

Smart Belt Coalition (SBC)

A Regional Connected and Automated Vehicle Collaborative
September 12, 2017



What is it?

- High-profile, high-impact, and long-distance connected and automated vehicle network
- Multi-jurisdictions
- Four distinct seasons
- Urban and rural roadways
- Support the testing and deployment of connected and automated vehicles
- Cooperative deployments
- University research
- Leverage opportunities for Federal grants



Purpose, Vision and Mission

Purpose

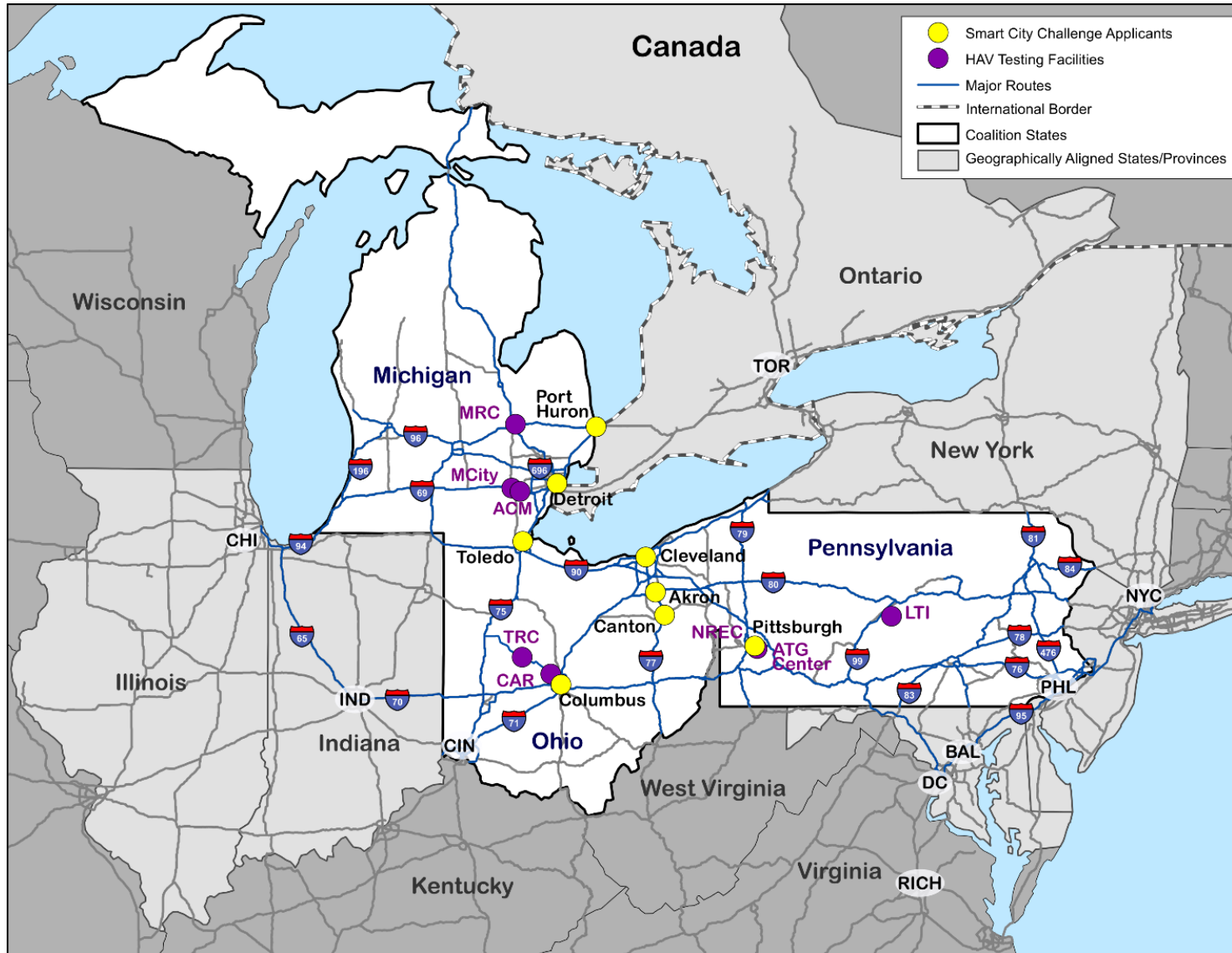
- The Smart Belt Coalition will organize for the economic benefit, safety, and welfare of the partner states.

Vision

- The Coalition's **Vision** is to be a multi-jurisdictional network that fosters the advancement of connected and automated vehicle technology.

Mission

- The Coalition's **Mission** is to create a mechanism for transportation agencies, academic institutions, and others to collaborate on connected and automated vehicle initiatives.

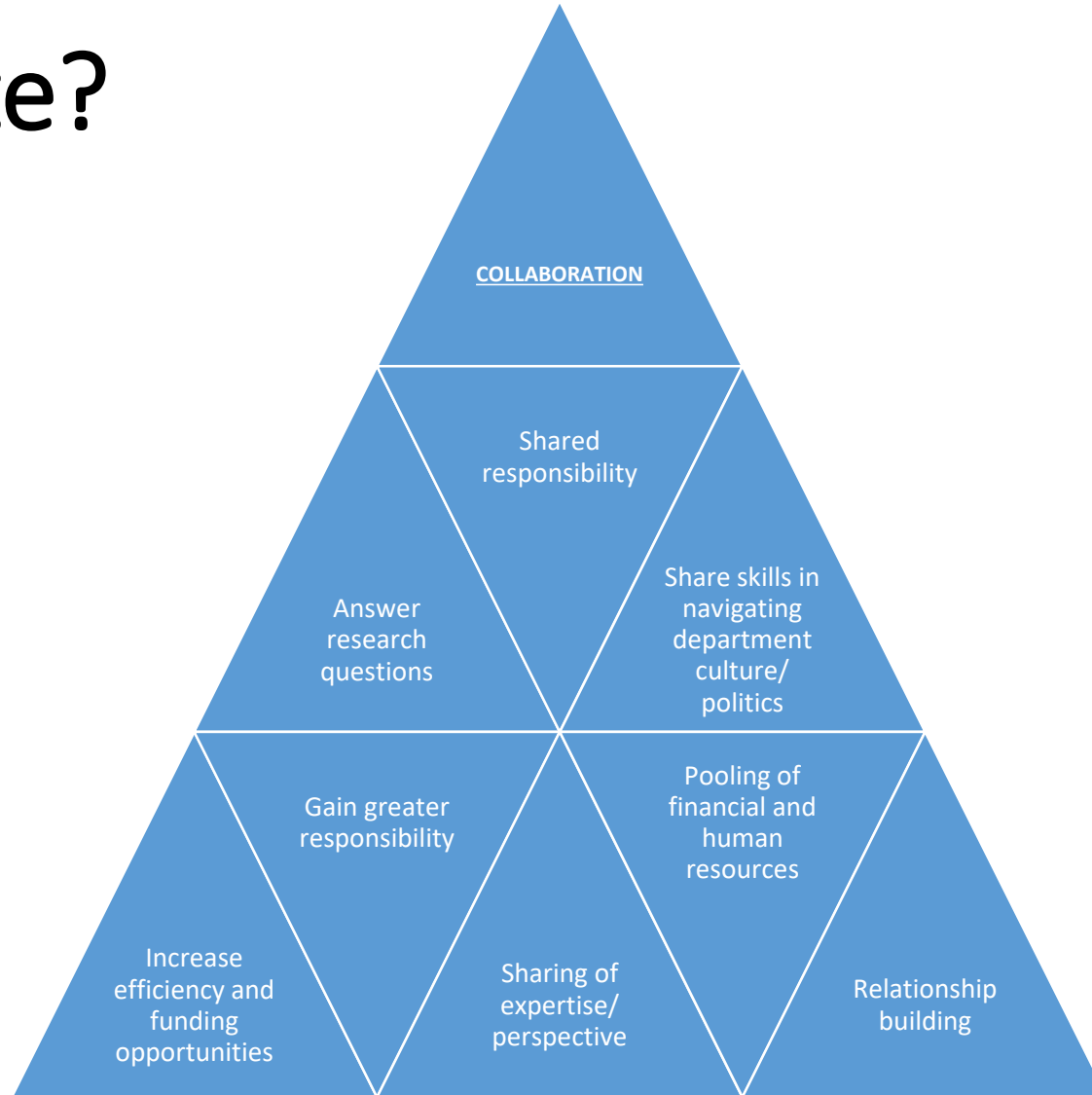


Members			Partners
State	Agencies	Research Affiliates	
Pennsylvania 			<p>Federal Highway Administration</p>
Ohio 			
Michigan 			

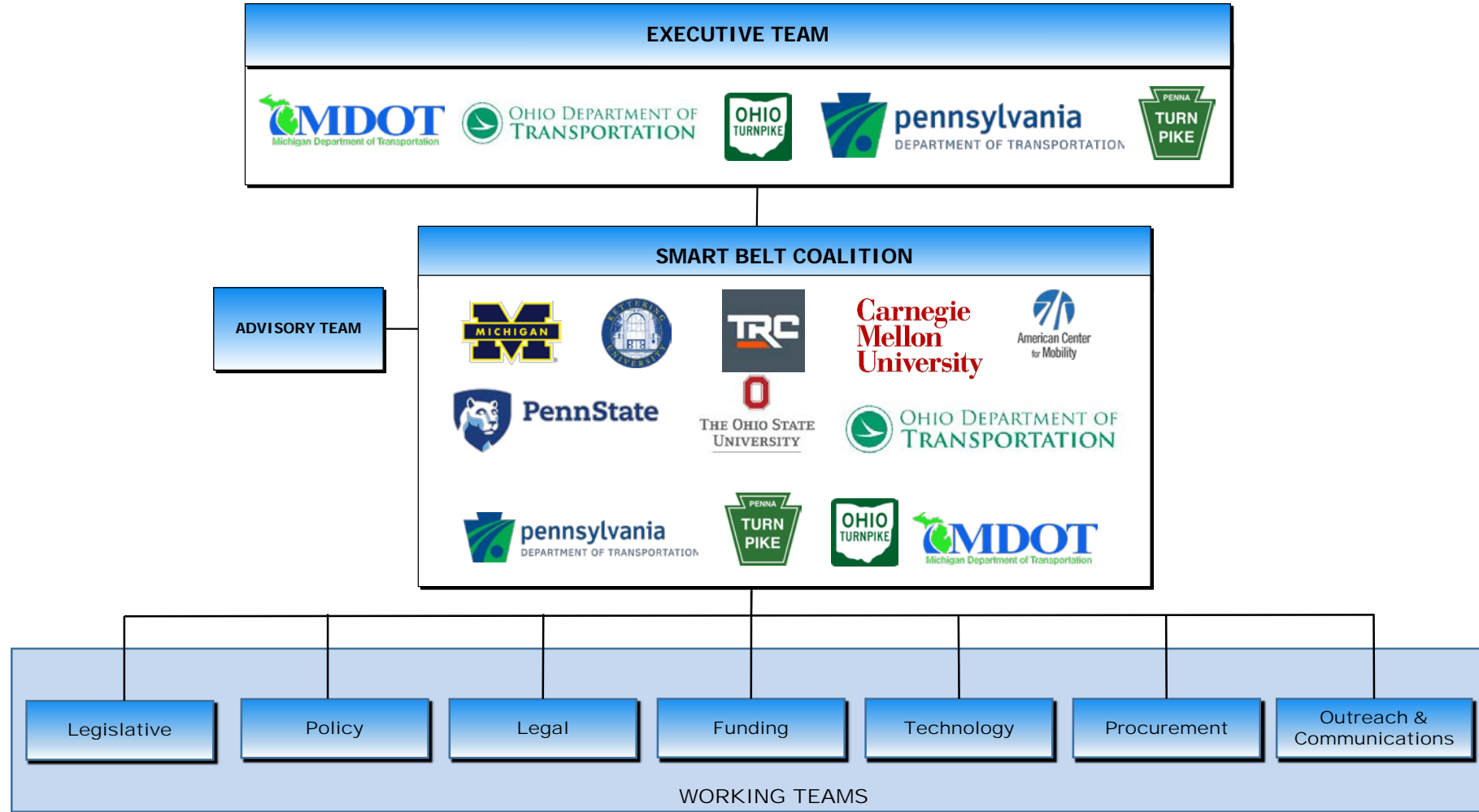
Assets Managed

	MDOT	ODOT	OTIC	PennDOT	PTC	TOTAL
Miles of Roadway (agency maintained)	9,669	19,229	241	39,756	554	69,449
Miles of Lanes (agency maintained)	31,940	49,419	1,395	88,309	2,800	173,863
Annual Vehicle Miles Traveled (millions)(statewide)	143,800.00	117,828.87	3,037.65	100,945.31	6,504.00	362,574.18
Toll Revenue (annual)	\$0	\$0	\$288,439,000	\$0	\$1,031,620,000	\$1,320,059,000

Why Collaborate?

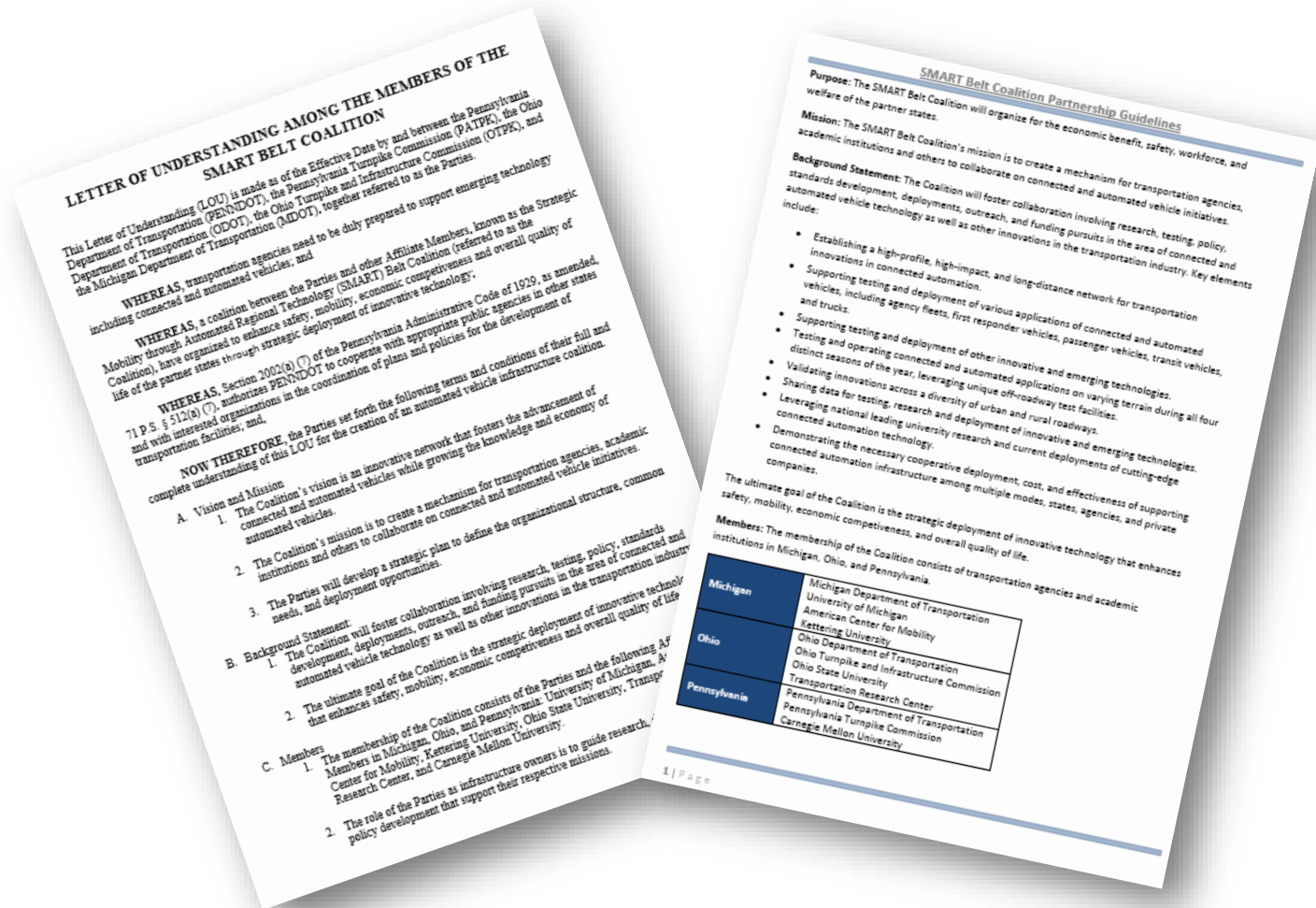


Governance – People



Governance - Documents

- LOU – 3rd Draft Under Review
- Partnership Guidelines - Complete
- Project/Deployment Agreements – Yet to Be Developed
- Strategic Plan



POOLED FUND STUDY

Leadership

- Led by one State DOT and overseen by a Technical Advisory Committee

Membership

- Open to a variety of members—state transportation agencies, federal agencies, municipalities, MPOs, universities, and private companies

Requirements

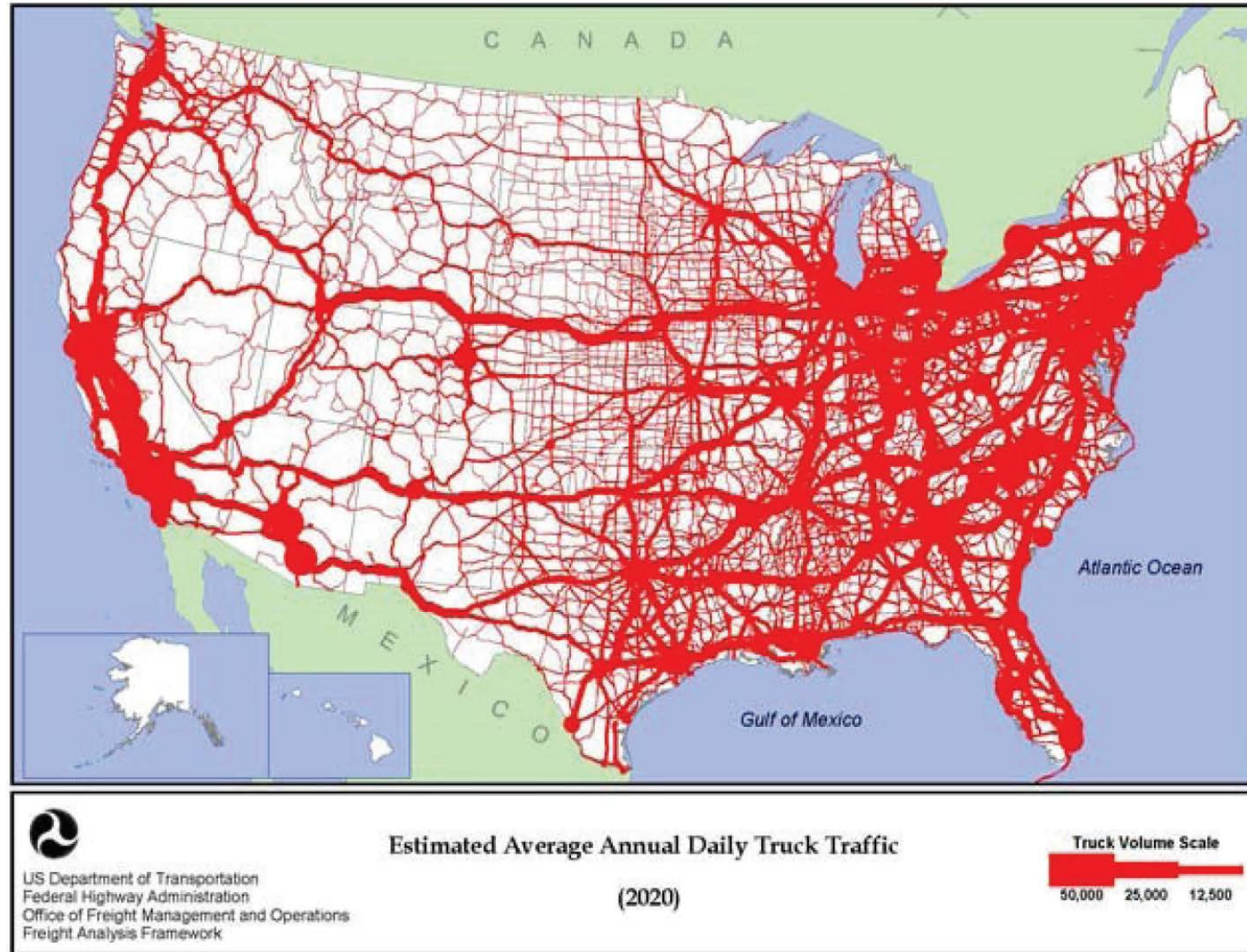
- Must receive pledge funds from more than one transportation agency/federal agency, plus pledge funds from a municipality/MPO/university/private company
- Required match funding of at least 20% non-Federal funds, unless a waiver is submitted to the TPF Program manager through the FHWA Division office

Benefits

- Allows joint funding for research/planning by several federal, state, regional, and local transportation agencies, as well as academic institutions, foundations, or private firms
- Receipt of funds from foreign governments or private organizations is limited by the regulations of the lead agency

Grants & Fundraising

- Can receive SP&R funds in addition to state and private funds
- Pool of annual funds
- Travel costs can easily be incorporated into each state's commitment

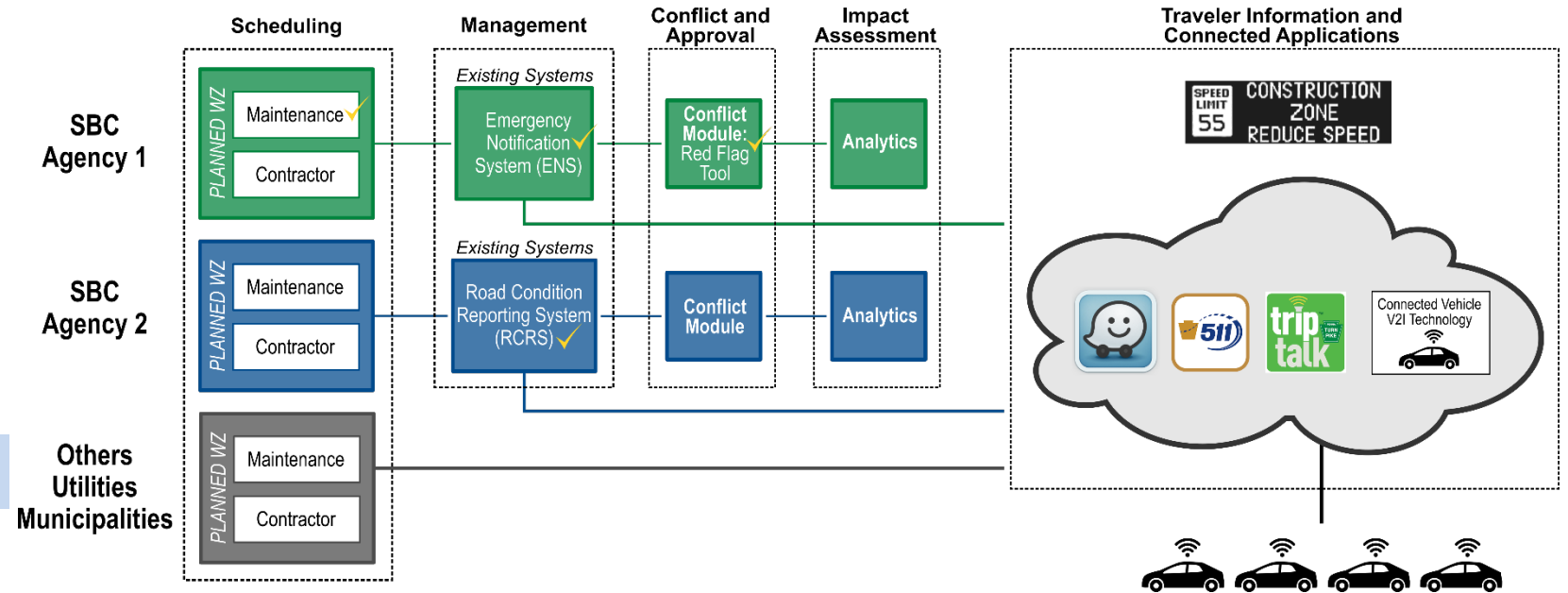


SERVICE LAYER	OPERATIONAL AGENCY				
	MDOT	ODOT	OTIC	PennDOT	PTC
Work Zones					
Traffic Incident Management					
Freight					
Safety Applications (Curve Warning, Low Vertical Clearance)					
Integrated Corridor Management (Traffic signals, ramp metering, transit priority)					
Weather					
Traveler Information					
Customer Service Applications (Tolling Points, Service Plazas, Border Crossings)					

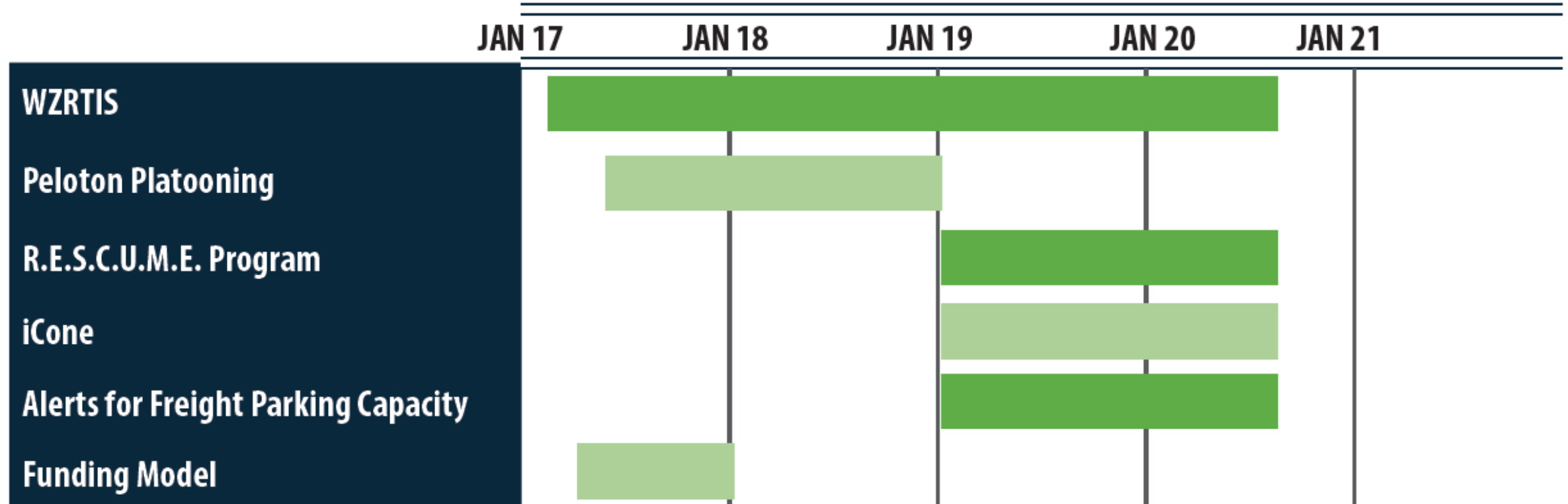
Priority Applications

- Near-term:

- Work Zones: Reservation and Traveler Information System
- Freight: Truck Platooning
- TIM: CV Applications
- Work Zones: Intelligent/Connected WZ Detection
- Freight: Truck Parking



Preliminary Schedule



In 2022?

- Worldwide Leader in CAV
- Implemented Solutions – Proof Collaboration Works
- Original Mission Implemented
- Improvements to Safety, Economic Development, and Mobility

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