



MEMORANDUM

To: George Schoener – Executive Director

From: Karen Ryan Tobia, Port Authority NY/NJ – Co-Chair of Intermodal Committee
Richard McDonough, NYSDOT – Co-Chair of Intermodal Committee
Ed Miller, MDOT - Co-Chair of CVO Subcommittee

Date: October 21, 2010

Subject: **Year 19 Intermodal Committee Project Submissions and Request for Funding**

On behalf of the Intermodal Committee and CVO Subcommittee, we are pleased to provide you with our recommendations for Year 19 projects. The proposed projects reflect both the consensus of our members and their prioritization of the efforts we propose to undertake. In keeping with the priorities and successes of recent work plan activity, several of these projects continue to hold the Corridor in the forefront of addressing current or emerging issues that confront the safe, efficient and seamless movement of goods and people in the I-95 Corridor and nationally.

The IMPTC has directly aligned the Year 19 Work Planning process with our approved Three Year Plan. The committee recognizes the importance of anticipating future activity and directly relating project performance to the programmatic goals of our members. Utilizing the parameters of our Three Year Plan and the vision of the 2040 Strategic Plan, the IMPTC has focused efforts on initiatives which address increasing demands on the freight industry and offer operational benefits to our members.

With the projects the IMPTC has identified for Year 19, the Coalition remains effectively positioned to both advance current work and further identify issues/projects of regional and Corridor benefit and national significance. These projects have been vetted by Intermodal Committee members, and the level of importance is reflected (from most critical/time sensitive to less) in their order as listed below.

1. Freight Academy

Funding requested: \$105,000
Agency: Intermodal Committee

The Coalition's inaugural Freight Academy has garnered much support from members, Coalition leadership, and transportation leaders throughout the Coalition region and beyond. Freight Academy #2, executed in April, 2010, was a resounding success utilizing the foundation of the successful 2008 Freight

Academy, incorporating lessons learned and addressing comments gathered through the formal evaluation process to ensure even greater quality and professional applicability of the immersion program. This level of funding proposed will support curriculum updates, identification and organization of field visits, instructor and logistical costs and other program support. It would also provide scholarships for 10 participants. Due to continued economic conditions and public sector travel restrictions, providing scholarships have proved invaluable in ensuring a wide range of qualified participants have access to this important training program.

2. Implementing Sustainable Delivery Innovations

Funding requested: Budget Tasks 1,2& 3: \$305,316 total project costs; \$244,253 in Coalition funds.

Budget Task 4: \$135,906 total project costs; \$108,725 in Coalition funds.

Agency: New York City Department of Transportation

The objective of this research is to quantify the public, shipper and receiver benefits of Off-hour Delivery (OHD) and other sustainable freight delivery innovations so decision makers can understand the policy's full impact and to develop a summary of lessons learned to help other agencies implement off hour deliveries. Rensselaer Polytechnic Institute is a project partner. The project will build upon previous accomplishment of a small scale Off-Hour Delivery Pilot in Manhattan in 2009 which successfully demonstrated OHD with a diverse group of 8 carriers and 25 receivers and drew support and attention from RITA for merits of the project as well as potential to serve as a model for urban communities across America.

3. Commercial Vehicle Infrastructure Integration (CVII) « Intellidrive » Program

Funding requested: \$700,000 total project costs; \$560,000 in Coalition funds.

Agency: New York State Department of Transportation

The I-95 Corridor Coalition funding of CVII initiated the important integration of commercial and transit vehicles into the national VII program. Since its inception the CVII initiative has proved attractive as a demonstration program and thus additional functionality and applications augment the base initiative. The Coalition's work in this area continues to be on the leading edge of USDOT's "Intellidrive" (formerly Vehicle Infrastructure Initiative) efforts. This Year 19 project will add a real time routing application with driver warnings and vehicle disabling capabilities to the ongoing CVII program for use by vehicles with 5.9 GHz DSRC on board devices. This effort will also develop a smart phone application to provide similar driver warnings. It is anticipated that this effort will be added to existing NYSDOT contracts.

4. I-95 Corridor Marine Highway Facilities, Economics and Market Analysis

Funding requested: \$200,000; *NJTPA would provide in-kind match via Central Staff time, intern time and other resource commitments such as the use of our meeting space and data resources as appropriate.

Agency: NJTPA

This project proposes a tri-fold initiative that would build on the successful designation of the I-95 Corridor as a MARAD Marine Highway. The project includes the following tasks (*reference attached .pdf for task details*):

1. Detailed Inventory of Maritime Facilities Along the I-95 Corridor.
2. Economics of Barge versus Truck
3. Business Level Market Analysis Identifying Potential Pairings Along the I-95 Corridor

5. 2011 ITS World Congress CVII Demonstration

Funding requested from the Coalition: \$25,000 (maximum total project costs; amount may be reduced based upon event partners' contribution.)

Agency: Intermodal Committee

This project will provide funding to support demonstration of CVII Program results at the 2012 World Congress in Orlando, Florida. Effort may be pooled to include FLDOT, JPO/RITA, and other related stakeholders to participate in the 2012 Orlando, Florida World Congress through demonstration and information exchange related to the current I-95 CC CVII/Heavy Vehicle IntelliDrive program. Anticipated activities include the demonstration of the applications developed including probe (V2I), traveler information and signage (I2V), enhanced e-screening including driver and vehicle based information, heavy vehicle/light vehicle driver warnings for emergency braking, blindside, tailgating and safe to pass/merge.

Thank you for the opportunity to allow the IMPTC to have input into the Coalition's annual work plan. We look forward to presenting our projects to the Steering and Executive Committee. In the interim, if you have any questions, please contact us or Coalition Staff, Marygrace Parker.

**I-95 Corridor Coalition
Intermodal Program Track Committee (including CVO Subcommittee)
Year 19 (FY '11) Project Proposal**

Please e-mail submissions to Marygrace Parker @ i95mgp@ttlc.net or via fax @ 518-436-2808.

Project Name:	Freight Academy 2012 – Program and Scholarships
Estimated Total Project Cost:	\$105,000
Coalition Share: (80%)	\$105,000
Local Share: (20%)	\$ <i>Coalition Pooled Funds</i> _____ Cash _____ In Kind
Agency Sponsor:	Intermodal Committee
Contact Person:	Coalition Staff; Marygrace Parker
E-mail Address:	i95mgp@ttlc.net
Phone Number:	518-852-4083

Project Overview:

The Coalition’s Freight Academy is an exciting program designed to educate public sector freight professionals and prepare them for the upcoming challenges and opportunities as freight is considered in transportation policy, planning and operations. Designed as an immersion program, participants have unique opportunities to see and learn about the inner workings of the goods movement system, including maritime terminals, the distribution centers of major corporations, air cargo operations, truck operations, and rail operations. Participants will also undertake a Capstone Project designed to allow them to apply what they are learning throughout the week to a situation they are likely to confront in their agency work. The Inaugural program was held in October, 2008 and the second Academy was executed in April, 2010.

The Freight Academy has had an excellent response, with participants from DOTs, MPOs, port authorities and other agencies. This proposal is to fund a continued offering, specifically in 2012. As our economy continues to be challenged and margins to keep freight-related activities viable in the region grow tighter, it is even more critical for our public sector transportation professionals to understand freight, how it works and what its needs are from the “ground up” and from the private sector perspective, as their actions as public planners and decision-makers can have an impact on the freight arena. The work required in developing a third Freight Academy would involve:

- Selecting a host location and services including classroom facilities, accommodation, restaurants, transportation, etc.;
- Selecting and confirming field visits, instructors, keynote speakers, etc.;
- Updating the website and other program materials;
- Marketing the program;
- Review and selection of applicants, and awarding of scholarships;
- Correspondence with the host location, field visit hosts, vendors, instructors, participants and other invited guests; and
- Production of all updated program materials.

To date, we have had success in finding host settings that have greatly reduced our costs and we anticipate this continuing, even should we change the venue. Many agencies universities and organizations have expressed interest in partnering with the Coalition on this effort to provide meeting space and assist with field visit and on-site planning. With each successive Academy our process is being streamlined both for planning the Academy and undertaking activities to execute this worthwhile effort.

We would also propose to fund 10 scholarships that would expand the opportunities for participants throughout the Coalition region to attend. This is especially important in the current environment of agencies with very limited resources for staff training and travel. We will continue to build on the work we've begun with Freight Academy II to facilitate additional scholarships for participants from organizations such as AASHO and FHWA Freight Office, as well as others we will work to identify.

Budget: \$105,000 Total
 - \$35,000 in scholarship funds (10 scholarships @ \$3,500 each)
 - \$70,000 in planning and organization



**I-95 CORRIDOR COALITION
PROPOSED PROJECT IDEA
(Complete Shaded Areas)**

Project Title: Implementing Sustainable Delivery Innovations

Project Name:	Sustainable Deliveries In Congested Areas
Task 1,2,3	Public Outreach and Guidebook on Implementing Sustainable Delivery Innovations
Estimated Task 1,2,3 Project Cost:	\$305,316
Coalition Share:	\$244,253
Local Share:	\$61,063 Value In Kind Services
Agency Sponsor:	New York City Department of Transportation
Contact Person:	Stacey D. Hodge
E-mail Address:	shodge@dot.nyc.gov
Telephone Number:	212-839-6666

Project Name:	Sustainable Deliveries In Congested Areas
Task 4	Traffic Model to Demonstrate Benefits of Sustainable Delivery Innovations
Estimated Total Project Cost:	\$135,906
Coalition Share:	\$108,725
Local Share:	\$27,181 Value In Kind Services
Agency Sponsor:	New York City Department of Transportation
Contact Person:	Michael Marsico and Stacey Hodge
E-mail Address:	mmarsico@dot.nyc.gov
Telephone Number:	212-839-6672

I. PROBLEM TITLE

Quantifying the Benefits of Sustainable Freight Delivery Innovations

II. BACKGROUND

In 2009, a pilot project successfully demonstrated OHD with a diverse group of 8 carriers and 25 receivers. More work is needed to expand OHD from a pilot to a full-fledged program that encourages truck travel when car traffic is lightest. Although researchers have investigated the conditions necessary to shift deliveries to off-hours, they have not quantified the public, benefits

resulting from that shift. Additionally, the pilot did not document the public and private cooperation required to successfully implement the pilot. City and State Agencies around the country would benefit from a summary report documenting how to successfully implement and Urban Off Hour Delivery Program that included known benefits for both the public and private sectors. During the OHD pilot conducted in New York City, trucks experienced a 70 percent improvement in travel speed from their depot to their first delivery. Subsequent stops experienced travel speed improvements between 11 percent and 51 percent. In all, average travel time decreased by 48 minutes per tour, and up to an hour reduction in service times per stop.



Off Hour Delivery Pilot Participant Locations In Manhattan

Support for Off Hour Deliveries by RITA Administrator Peter Appel

On July 15, 2010, RITA Administrator Peter Appel wrote an article on the Official Blog of Ray LaHood, the U.S. Secretary of Transportation. Administrator Appel stated “the NYC project uses off-hour deliveries to fight gridlock; a safe, effective model for cities across America...Congestion is not only a growing problem; its also a costly one—robbing us of time and productivity, harming the environment, and hurting the bottom lines of businesses. There is

no better example of this issue than in New York City. A thriving urban center and American icon of the global marketplace, NYC's economy and quality of life is threatened by growing, pervasive congestion. However, a pioneering project called the Off Hour Delivery Program has shown tremendous potential for getting New York moving again... Yes, the Off-Hour Delivery Program is showing how research using remote sensing and spatial information technologies can achieve positive results for New York City. But, more importantly, it can also serve as a model for urban communities across America”.



July 1, 2010 NYCDOT Press Event to Recognize Off Hour Delivery Pilot Participants. RITA Administrator Peter Appel (far left) listens to NYC Transportation Commissioner Janette Sadik-Khan. Courtesy NYC DOT

Manhattan Traffic Model

Taxi Global Positioning System (GPS) data are provided by the Taxi and Limousine Commission (TLC) with results compiled by New York City Department of Transportation (NYCDOT). The GPS devices track the speed of taxis in revenue service including time moving freely, stopped at traffic signals and delayed in congestion. Data are collected for all 13,000 taxicabs, and for every taxi trip in revenue service. NYCDOT is currently receiving about 13 million citywide taxi trip records each month. The taxi GPS data are an excellent measure of Manhattan travel speeds since they provide direct observation of travel times for actual trips in the area and reflect the routes chosen by taxi drivers and/or their passengers based on actual traffic conditions. The Manhattan Traffic Model, which uses this GPS data can be considered in kind match for this project since it can be leverage for models to evaluate the impact of large scale off hour delivery policies.

III. RESEARCH PROBLEM STATEMENT

Off-Hour Deliveries (OHD) improves efficiency for carriers and increases reliability for receivers while reducing congestion for all road users. Previous studies have focused on freight stakeholders, not the public benefits of OHD. In order to gain public and political support, those

benefits must be quantified. According to the Texas Transportation Institute, congestion in the USA's 437 urban areas cost approximately \$87.2 billion in 2007, compared to \$73.1 billion in 2004. This represents an average delay per peak traveler of 38 hours per year. In these contexts, OHD programs have the potential to reduce the cost of doing business for both carriers and receivers while improving the quality of life for residents by reducing congestion and improving air quality.

IV. OBJECTIVE

The objective of this research is to quantify the public, shipper and receiver benefits of OHD and other sustainable freight delivery innovations so decision makers can understand the policy's full impact and to develop a summary of lessons learned to help other agencies implement off hour deliveries. The project will focus on Large Traffic Generators in Manhattan. Large Traffic Generators (LTGs) are defined as large facilities that cluster numerous receivers. Madison Square Garden and Grand Central Terminal are examples of LTGs. Centralized delivery stations are typical for these locations, which would allow them to receive off-peak deliveries to be retrieved by tenants during the regular work hours. LTGs represent about 4-8% of the total number of freight deliveries in Manhattan. A map of large traffic generator sites is included with this proposal.

V. RESEARCH PROPOSED

This research will quantify the public, shipper and receiver benefits associated with off-hour deliveries through the following tasks:

- Interview shippers, carriers and receivers about the benefits they observed from participating in sustainable freight delivery innovations.
- Interviewing public agency representatives about their role in helping an Off Hour Delivery program be implemented and how other cities could implement a similar program.
- Leading a diverse group of residents, public agencies, and businesses supporting the project to address any political and operational issues needed to implement OHD on a large scale
- Document the operations of the carriers and receivers and identify the efficiencies in their operations that are attributable to off-hour deliveries.
- Create a national technical advisory committee to provide input to NYCDOT and RPI on the larger implementation of sustainable delivery innovations to ground truth how exportable the policy is to other urban areas.
- Use the Manhattan Traffic Model to simulate the impact off hour deliveries can have on traffic.

Project Title: Implementing Sustainable Delivery Innovations

Briefly Describe Your Project Idea (please include a list of any partners):

The objective of this research is to quantify the public, shipper and receiver benefits of OHD and other sustainable freight delivery innovations so decision makers can understand the policy’s full impact and to develop a summary of lessons learned to help other agencies implement off hour deliveries. Rensselaer Polytechnic Institute is a project partner. The project will build upon previous accomplishment of a small scale Off-Hour Delivery Pilot in Manhattan.

Objectives:

This research will quantify the public, shipper and receiver benefits associated with off-hour deliveries through the following tasks:

- Interview shippers, carriers and receivers about the benefits they observed from participating in sustainable freight delivery innovations.
- Interviewing public agency representatives about their role in helping an Off Hour Delivery program be implemented and how other cities could implement a similar program.
- Leading a diverse group of residents, public agencies, and businesses supporting the project to address any political and operational issues needed to implement OHD on a large scale
- Document the operations of the carriers and receivers and identify the efficiencies in their operations that are attributable to off-hour deliveries.
- Create a national technical advisory committee to provide input to NYCDOT and RPI on the larger implementation of sustainable delivery innovations to ground truth how exportable the policy is to other urban areas.
- Use of the Manhattan Traffic Model to simulate the impact off hour deliveries can have on traffic.

Budget Tasks 1,2& 3: \$305,316 total project costs.

\$244,253 in Coalition funds.

Budget Task 4: \$135,906 total project costs.

\$108,725 in Coalition funds.

Please provide information below regarding other funding sources available/required including: agency, private, or other federal funds.

Seeking USDOT RITA funding at this time, however seeking additional partners for specific tasks such as this one.

FHWA

Match

Requirement:

A. Check which best describes the “type” of project. (See Appendix A for details.):

Deployment and/or Integration of ITS infrastructure Components (Complete section B below)

or

General Support Activity including administrative activities, training, studies, etc.

B. If a Deployment and/or Integration of ITS infrastructure Components Project, provide the following information where applicable for the required 50% “project specific” match (and complete the form provided as Appendix B)

Match Form:	Amount:
Cash	\$
Equipment	\$
Personnel	\$

Match Source:	Amount:
Public (non-federal)	\$
Private	\$
Other Federal Funds	\$

Submitted by:

Name: Stacey D. Hodge Title: Director, Office of Freight Mobility

Agency/Organization: New York City Department of Transportation

Address: 55 Water Street 9th Floor, New York NY 10041

Phone: 212-839-6666 Fax: 212-839-9892

E-mail: shodge@dot.nyc.gov

Please fax this form to George Schoener at (703) 997-5531

-or-

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and e-mail it to geschoener@comcast.net.**



I-95 CORRIDOR COALITION PROPOSED PROJECT IDEA (Complete Shaded Areas)

Project Title: Commercial Vehicle Infrastructure Integration (CVII) Program – Real Time Geo-Based Routing for Commercial Vehicles

- add a real-time routing application with driver warnings and vehicle disabling capabilities
- develop a smart phone application to provide driver warnings

Background:

The I-95 Corridor Coalition funding of \$1.05 million (*Year 15 - \$750,000; Year 16 - \$300,000*) of CVII initiated the important integration of commercial and transit vehicles into the USDOT's "Intellidrive" (*formerly Vehicle Infrastructure Initiative/VII*).

The premise of both light vehicle and commercial vehicle infrastructure integration is to use currently available technology to gather data about the vehicle, driver, and the roadway environment, combine the data in one network to be disseminated using open communications standards (dedicated short range communications/DSRC) for end-users to make better, faster decisions improving safety, security, and mobility. The volume of trucks and cars moving within this Corridor and the proximity of Coalition states and multiple jurisdictional boundaries, accentuates the importance of having both innovative technology solutions that improve safe interaction between commercial and passenger vehicles and seamless/and interoperable systems involving commercial vehicle technology related to roadside screening of drivers, vehicles and cargo.

From inception the CVII initiative has proved attractive as a demonstration program and thus additional functionality and applications continue to augment the base initiative. To this end, Coalition funding has been awarded to continue advancing the program (*Year 17 - \$200,000; Year 18 - \$200,000*). The Coalition's work in this area, under the leadership of the NYS Department of Transportation, continues to be on the leading edge of USDOT's "Intellidrive" efforts and is coordinated with FMCSA's Wireless Roadside Inspection (WRI) Program.

Since the formal start of the CVII program in May 2009 the following tasks have already been completed:

- Development and Testing of Commercial Vehicle VII compliant 5.9 GHz DSRC On Board Equipment (OBE) system including Human Vehicle Interface
- Development and Testing of CVII DSRC Applications:
 - Commercial Vehicle Driver Identification and Verification
 - Test Wireless Vehicle Safety Inspection Information (e.g., brake condition, tire pressure, light status, etc.)
- Development of an external e-screening data interface for third party government back office systems

Current and Future CVII Program activity (funded previously) includes:

- *Underway* - Development and Testing of Commercial Vehicle to Maintenance Vehicle Communication
- *Pending* (Year 17) - Development and Testing of interoperable compliance screening component between existing mainline screening systems (915 MHz) and trucks using 5.9 GHz
- *Pending* (Year 18) - Development and Testing of Heavy Vehicle to Light Vehicle Driver Safety Warnings and At-Grade Crossing Driver Warnings

NYSDOT will continue to utilize the Schodack E-Screening Test Site, previously developed by NYSDOT with I-95 support, for field installation, testing and demonstration under this effort.

Briefly Describe Your Project Idea (please include a list of any partners):

This effort will add a real time routing application with driver warnings and vehicle disabling capabilities to the ongoing CVII program for use by vehicles with 5.9 GHz DSRC on board devices. This effort will also develop a smart phone application to provide similar driver warnings. It is anticipated that this effort will be added to existing NYSDOT contracts.

Objectives:

- Provide the capabilities for real time routing information and warnings to commercial vehicle drivers using geo-based information from NYS' 511 system for both 5.9 GHz DSRC and smart phone equipped vehicles.
- For 5.9 GHz DSRC equipped vehicles, vehicle disabling will also be developed when drivers do not respond to safety warnings and a crash on a restricted clearance route is imminent.
- This effort will include all items needed to deliver the product in 2011
- The proposal includes managing all project activities including concept of operations, equipment procurement and installation, software development, testing and field operational tests/demonstration.

Budget: \$700,000 total project costs.

\$560,000 in Coalition funds.

Please provide information below regarding other funding sources available/required including: agency, private, or other federal funds.

\$140,000 State Match In-Kind Funds (management, administration, etc.)

FHWA

Match

Requirement:

C. Check which best describes the “type” of project. (See Appendix A for details.):

Deployment and/or Integration of ITS infrastructure Components (Complete section B below)

or

X General Support Activity including administrative activities, training, studies, etc.

D. If a Deployment and/or Integration of ITS infrastructure Components Project, provide the following information where applicable for the required 50% “project specific” match (and complete the form provided as Appendix B)

Match Form:	Amount:
Cash	\$
Equipment	\$
Personnel	\$

Match Source:	Amount:
Public (non-federal)	\$
Private	\$
Other Federal Funds	\$

Submitted by:

Name: Richard McDonough Title: Program Manager

Agency/Organization: NYSDOT

Address: 50 Wolf Road, Albany, NY 12232

Phone: (518) 457-5871 Fax: (518) 457-2512

E-mail: rmcdonough@dot.state.ny.us

Please fax this form to George Schoener at (703) 997-5531

-or-

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and e-mail it to geschoener@comcast.net.**



**I-95 CORRIDOR COALITION
PROPOSED PROJECT IDEA
(Complete Shaded Areas)**

Project Name:	I-95 Corridor Marine Highway Facilities, Economics and Market Analysis
Estimated Total Project Cost:	\$200,000
Coalition Share: (80%)	* \$ In-kind match defined in footnote at bottom of page
Local Share: (20%)	\$ <i>Coalition Pooled Funds</i> _____ Cash _____ In Kind
Agency Sponsor:	NJTPA
Contact Person:	Ted Matthews, Director, Freight Planning
E-mail Address:	tmatthews@njtpa.org
Phone Number:	973-639-8404

Project Overview:

We propose a tri-fold initiative that would build on the successful designation of the I-95 Corridor as a MARAD Marine Highway. The project would include the following:

1. Detailed Inventory of Maritime Facilities Along the I-95 Corridor.
2. Economics of Barge versus Truck
3. Business Level Market Analysis Identifying Potential Pairings Along the I-95 Corridor

1. I-95 Corridor Pier Location Inventory

The detailed inventory is essentially an update of the work done by the USACE as part of their Summarized Port Series. There are 14 detailed reports covering ports from Maine to the west coast of Florida. The available reports are dated between 1993 (Boston) and 2005 (Hampton Roads and James River). Nine of the Summarized Port Series reports have not been updated since 2000. The inventory identifies the location, ownership, water depth and pier particulars of all facilities whether active or inactive. The current operations at each of these facilities are also included. The data collected contains latitude/longitude for each facility making it easily transferred to a GIS map.

**NJTPA would provide in-kind match via Central Staff time, intern time and other resource commitments such as the use of our meeting space and data resources as appropriate.*

2. Economics of Barge versus Truck

Ultimately the shippers will determine the level of success of the I-95 Corridor Marine Highway. The economics of competing modes will play a major role in shippers' decisions. This part of the study will take a detailed look at the economics of tug-barge and how they compare to trucks along the I-95 Corridor. The specific components include:

- Developing a daily operating cost of typical barge / tug combinations on various voyage runs; speed and consumption criteria on various horsepower tug units on both towing and articulated tug-barge systems. Daily operating cost development will include construction costs (Under Jones Act), U.S. crew costs, manning levels, fuel consumption, and marine

insurance and repair provisions. Barges have plug in service available for chilled/frozen goods which may result in additional fuel cost.

- Build a breakeven cost platform (i.e. per container, or RO-RO unit) on the above combinations which could develop the most efficient tug-barge combination on selected movements.
- Rationalize a basis for subsidies and/or grants as well as public benefit multipliers that are “off balance sheet” but accrue to the public good such as cleaner air, less wear and tear on our roads and bridges, congestion mitigation etc...In order to maintain consistency, this analysis would be based on the recently released MARAD Calculator.
- Identify funding for SSS incentives.

3. Business Level Market Analysis Identifying Potential Pairings

Along the I-95 Corridor This analysis would expand on the I-95 Corridor Coalition’s “Short-Sea and Coastal Shipping Options Study.” The objective is to identify potential commodity and business level pairings for Marine Highway moves along the I-95 Corridor. In addition to identifying commodities and businesses, this task would also use information generated in Task 2 to determine the optimal size on various port pairings including value of Ro-Ro versus stacked ocean container and 53 foot domestic container layouts. This effort would also examine in detail the port pairings along the coast looking at possibilities for feeder services, commodity matchups, and agriculture good movements to/from the interior states. In addition to current commodity movements, this task would look at potential economic development (new commodities, packaging/value added, as well as new manufacturing businesses) as a result of a successful Marine Highway System.



**I-95 CORRIDOR COALITION
PROPOSED PROJECT IDEA
(Complete Shaded Areas)**

Project Title: 2011 ITS World Congress CVII Demonstration

Briefly Describe Your Project Idea (please include a list of any partners):

Provide funding to support demonstration of CVII Program results at the 2012 World Congress in Orlando, Florida. Effort may be pooled to include FLDOT, JPO/RITA, and other related stakeholders.

Objectives:

Participate in the 2012 Orlando, Florida World Congress through demonstration and information exchange related to the current I-95 CC CVII/Heavy Vehicle IntelliDrive program. Anticipated activities include the demonstration of the applications developed including probe (V2I), traveler information and signage (I2V), enhanced e-screening including driver and vehicle based information, heavy vehicle/light vehicle driver warnings for emergency braking, blindside, tailgating and safe to pass/merge.

Budget: \$25,000 (maximum total project costs)

Please provide information below regarding other funding sources available/required including: agency, private, or other federal funds.

Amount may be reduced based upon event partners' contribution.

FHWA

Match

Requirement:

A. Check which best describes the “type” of project. (See Appendix A for details.):

Deployment and/or Integration of ITS infrastructure Components (Complete section B below)

or

X General Support Activity including administrative activities, training, studies, etc.

B. If a Deployment and/or Integration of ITS infrastructure Components Project, provide the following information where applicable for the required 50% “project specific” match (and complete the form provided as Appendix B)

Match Form:	Amount:
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Equipment	\$
Personnel	\$

Match Source:	Amount:
Public (non-federal)	\$
Private	\$
Other Federal Funds	\$

Submitted by:

Name: Rick McDonough Title: CVII Program Manager

Agency/Organization: NYSDOT

Address: Albany, NY

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Please fax this form to George Schoener at (703) 997-5531

-or-

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