on draft regional program	\$25,000
Mid-Atlantic Freight Corridor Program III	Finalize Mid-Atlantic freight corridor program	\$200,000
SETOps II	Complete assessment of Southeast highway/truck system bottlenecks and develop regional highway/truck corridor improvements program	\$200,000
SE Marine Highway/Port Strategies II	Review major port improvement plans, outline vision and goals, and build consensus on draft regional program	\$75,000
<i>Year 20 Total</i>		\$850,000

Year 21 Projects	Objective	Cost
Northeast Freight Corridor Program	Integrate findings of NEROps, NETOps, and NEMarine studies, establish regional priorities for freight corridor improvements, and finalize Northeast freight corridor program	\$250,000
Southeast Freight Corridor Program	Integrate findings of SEROps, SETOps, and SEMarine studies, establish regional priorities for freight corridor improvements, and finalize Southeast freight corridor program	\$500,000
<i>Year 21 Total</i>		\$750,000

TAB 10:

Strategic Vision Opportunity:

Provide a Forum to Discuss and Coordinate Strategies
Addressing Climate Mitigation and Adaptation

3-Year Plan:

Green Corridor



Project: Green Corridor

Date: March 24, 2010

Alignment with the 2040 Strategic Vision for the I-95 Corridor	
Vision Opportunity:	Provide a forum to discuss and coordinate sustainability strategies including climate mitigation and adaptation.
Achieving the 2040 Vision: The Plan for the Next 3 Years	
3 Year Strategy:	<p>The 3-Year sustainability strategy supports the Coalition’s goal to provide a forum for Coalition states to discuss, shape, and coordinate strategies addressing climate mitigation and adaptation.</p> <p>Strategic actions include:</p> <ul style="list-style-type: none"> • <u>Establish a working group</u> comprised of a strategic team of Coalition members to provide input and direction with respect to a Green Corridor program for the I-95 Corridor. • <u>Facilitate education and awareness of sustainability programs</u> and/or related best practices amongst agencies in the I-95 Corridor. This would include coordination with other entities involved in education/best practice sharing. • <u>Identify sustainability practices</u> that potentially benefit advancement of a Green Corridor by incorporation of such programs in/across multiple jurisdictions. • <u>Identify the “Sustainability Players” in the Corridor</u>, current status of the (un?) Green corridor, institutional barriers and/or challenges that may constrain the development of a “Green Corridor” and identify strategies/actions to address them. • <u>Identify and establish performance measures</u> that can be utilized to assess sustainability progress in the corridor • <u>Serve as a test bed for technologies</u> that may promote and/or support sustainability. • <u>Identify funding options/opportunities</u> beyond the Coalition traditional funding program that could support advancement of a Green Corridor through support of new initiatives and/or further support current initiatives underway within agencies. This can also apply to initiatives that might benefit from multi-agency/multi-state/Corridor level coordination and resource pooling and/or public/private partnerships.

I-95 Corridor Coalition
Green Corridors

completed	funded/un derway	to be funded/tbd
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	Funded Activities			3-Year Plan		
Coalition Program Year:	Year 16 and Before	Year 17	Year 18	Year 19	Year 20	Year 21
Federal Fiscal Year:		FY'09	FY'10	FY'11	FY'12	FY'13
Funding Available to the Coalition				Oct-11	Oct-12	Oct-13
Establish a Working Group			Green Corridor Initiative Working Group & Eco-Driving Public Awareness Campaign \$50k			
Facilitate education and awareness of sustainability programs						
Identify sustainability practices			Sustainability "Map" of the Corridor - \$TBD Funds available in D/E project			
Identify the "Sustainability Players" in the Corridor						
Identify and establish performance measures				Sustainable Measures Pilot Project - \$TBD		
Serve as a test bed for technologies					Alternative Fuel Vehicles "Electric Corridor" - \$TBD	
Identify funding options/opportunities						

Year 18 Projects	Objective	Cost
Green Corridors Initiative Working Group	Establish a group of Coalition members who are leading sustainability efforts in their agencies, and formalize involvement plan and roles.	Funded from existing Diesel Emissions project (\$50,000 currently allocated)
Eco-Driving Public Awareness Campaign	Use NCDOT's Eco-Driving campaign as a model. Work with interested agencies in Coalition states to help disseminate message.	\$25,000 estimated funding (available in current \$50k allocation)
Sustainability "Map" of the Corridor	Conduct scan of sustainability programs throughout Corridor region. Create overview document with a sustainability "state of the Corridor" description of the Coalition region.	\$25,000 estimated Funding \$ o support available in non-allocated balance of IMPTC Diesel Emissions Project

Year 19 Projects	Objective	Cost
Sustainability Measures Pilot Project	Utilize GreenLITES, EPA or other established model to pilot ideal of Coalition-wide sustainability performance measures.	TBD

Year 20 Projects	Objective	Cost
Alternative Fuel Vehicles (AFV) "Electric Corridor"	Partner with private company (i.e., GM, Nissan) to facilitate installation of electric fueling infrastructure along I-95 Corridor to enhance AFV deployment	TBD