



Alliance for Toll Interoperability
August 4, 2009 **3:00-4:00 p.m.**
Board Meeting, Phone Conference

Agency Attendees:

DelDOT	<i>PJ Wilkins*</i>
DRBA	<i>Gerry Dinacola</i>
E-470	<i>David Kristick*</i>
FTE	<i>Orlando Torres</i>
Halifax	<i>Steve Snider*</i>
Lee County	<i>Paul Wingard</i>
Lee County	<i>Sue Hopwood</i>
MDTA	<i>Randy Brown</i>
MTABT	<i>Robert Redding</i>
NCTA	<i>JJ Eden*</i>
NCTA	<i>Grady Rankin*</i>
NCTA	<i>JR Fenske</i>
OTA	<i>David Machamer*</i>
SRTA	<i>John Breedlove*</i>
WSDOT	<i>David Pope</i>
MTA	<i>Richard Sommerville</i>

Non-Agency Attendees:

AAMVA	<i>Neil Shuster</i>
IBTTA	<i>Neil Gray</i>
PBS&J	<i>Phil Miller</i>
HNTB	<i>Kim Fischer</i>
P&C Law	<i>Ken Pickering</i>

**Board of Trustees*

Welcome and Meeting Minutes Approval:

Chairman James Eden opened the meeting at 3:05 p.m. The June 15, 2009 Board Phone Conference meeting minutes were approved.

Treasurers Report:

Treasurer Grady Rankin gave an update on new members. ATI has a total of 26 official members and several interested parties that are waiting for budget releases before paying.

ATI Initiatives/Coordinating with other Key Players:

Chairman Eden opened the discussion with a formal invitation to all members, both actual and prospective, to join any of the committees/initiatives.

Phase 2, Interoperability Business Rules:

Committee Members: *Marty Stone (lead)*
 Grady Rankin (lead)
 PJ Wilkins
 Orlando Torres
 Clayton Howe
 Stan Ciszewski
 Steve Andriuk
 Phil Miller
 Joe Ely

The committee is working on a draft document to present the initial ideas for Phase 2, the development of business rules for transactions. Marty Stone, Grady Rankin and Phil Miller have continued conversations with several banking entities (Bank of New York, Bank of America, American Express and Fidelity). General responses from the financial industry have appeared promising. The committee is planning to release a Request for Interest (RFI) to the industry for more detailed information. Committee meetings for the Phase 2 committee will be held on a monthly basis beginning in September 2009. All ATI members are welcome to call in to the meetings.

I-95 Corridor Coalition/Florida/IAG Pilot Program:

Committee Members: *Orlando Torres (lead)*
 PJ Wilkins (lead)
 Steve Andriuk
 Marty Stone
 Mark Muriello
 Jim Crawford
 Phil Miller

The committee exchanged preliminary data between Florida Turnpike Enterprise and Maryland Turnpike Authority. The study showed roughly 13% of road users were traveling in both states on the toll roads. This committee will hold a follow up meeting in late September to discuss next steps.

A meeting will also be established with IAG members who utilize gated systems with cameras on exit only.

Oklahoma/Texas Pilot Program:

Committee Members: *Rick Herrington (lead)*
 David Machamer (lead)
 Clayton Howe

Oklahoma Turnpike Authority (OTA) is waiting for action from NTTA on responding to the Oklahoma Tax Commission. Mr. David Machamer suggested completing a 'file swap' rather than going through the Tax Commission.

AAMVA/Electronic Vehicle Registration:

Committee Members: JJ Eden (lead)
David Kristick (lead)
Neil Shuster
Megan Garner

This committee will continue to work with AAMVA. Future potential will be established following draft business rules.

Mr. Steve Snider indicated that AAMVA is holding its Annual Meeting at the end of August and ATI or IBTTA should have representation there to discuss opportunities and build relationships. He will discuss the opportunity with Pat Jones.

Federal Legislation/Education Program:

Committee Members: David Kristick (lead)
David Machamer (lead)
Neil Gray

Mr. Neil Gray, IBTTA, has continued conversations with legislative staff on the Reauthorization Bill. He proposes a report to educate legislative staff on the difference between 5.9 and 915, as well as the implications of mandating one technology over the other. Mr. Gray will draft a straw man document for ATI to review. Chairman Eden suggested emphasizing the opportunity for Electronic Vehicle Registration (EVR) and possibly setting a national standard through AAMVA for DMV's to independently implement at a state level.

Other Opportunities: OmniAir, GPS/Cellular Tolling

Committee Members: John Breedlove (lead)
Steve Andriuk (lead)
Marty Stone
David Machamer
Megan Garner

Chairman Eden was approached by T-Systems (T-Mobile) following the June IBTTA meeting. T-Systems has been working with Garmond and Apple to develop a virtual tolling system. T-Systems will present the idea at the Annual IBTTA meeting in Chicago and possibly follow up with a demo in the US.

The committee has continued conversations with OmniAir on EPSNIS. OmniAir requested ATI to sign a non-disclosure agreement before reviewing their

specification. However, ATI chose to decline signing the non-disclosure agreement until further notice.

Anyone interested in joining a committee should email JR at jr.fenske@ncturnpike.org.

Industry Updates and September Meeting at IBTTA:

Chairman Eden suggested holding a meeting during IBTTA's Annual Meeting in September, dependent upon the number of ATI members attending the meeting. If the majority of the membership is not attending, a phone meeting will be scheduled for late September.

The meeting concluded at 3:55 p.m.

Minutes prepared by J.R. Fenske



Tuesday, August 4, 2009
 3:00 p.m. EST
 Board Webinar / Phone Conference

AGENDA & MEETING DETAILS

Webinar: <https://www2.gotomeeting.com/join/872782539>

Meeting ID: 872-782-539

Conference Number: 217-287-4116 Dial
 872-782-539 Access Code
 *Audio PIN will be shown after joining the webinar and must be entered in order to join the conference call

In order to keep the meeting to a minimum of one hour, we will be restricting phone rights to the board members only. All other attendees will be able to hear the audio and view the materials discussed through the webinar. Comments can be made by members through the text messaging application on the webinar that can be viewed by all participants. Any technical issues using the webinar program can be addressed by Jessica Burke by calling (919) 571-3000.

5 Minutes	Welcome and Approval of Minutes	JJ Eden
5 Minutes	Treasurers Report	Grady Rankin
25 Minutes	ATI Initiatives	
	<i>Phase 2, Interoperability Business Rules</i>	<i>JJ Eden</i>
	<i>I-95 Corridor Coalition Pilot, Florida/IAG</i>	<i>Rick Nelson/PJ Wilkins</i>
	<i>Texas/Oklahoma Pilot,</i>	<i>Rick Herrington/David Machamer</i>
	<i>AAMVA, Electronic Vehicle Registration</i>	<i>JJ Eden</i>
	<i>Legislation/IBTTA, Federal Reauthorization Bill</i>	<i>JJ Eden/Neil Grey</i>
	<i>GPS/Cellular Applications, US Demo</i>	<i>JJ Eden</i>
	<i>OmniAir, 5.9 & EPSNIS</i>	<i>JJ Eden</i>
	<i>Federal Banking Programs,</i>	<i>Grady Rankin/JJ Eden</i>
20 Minutes	Coordinating with other Key Players (see attached list)	JJ Eden
5 Minutes	Industry Updates and September Meeting at IBTTA	JJ Eden



Alliance for Toll Interoperability
June 15, 2009 5:00-7:00 p.m.
Tampa Bay, Florida

Agency Attendees:

BATA *Jeff Gerbracht*
CTRMA *Ron Fagan*
DRJTBC *Chip Stracciola*
GGB *Jennifer Mennvcci*
Halifax *Steve Snider*
Halifax *Craig Paul*
KTA *Marty Wiltse*
Lee County *Paul Wingard*
Lee County *Rob Radford*
MDX *Keith Sheffler*
MDX *Steve Andiuk*
MTA *Richard Somerville*
MTAB&T *Bob Redding*
NCTA *JJ Eden*
NCTA *JR Fenske*
NTTA *Rick Herrington*
NYSTA *Eric Christensen*
OTA *Ferdinand Kibic*
OTA *David Machamer*
PANYNJ *Mark Muriello*
THEA *Marty Stone*
TIBA *Rob Horr*

Non-Agency / Non-Member Attendees:

ACS *Ken Philmus*
ACS *Mark Cantelli*
AECOM *Duane Buchko*
ASFinag *Anton Sieber*
BNY Mellon *Tom Heisey*
ETC *Daniel Robicheaux*
ETC Corp. *Kevin Palmer*
FW&A *Frank Wilson*
HNTB *Steve DeBella*
HNTB *Anna Salvagin*
HNTB *John Gancar*
HNTB *Tim Garrett*
HNTB *Joe Ely*
IAG *James A. Crawford*
IBTTA *Neil Gray*
Jacobs *Marcelle Jones*
Kapsch *Bob Moore*
Kapsch *Bob Frain*
Kapsch *Christina Kotscher*
MACO Intel *Milo Srkal*
MARK IV *Lorelei Lvchkin*
MSB *Maggie Prehoda*
MSXI *Sue Hofstetter*
MSXI *Bill Brownsberger*
MSXI *Steve Doolin*
PBS&J *David Burgess*
PBS&J *Greg Dailer*
PBS&J *Bob Lagatta*
Raytheon *Brian Patno*
Rent-A-Toll *Rick Welch*
Sirit *John Freund*
Telvent *Shannon Swank*
TransCore *Daniel Papiernik*
TransCore *Greg Blocker*

TransCore	<i>Dick Schnacke</i>
TransCore	<i>Barbara Catlin</i>
TransCore	<i>Richard Doering</i>
TransCore	<i>Tim Schock</i>
TransToll	<i>Wendy Viellenave</i>
Transurban	<i>Andi Kuhn</i>
Transurban	<i>Dean E. Korh</i>
UTS	<i>Jim Allen</i>
UTS	<i>Jon Cloutier</i>
UTS	<i>Jim Allen</i>

Welcome and Meeting Minutes Approval:

Chairman James Eden opened the meeting at 5:00 p.m. The February 6, 2009 Board Phone Conference meeting minutes were approved.

ATI – History & Future:

A brief presentation of ATI’s history, purpose, and goals was given by Mr. David Machamer, OTA. (Presentation Attached)

Phase 1 Specification Update:

Mr. Joe Ely, HNTB, presented briefly on the progress of the Phase 1 Specification, which has been released as a draft for review and comment. Any and all comments should be submitted to Mr. Ely for consideration. Mr. Ely also outlined the next steps of the Phase 1 specification to include administering contracts for exchange of plate-related data between toll facilities, in cooperation with customers, and vehicle owners/ operators/ registrants. (Presentation Attached)

Phase 2 Specification Planning:

Mr. Marty Stone, THEA, and Mr. Lenny Smith, Fidelity, gave a recap of the presentation given during the Behind the Scenes/Backroom: Customer Service Center Implications for ORT/AET. The proposed concept utilizes concepts from the banking industry for Federal Reserve check settlement and cell phone transaction settlement. The check settlement process utilizes cameras used at high speeds, just as video toll collection, to scan, identify, and settle accounts. The cell phone industry is even more similar to toll collection in that a cell phone can be used seamlessly, anywhere, anytime, on any company’s tower. Cell companies all have their own operating practices, business rules, etc. Through agreement, cell phone companies have become interoperable. Mr. Smith reiterated the need to find a common settlement practice, not technology. The technology issues will be worked out and modified after a universal settlement process is established. If the toll industry were to adopt these types of models, it would be a matter of months, rather than years, to implement the program. The cost of the program would be minimal,

possibly less than a penny a transaction and would significantly improve cash flow between agencies. (Presentation Attached)

AAMVA

Mr. Eden has been in close contact with Neil Shuster, AAMVA, in an effort to coordinate business models that will benefit AAMVA and ATI. The I-95 Corridor Coalition is also making an effort to coordinate with AAMVA on several of its potential joint initiatives.

Industry News & Updates:

NCTA Status, JJ Eden NCTA staff and consultants are still reading and scoring the TCS RFP proposals. They expect to complete scoring, short listing, and orals in time for a decision by the November 2009 NCTA board meeting. The ETC RFP was released at the beginning of June 2009. The document stressed interoperability, in fact 1/3 of the points will be awarded for interoperability standards and specifications.

MDX Status, Steve Andriuk MDX awarded the TCS contract to ETCC. The team is currently preparing business rules and is in the final design stage. The first roadway will be converted on April 2010, with two additional roadways being converted in July 2010. Miami will have a totally cashless system in two to three years. Mr. Andriuk also commented on a new financial model, IFRS, which is being used in Canada and Europe and may significantly change the US model.

IntelliDrive, David Kristick Development of IntelliDrive technology is progressing quickly. Several manufacturers already have the technology in place, such as GSP and DSRC. The technology also includes occupant detection within vehicles.

Next Steps/Next Meetings:

- Draft of interoperability agreements, to be completed within the next couple months.
- Research banking and cellular models.
- Coordinate with AAMVA and IBTTA to start educating on a political level.
- Develop relationships with law enforcement, border crossing, home land security, etc.



Technology & Innovation

The Alliance for Toll Interoperability
David Machamer, Vice Chairman
www.tollinterop.org



ATI History

- August 2007 – IBTTA – Dallas, Texas
 - Initial discussion
 - 3 Agencies
- December 2007 – phone conference
 - Set mission and goals
 - Formation of organization committees
 - 12 Agencies
- February 2008 – Dallas, Texas
 - Formation of functional tasks given to committees
 - 16 Agencies
- April 2008 – Orlando, Florida
 - Draft of Bylaws and Articles of Incorporation presented
 - 23 Agencies
- July 2008 – Texas
 - Bylaws and Articles of Incorporation adopted
 - 28 Agencies
- September 2008 – Baltimore, MD
 - Board Elections
 - Established Interoperability Committee

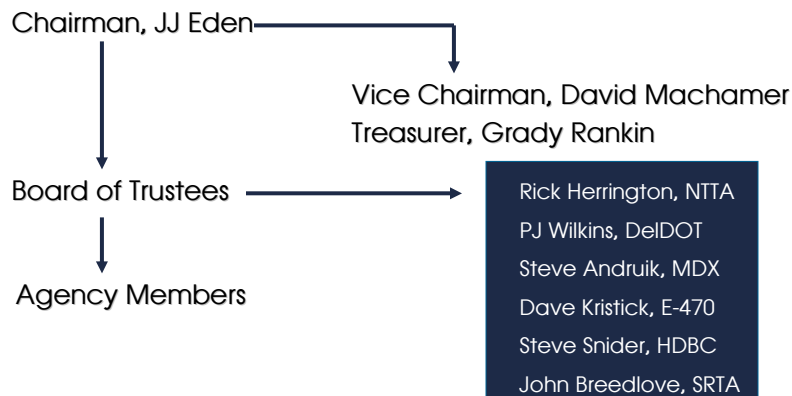
Who is ATI?



- Agency members only
- Dedicated to interoperability solutions
 - Video
 - Advancing technology
- Industry subject matter experts
 - Experienced in Agency operations and systems
 - Sharing test data
 - Sharing vendor experiences
 - Sharing agency needs



Who is ATI?



Alliance for Toll Interoperability



Mission:

“To promote and implement interoperability between toll operators for the benefit of customers and agencies”

Alliance for Toll Interoperability



Goals:

- Establish interstate customer video tolling interoperability.
- Pursue DMV plate exchange.
- Promote state legislation for ETC / DMV database sharing.
- Investigate RFID toll interoperability.
- Consider future technology in the context of tolling interoperability – application of which would be within each agency’s operating rules.
- Cost effectiveness & efficiencies/controls.

Phase 1 & 2 Specifications



- Phase 1 technical specification completed in March 2009
 - Allows member agencies to obtain last-known payer/vehicle owner
 - vehicle registrant, owner, and/or operator) through video tolling
- Phase 2 technical specification due for completion in late 2009
 - Allows member agencies to fully & automatically process toll payments with other member agency's systems

Thank You!

www.tollinterop.org





Stage 1 Specification

Joe Ely, HNTB

Transactions Based On License Plate Images



TODAY

License Plates:

- Safety
- Looks
- Money
-
-
-
-
- Toll Violations
- Tolls



THE GOAL

Transponder-like
cost effectiveness
& accuracy for
paying tolls

Transactions Based On License Plate Images



TODAY



THE GOAL
 Transponder-like
 cost effectiveness
 & accuracy for
 paying tolls

1) Capture license plate image
2) Extract data from image
3) Translate Plate Number, Plate State, and Plate Type into a <u>common</u> "machine language"
4) Determine which party should pay you
5) Transact with that party

Transactions Based On License Plate Images



**Choice is about
Technology**

- 1) Capture license plate image
- 2) Extract data from image

**ATI Stage 1
Technical Spec**

- 3) Translate Plate Number, Plate State, and Plate Type into a common "machine language"

**Choice is about
Service Providers**

- 4) Determine which party should pay you
- 5) Transact with that party

Transactions Based On License Plate Images



The Plan For Stage 1:

- Evaluate existing regional interoperability business rules & technical specifications
- Interview existing regional interoperability groups:
 - Lessons learned / best practices
 - Unresolved issues
 - Plans to extend reciprocity to video tolling
- Develop ATI's Technical Specification (HNTB)
- Negotiate contracts for data (member agencies)

Transactions Based On License Plate Images



Status:

- ATI Stage 1 Technical Spec = complete, provides a common "machine language" for plate-related data

Next Steps:

- Contracts to exchange plate-related data for toll facilities to locate a vehicle owner, operator, or registrant and directly "invoice" tolls / violations to them (Stage 1)
- Contracts to "invoice" to an account (Stage 2)
- Technical Specs to "invoice" to an account (Stage 2)



Thank You!

www.tollinterop.org

Financial and Telephone Industry
Transaction Settlements
and
Possible Application for
US Toll Interoperability

Martin Stone, Ph.D., AICP
Director of Planning
Tampa Hillsborough Expressway Authority
Tampa, Florida

Lenny Smith
Senior Vice President
Fidelity National Information Services
Orlando, Florida

1999: Someday toll agencies will be customers of very large financial transaction processing companies with huge economies of scale and extremely low unit costs.

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The collage features several promotional elements for toll agencies in 1999:

- Top Left:** A blue banner with a large orange 'T' and the text "A TAG AS BIG AS TEXAS. Use Your TollTag On Any Toll Road in The State! www.ntta.org 972-818-NTTA".
- Top Right:** A small ad for "K-TAG" featuring a dog and the text "Moving a little slow? GET A K-TAG! CLICK HERE". Below it is an image of a toll tag.
- Middle Left:** Logos for "ExpressToll", "E-ZPASS" (with the slogan "Stop Stopping. Get Going."), "E-PASS", and "FASTRAK" (with the slogan "KEEPING THE BAY AREA MOVING").
- Bottom Left:** Logos for "E-470", "I-25 EXPRESS", and "N.W. PARKWAY".
- Bottom Center:** "Good To Go!" logo with the Washington State Department of Transportation logo.
- Bottom Right:** "TxTag" logo and a "GET AN EZ TAG" button with the text "Get it in gear. Keep it in gear." and "GET AN EZ TAG".
- Bottom Far Left:** "SUN PASS" logo with the text "PREPAID TOLL PROGRAM".

2009: The financial industry has operating models and networks that could allow us to effectively and efficiently achieve national toll collection interoperability today.

This collage is identical to the one from 1999, featuring the same set of toll agency logos and promotional materials:

- Top Left:** "A TAG AS BIG AS TEXAS. Use Your TollTag On Any Toll Road in The State! www.ntta.org 972-818-NTTA".
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- Bottom Left:** "E-470", "I-25 EXPRESS", and "N.W. PARKWAY".
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- Bottom Far Left:** "SUN PASS" ("PREPAID TOLL PROGRAM").

2009: The financial industry has operating models and networks that could allow us to effectively and efficiently achieve national toll collection interoperability today.

- (1) **Extremely large volumes and efficiencies**
- (2) **Significantly lower operating costs**

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- (2) **Significantly lower operating costs**
- (3) **High levels of accuracy and reliability**
- (4) **Well-established, secure networks with experience handling sensitive customer information**

2009: The financial industry has operating models and networks that could allow us to effectively and efficiently achieve national toll collection interoperability today.

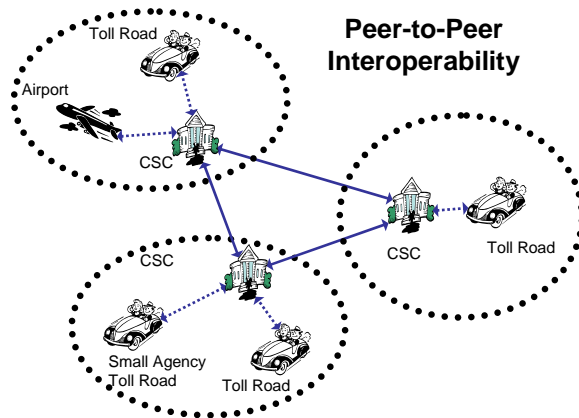
- (1) **Extremely large volumes and efficiencies**
- (2) **Significantly lower operating costs**
- (3) **High levels of accuracy and reliability**
- (4) **Well-established, secure networks with experience handling sensitive customer information**
- (5) **Existing system tools that require less costly development to accommodate toll industry needs**
- (6) **Open communications standards with a very competitive business environment**

QUESTIONS:

- (1) **What existing financial services models could we use to achieve national interoperability and how would they work for the toll industry?**
- (2) **How would these models address toll agency and customer privacy issues?**
- (3) **Would these models accommodate the needs of toll agencies with different business rules and processes?**
- (4) **How much would it cost to adapt and operate?**
- (5) **How long would it take to make it happen?**

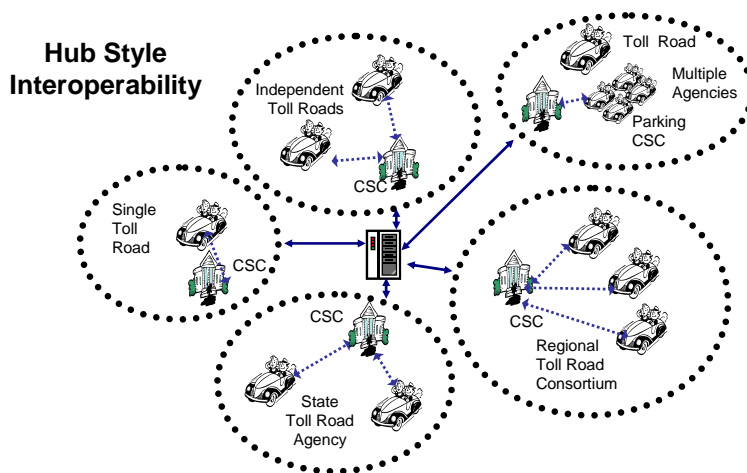
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Toll Industry Application

Settlement of transactions for existing toll agency customers with pre-paid accounts using license plate images to provide the basis for inter-agency, regional and national “account” interoperability

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Toll Industry Application

Settlement of transactions for existing toll agency customers with pre-paid accounts using license plate images to provide the basis for inter-agency, regional and national “account” interoperability

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*Your credit card
account works here!*

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*Your credit card
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Toll Industry Application



*Your toll account
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QUESTIONS:

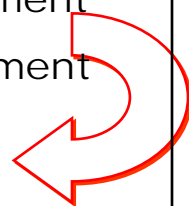
- (1) What existing financial services models could we use to achieve national interoperability and how would they work for the toll industry?

- Federal Reserve Check Settlement
- Cell Phone Transaction Settlement

Toll Industry Application



*Your toll account
works here!*



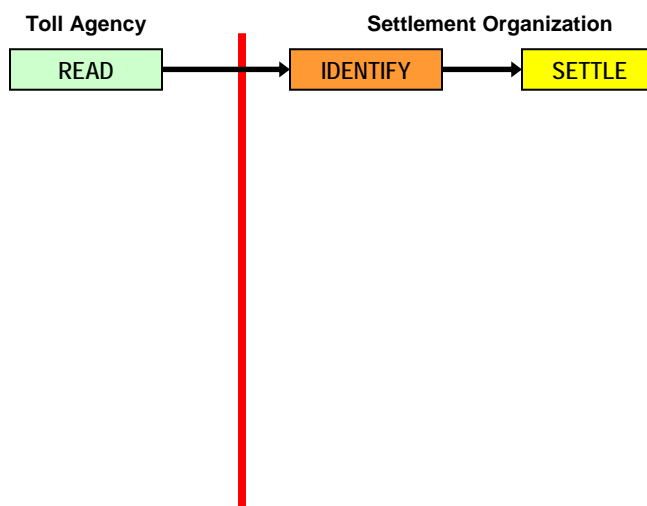
QUESTIONS:

- (1) What existing financial services models would likely provide the most benefit to the toll industry for achieving national interoperability?
- (2) How would these models address toll agency and **customer privacy** issues?
- (3) Would these models accommodate the needs of toll agencies with **different business rules** and processes?

Interoperability Vision

Phased Steps to Full Settlement of Intra-State and Interstate Toll Transactions

Phase 1 Video Interoperability = Settlement of Video-Based Transactions for Existing Toll Customers



Interoperability Vision

Phased Steps to Full Settlement of Intra-State and Interstate Toll Transactions

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Toll Agency

READ

Images Acquired by Toll Agency and Assembled in Correct Data Protocol to Include the Following Transaction Data:

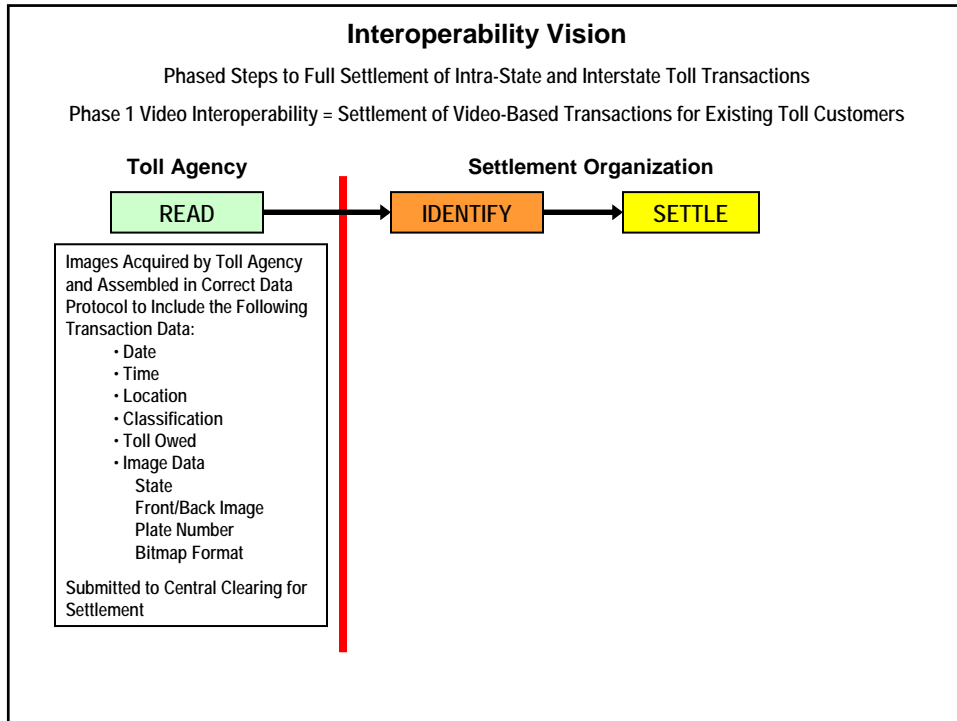
- Date
- Time
- Location
- Classification
- Toll Owed
- Image Data
 - State
 - Front/Back Image
 - Plate Number
 - Bitmap Format

Submitted to Central Clearing for Settlement

Settlement Organization

IDENTIFY

SETTLE



Interoperability Vision

Phased Steps to Full Settlement of Intra-State and Interstate Toll Transactions

Phase 1 Video Interoperability = Settlement of Video-Based Transactions for Existing Toll Customers

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READ

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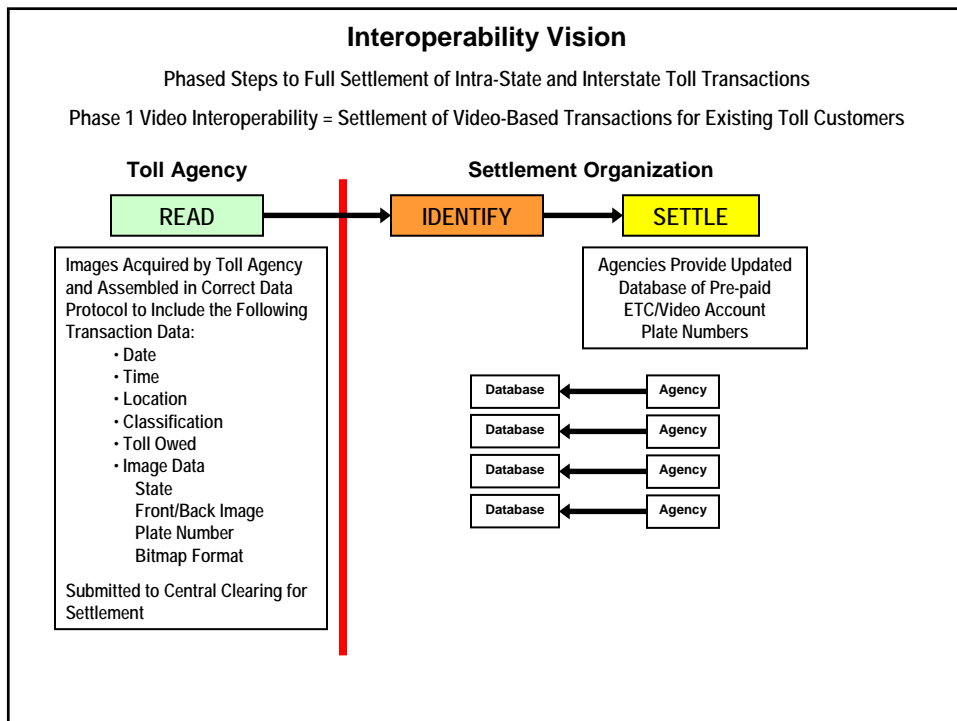
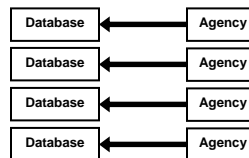
Submitted to Central Clearing for Settlement

Settlement Organization

IDENTIFY

SETTLE

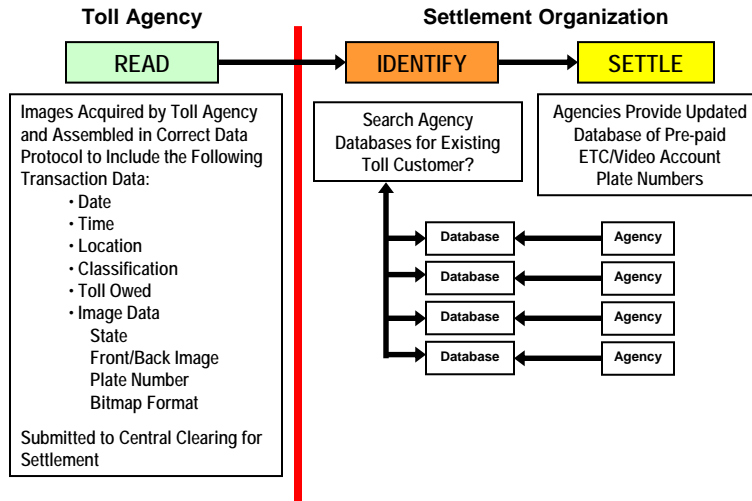
Agencies Provide Updated Database of Pre-paid ETC/Video Account Plate Numbers



Interoperability Vision

Phased Steps to Full Settlement of Intra-State and Interstate Toll Transactions

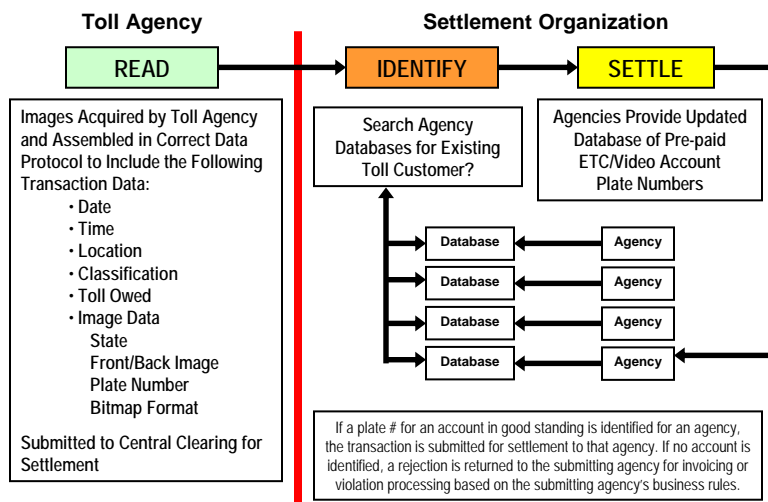
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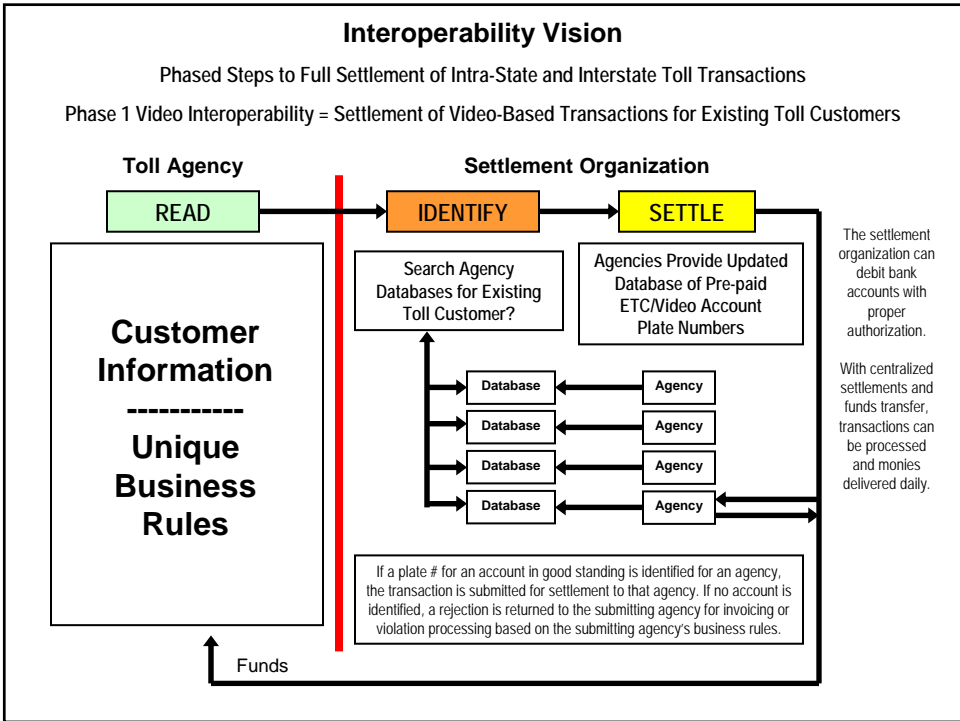
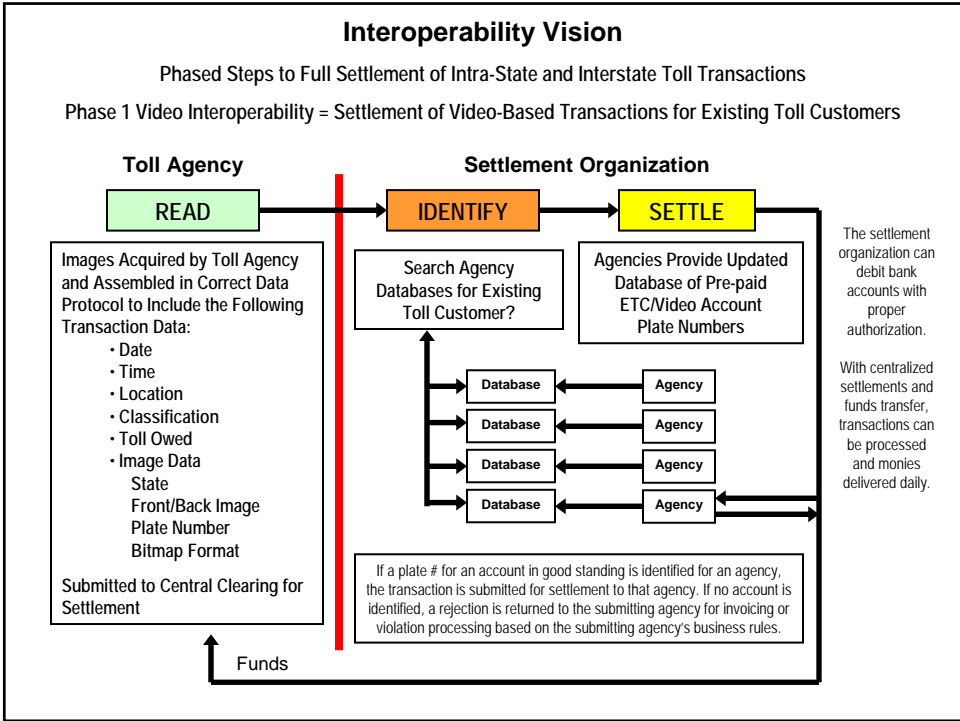


Interoperability Vision

Phased Steps to Full Settlement of Intra-State and Interstate Toll Transactions

Phase 1 Video Interoperability = Settlement of Video-Based Transactions for Existing Toll Customers





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- (5) How long would it take to make it happen?



The Future Can Be Today



Lenny Smith

Senior Vice President

**Fidelity National
Information Services**



Thinking Deeper



- Every financial transaction in every industry has same need:
 - **Read** (record event)
 - **Identify** (determine who to collect from)
 - **Settle** (move money to right account)



Thinking Deeper



- Every financial transaction in every industry has same need:
 - **Read** (record event)
 - **Identify** (determine who to collect from)
 - **Settle** (move money to right account)
- Every large scale effective financial transaction process is based upon “standards” between players



Parallels for Interoperability Vision



- **Standards for financial transaction processing are nearly universal:**
 - defined by GAAP,
 - influenced by the needs of the process,
 - always committed to writing
 - enforced through agreements (generally settlement contracts) between players
 - overseen in various ways by government and regulatory bodies



Understanding the Biggest Issue



- **Interoperability cannot happen efficiently without SETTLEMENT**



Understanding the Biggest Issue



- Interoperability cannot happen efficiently without SETTLEMENT
- SETTLEMENT requires definition of new process and new standards
- SETTLEMENT cannot happen unless the “identify” step works
- The “identify” step will drive protocol standards and process decisions that occur in the “read”



Toll Industry - You Are Very Close



- You only lack small parts!
 - ❖ You are missing the ability to “SETTLE”
 - Insufficient settlement experience in industry
 - Insufficient industry standardization
 - Little in place in the way of settlement to use as a template
 - Little in the way of agreed upon industry standards specifically targeted for settlement
 - Differences in state laws and rules may be hindering advancement



Vision Refinement



- To “read” is a physical and electronic “technical thing”
 - Can be done many ways
 - Scores of technologies
 - The science is mature
- To “identify” requires a set of agreed upon truths (terms, standards, etc.)
- To “settle” is about the money!



Wait! This Is Really Not That Hard



- The science behind “read & identify”
 - The “read/identify” exists in production and in use in the toll and financial industries
 - The FEDS approve of the concept (Check 21) and commercial laws exist to support it.



Check 21



LPR Photography



Wait! This Is Really Not That Hard



➤ The science behind “read & identify”

- The “read/identify” exists in production and in use in the toll and financial industries
- The FEDS approve of the concept (Check 21) and commercial laws exist to support it



➤ The science behind the “settle”

- Clone a known closely matching settlement process (cell phones are remarkably similar)
- Timebox the team – 6 months to production



The Benefit



- Per transaction costs for settlement could be penny’s per each transaction between agencies & across state lines



- Improved cash flow: Inter-agency revenue transactions should occur the same day



- Even agencies in the same state can settle through the cloned engine with lower cost and greater speed

EZPass
The Best of the Best



SUNPASS

ExpressToll

Good To Go!
Northern Virginia
Metropolitan Area

EPASS

FASTRAK



Questions?





INITIATIVES OVERVIEW

IAG/Florida Pilot Program

Project Contacts: Rick Nelson, Steve Andriuk, PJ Wilkins, Marty Stone, Mark Muriello, Jim Crawford, Phil Miller

Project Overview: Utilize existing video along the I-95 Corridor to capture all in-state and out-of-state plates in an effort to determine the approximate number of shared customers/violators.

Time frame: Need to establish

Texas/Oklahoma Pilot

Project Contacts: David Machamer, Rick Herrington

Project Overview: Establish interoperability between NTTA and OTA utilizing license plate data exchange.

Time frame: Need to establish

AAMVA/Electronic Vehicle Registration (EVR)

Project Contacts: JJ Eden, Neil Shuster, David Kristick, Megan Garner

Project Overview: Establish a working relationship with AAMVA geared toward the potential of creating EVR standards, as well as address issues surrounding license plate readability.

Time frame: Need to establish

Phase 2 - Business Rules Development

Project Contacts: Marty Stone, Phil Miller, Joe Ely, Grady Rankin, Rick Herrington, Steve Andriuk

Project Overview: Plan, develop and refine a set of standard business rules between members for capturing, reading and processing license plate images through a unified HUB.

Time frame: Need to establish

Federal Legislation/Education Program

Project Contacts: David Kristick, Neil Gray/IBTTA

Project Overview: Work with other organizations to educate and inform political entities on opportunities for tolling interoperability between states/agencies, as well as potential national opportunities for VMT, EVR, etc. utilizing current and future toll technology.

Time frame: Need to establish

Other Opportunities: OmniAir, GPS/Cellular Tolling, and Banks

Project Contacts: JJ Eden, Marty Stone, Megan Garner

Project Overview: Research alternative opportunities for interoperable toll collection.

Time frame: Need to establish



Alliance for Toll Interoperability
Membership Dues Received
 as of 7/20/2009

Oklahoma	Maine
MTA – Bridges and Tunnels	Tampa - Hillsborough
North Carolina Turnpike Authority	BATA
South Carolina DOT	Lee County
CTRMA	State Road & Tollway Authority
New Jersey Turnpike Authority	Halifax/Dartmouth
E-470	Maryland Transportation Authority
Orlando-Orange County Expressway Authority	Delaware DOT
MDX	NTTA
Crescent City	407 ETR
Kansas Turnpike Authority	Mass Port
New York State Bridge Authority	FTE
Golden Gate	Thousand Island Bridge Authority

26 Members