



TESTIMONY OF  
**NEIL PEDERSEN**

Chair, I-95 Corridor Coalition Executive Board  
Administrator, Maryland State Highway Administration

regarding

**Multi-State Transportation Planning and Funding Issues**

before the

**House Transportation and Infrastructure:  
Subcommittee on Highways and Transit**

**United States House of Representatives**

Thursday, September 18, 2008

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I-95 Corridor Coalition  
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*Introduction*

Mr. Chairman, distinguished committee members, my name is Neil Pedersen. I serve as the Administrator of the Maryland State Highway Administration, a modal administration within the Maryland Department of Transportation. I am pleased to appear before you to discuss the subject of multi-state transportation planning and funding issues in the United States.

I come before you today as the Chair of the I-95 Corridor Coalition (Coalition), an association of state departments of transportation, authorities, and other transportation agencies that work together to identify and solve transportation problems in 16 states, the District of Columbia, and two Canadian provinces along the Eastern Seaboard. Attached, in Appendix A of this testimony, is additional information on the Coalition and its programs.

I have also had the opportunity to chair policy committees on the future of the Interstate system and on highway related authorization issues for the American Association of State Highway and Transportation Officials (AASHTO).

This written testimony is drawn from my experiences in all three of these roles, but I am representing only the I-95 Corridor Coalition. The written testimony:

- Briefly discusses the evolution of the Coalition from an organization that originally focused almost exclusively on highway operations issues to one that now deals with all modes of transportation as well as planning and policy issues and cites examples of these types of projects.
- Describes the region's population and economic characteristics, and argues the importance of multi-state transportation planning and cooperation to the region's and nation's future economic health.

- Discusses the continuing evolution of the Coalition to not only deal with important current issues, but to also think of the future and the importance of visioning and planning to ensure that future investments meet the many transportation, economic, energy and environmental challenges that our members collectively face. It describes the Coalition's Strategic Vision for the region's transportation system in the year 2040 as an illustration.
- Discusses how our multi-state planning efforts led to adoption of national surface transportation program authorization position statements by the Coalition that call for Federal support of cooperative multi-state activities to improve the operation of the transportation system and to eliminate critical bottlenecks through large-scale infrastructure improvements. It cites the Woodrow Wilson Bridge project as an example that illustrates the need for Federal support of mega-projects to eliminate critical bottlenecks to support continuing economic growth.

### *Beyond Operations: Cooperative Multi-State Planning Studies*

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including law enforcement, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition is a forum for policy makers and transportation officials to address transportation management, operations and planning issues, particularly as they pertain to the long distance movement of people and goods. The Coalition has served as a successful model of multi-state/jurisdictional interagency cooperation and coordination since 1993.

Over the years, the Coalition's program has grown from one that initially focused almost exclusively on studies and tests of Intelligent Transportation Systems technologies and applications to one that encompasses a variety of issues, including corridor-wide information systems, policy and vision studies, multimodal and intermodal issues, and funding and financing of solutions to major highway and rail bottlenecks and choke points.

Examples of current activities in the operations area include:

- The Coalition is serving as a catalyst, enabling its members to achieve a transformation in the way that timely and accurate information to better manage traffic and better inform the public is gathered. The Coalition's vehicle probe project provides comprehensive and continuous real-time travel times and speeds to member agencies to support the dissemination of travel information to the public via 511 telephone systems, public websites, and variable message signs; and to provide critical information for traffic management during incidents and for performance measurement. The project enables members to acquire data from a private provider that gathers it from the anonymous monitoring of vehicle probes (such as truck fleets) and other sources. The initial system covers approximately 1500 miles of freeway and 1000 miles of arterial streets within a core area from New Jersey to North Carolina.

- Truck parking, especially long-term, overnight parking, is a serious problem in the Coalition region and nationally. The Coalition will be helping its member states to resolve truck parking issues through a balanced and comprehensive approach featuring deployment of a real-time information system, state investment in additional capacity, and exploration of innovative ways of expanding capacity such as overnight use of warehousing or commercial parking areas. Real-time parking availability information will be disseminated to truck operators through a range of mechanisms, such as an automated cellular telephone system and a website. The potential of a parking reservation system will also be explored.

The Coalition is also undertaking the following planning and policy projects:

- Back in 2002, the Coalition completed a study of the rail system in the Mid-Atlantic portion of the Coalition region. The study identified over 70 major rail chokepoints and determined that a 20-year, \$6.2 billion program of rail improvements was needed to improve north-south rail transportation for both passengers and freight and help reduce truck traffic on the region's congested highway system. Today, the Coalition is continuing its examination of rail system issues in the Mid-Atlantic area and is also undertaking studies of rail system issues in the Northeast and Southeast portions of the region. These projects are looking at issues such as: the physical, institutional and operational constraints to improved rail service; physical and operational improvement priorities and their estimated costs; the public benefits associated with these improvements; and funding and financing mechanisms.
- The Coalition is also identifying the passenger and freight highway bottlenecks that are most severely impacting regional, long-distance travel in the Coalition region, and thereby negatively impacting regional economic competitiveness and vitality. We believe that understanding where these bottlenecks are and quantifying their effects on long-distance trips is a critical first step in developing regional infrastructure and operational strategies to address them. Future work would determine how specific highway infrastructure improvements, including both capital and operational improvements, would translate into congestion reduction and economic benefits for the region.

## *The Region's Future Economic Health Depends on Multi-State Planning and Cooperation*

### The Region's Population and Economy

According to 2006 Census population estimates, nearly 110 million people lived in the 16-state Coalition region. The region occupies only 10 percent of the nation's land area, but contains almost 37 percent of its population, leading to the congestion that is prevalent in our metropolitan areas. The region is over three times more densely populated than the U.S. as a whole, and notably, densities for many of the states are in the range of many Western European countries.

The corridor houses 42 of the nation's top 100 metropolitan areas based on population and economic activity. Six of the top 10 metropolitan economies (New York, Washington, D.C., Philadelphia, Miami, Boston, and Atlanta) are in the region.

In 2006, the economy of the Coalition region—measured by gross state product—exceeded \$4.7 trillion, or 36 percent of the United States total gross domestic product (GDP) of \$13.2 trillion. If the Coalition's 16 states and the District of Columbia were a single country, they would constitute the third largest economy in the world, measured by gross domestic product purchasing power parity.

The Coalition region is undergoing rapid and fundamental change. Population within the region is projected to increase by approximately 36 million people between 2006 and 2040, creating a Coalition region population of 146 million. The three Coalition states forecast to expand their populations the most during this time period are Florida, North Carolina, and Georgia.

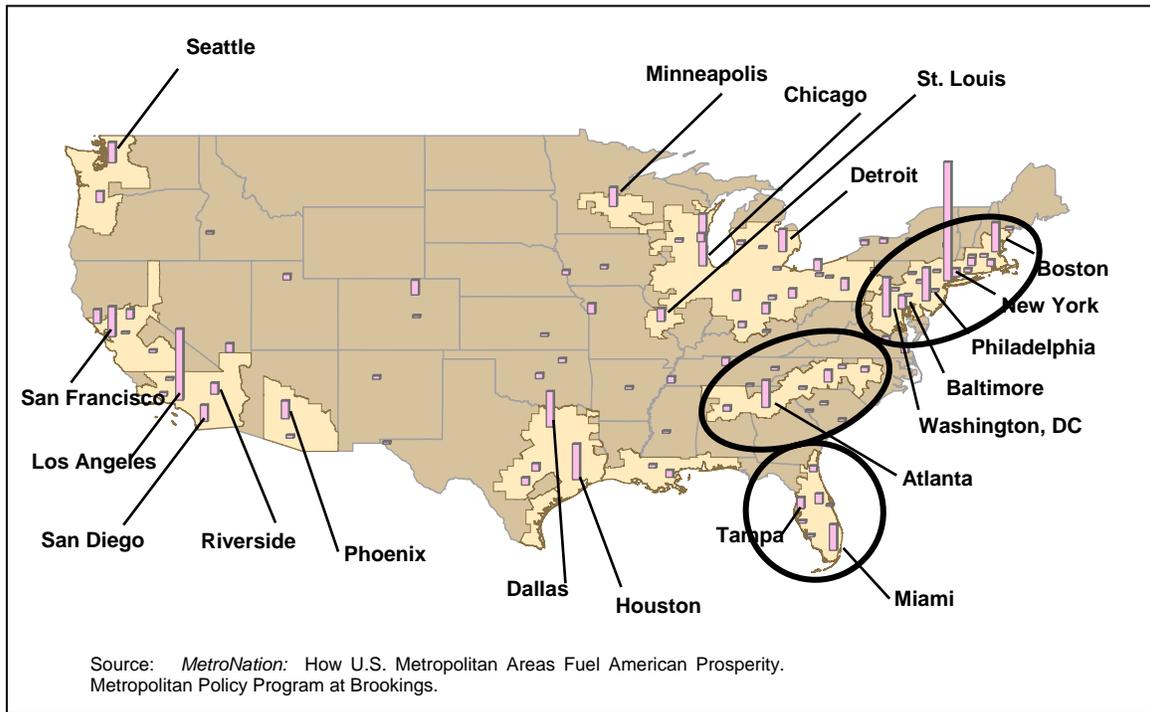
### **Economic Transformation**

The rate of population growth is matched by the intensity of economic transformation. The Coalition region continues to be in the forefront of changes (that are taking place nationally) from a manufacturing base to a knowledge-based, technology-driven, global society. These economic changes are accompanied by significant evolution in the region's growth patterns. New agglomerations of development – within and beyond the metropolitan scale – characterize an important dimension of change and one with significant transportation implications.

The region is now increasingly seen as an interlocking set of economies that has been evolving ever since the post-WWII urbanization boom. Traditional cities and metropolitan areas have been the focus of planning for over 50 years. But a new set of forces has been at work, reshaping the economic and land-use patterns of the region and nation and its consequent travel patterns.

New travel patterns have emerged as metropolitan areas have tended to blur one into another. These complexes have been labeled as "megaregions," defined as clusters of more than two contiguous metropolitan areas of at least 10 million population with shared activity via goods and service flows within linked infrastructure that crosses multiple state and jurisdictional boundaries. Megaregions are characterized by a combination of urbanized areas, edge cities, and exurban commuter sheds. The I-95 Corridor region contains three megaregions (as defined by the Regional Plan Association) as shown in Figure 1. The I-95 megaregions compete economically with approximately 40 global megaregions.

Figure 1 – The Coalition Region Houses Three Mega-Regions



### Need for Multi-State Planning and Consideration

Increasing long distance travel demands commensurate with a growing and more mobile population, national economic growth, the explosive increase in international trade and the fierce competitiveness of a global economy, and global climate change concerns are all strong and compelling reasons to look at transportation issues on a broader basis than state-by-state.

Our ability to plan for and provide mobility across political boundaries will be key to enabling the economic growth and change needed to sustain our growing population and to successfully compete globally. If the Coalition's transportation systems—its highways, its intercity passenger and freight rail systems, its marine ports, its airports, its commuter rail, and its bus and transit systems—do not work efficiently and reliably, our regional and national economies are at risk. The Coalition region contains national and global centers of education, finance, government, high-tech manufacturing, and agriculture. They are tightly integrated and interdependent economies. Innovation, productivity, and trade are the keys to the region's and the nation's future. And transportation of freight, people, and information are the foundation and enablers of that innovation, productivity, and trade.

### *Meeting the Challenges of the Future – A 2040 Vision*

The future economic health of our region and of the nation will depend substantially on the quality of the multimodal transportation system we envision and provide.

Recognizing this fact, the Coalition decided to embark upon the development of a long range Strategic Vision. In many respects, our action echoes Congressman Mica's call for a "true vision for the expansion of our nation's transportation networks for future generations."

Now in its final stages of development, the Vision describes what the Coalition region's multimodal transportation system and performance outcomes may look like in 2040, and identifies the key policy, technological, investment strategy, and institutional factors that will likely influence the future of the that system. Our Vision is system-wide, it is multimodal, and it is long term.

Added impetus for developing the Vision was provided by an assessment of the performance of our transportation system in 2040 under a "business as usual" scenario, i.e. continuing existing trends in travel growth and investment levels. That assessment resulted in these unacceptable consequences:

- A 70% increase in vehicle-miles traveled
- Dramatic increases in congestion levels
  - An 84% increase in delay on urban interstates
  - A 49% increase in delay on all systems
- A doubling of freight carried on trucks
- A loss of mode share by freight rail and marine shipping
- A 34% increase in fuel consumption and greenhouse gas emissions (despite more stringent fuel efficiency standards)

Clearly, a new vision and significant change in how we do business are needed.

The development of the Coalition's Strategic Vision was guided by a number of predecessor efforts sponsored by other organizations. Prominent among these was a vision summit conducted by the American Association of State Highway and Transportation Officials (AASHTO) entitled, "*National Transportation Vision and Strategy for the 21<sup>st</sup> Century*," held in May 2007 in Cambridge, Maryland (and the subsequently published "*AASHTO 2040 Vision for the 21<sup>st</sup> Century*").<sup>1</sup> Another key source was the National Surface Transportation Policy and Revenue Commission work from which a number of technical assumptions were derived.<sup>2</sup> We also conducted a wide literature search on topics such as pricing, climate, energy, economy, land use, and mega-regions, and solicited information from visioning efforts conducted by our members, including states and the larger Metropolitan Planning Organizations in the region.

### **Strategic Goals and Actions**

We have developed a working set of strategic goals and actions to guide the development of the Vision. The strategic goals and actions call for:

- Economic vitality first and foremost,

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<sup>1</sup> *Transportation, Invest in our Future: A New Vision for the 21<sup>st</sup> Century*, AASHTO, July 2007.

<sup>2</sup> *Transportation for Tomorrow*, National Surface Transportation Policy and Revenue Study Commission, December 2007.

- Improved mobility,
- A smaller carbon footprint and with much less energy use,
- Efficient land use and improved quality of life.

The working set of goals and actions is presented in Appendix B.

### Our 2040 Vision: A Summary

The Vision resulting from these strategic goals and actions that we developed can be summarized as follows:

- VMT growth rate will be reduced from 1.5% annually to 1.0% annually. By 2040, this means that rather than highway system use growing 70%, as anticipated under “business as usual” trends, total growth will be reduced to 40% through actions taken by agencies throughout the corridor. Vehicle-miles traveled will be reduced through aggressive land use strategies, pricing approaches, demand management measures (such as HOV networks and telecommuting) and diversion to other modes (such as intercity passenger and freight rail and marine highway)
- More efficient land use to support a tripling of transit ridership
- An expanded rail network, institution of higher speed rail service throughout the Coalition region, alleviation of critical rail chokepoints, and improved intermodal connectivity will lead to an eight-fold increase in passenger rail ridership
- An enhanced freight rail network, including deployment of double-stack capability throughout the Coalition region, will lead to freight rail’s mode share increasing from 13% to 16% of total tons
- Establishment of a marine highway network, connecting ports along the east coast, will reduce the number of trucks on the region’s highways
- Improved access to ports, including improved highway access, on-dock rail, and automated truck clearance systems, will reduce lengthy delays
- Despite the reduction in the growth of highway travel from 70% to 40%, an additional 15,000 lane miles will be required to meet the additional demand. An array of highway system improvements will be made to accommodate and manage this increased demand. These improvements include:
  - Major reconstruction of aging corridor infrastructure
  - Additional highway capacity
  - Use of managed lanes
  - Elimination of critical bottlenecks
  - Aggressive operations, including instrumentation of major facilities corridor-wide to support application of incident management strategies, lane and speed control systems, traveler information systems, pricing strategies, and deployment of vehicle infrastructure integration strategies

- A 60% - 80% reduction in 2005 greenhouse gas emissions will be achieved by 2050 through further increases in vehicle fleet fuel efficiency, use of alternative fuels, the reduction in overall VMT growth (from 1.5% annually to 1.0% annually), and application of aggressive operations strategies

### **Achieving the Vision – Funding, Financing and Institutional Reform**

We believe that Federal, State and local government must increase the current investment level of an estimated \$32 billion per year in the Coalition region (covering transit, passenger rail, freight rail and highway) to an estimated \$71 billion per year to achieve our goals.

We believe that increased public funding will be obtained from several sources, including:

- A replacement for the gasoline tax as the base funding mechanism. The Coalition is currently exploring interest in the concept of a multi-state VMT tax project to evaluate its suitability.
- A congestion fee, perhaps in the form of peak period pricing of congested facilities
- An environmental fee designed to reflect the costs associated with greenhouse gas emissions
- Other fees imposed by federal, state and local governmental authorities

We also believe that the increased public revenues will leverage private capital, and that this additional capital will be imperative for funding mega-projects to alleviate major highway bottlenecks and rail chokepoints whose costs are prohibitive for any single entity to bear. We believe that a variety of innovative financing techniques will be used, including:

- TIFIA loans and credit enhancement
- Infrastructure banks
- GARVEE bonds
- Private activity bonds
- Public private partnerships

The I-95 Corridor Coalition will be exploring the use of these mechanisms to address the critical highway bottlenecks and rail chokepoints that we've identified in the planning studies we've conducted.

State, regional and local institutions must reform to meet the challenges of issues such as climate change, innovative financing, public/private partnerships, advanced technologies and aggressive operations. Innovative institutions must emerge to deal with the longer distance travel issues so vital to continuing economic growth. The I-95 Corridor Coalition is a good example of a cooperative multi-state institution that has succeeded because it:

- Has no operational or policy making authority
- Is governed by consensus by member agency senior personnel
- Focuses on issues that transcend individual state boundaries

- Works to add value to member agency projects and programs

### ***Implications for the Next Federal Surface Transportation Program***

Our Vision demands immediate change in how we do business. The authorization of the next Federal Surface Transportation Program offers an opportunity to provide a policy and funding framework for instituting the changes needed.

The Executive Board of the I-95 Corridor Coalition has approved the following two positions and urges their consideration and adoption into National Surface Transportation Program Authorization legislation.

**Position:** Facilitate multi-state partnerships/coalitions to improve transportation system performance and reliability. Reduce the user and environmental costs of long distance travel through better management of the transportation system by supporting multi-state systems and projects along transportation corridors that help achieve national goals related to:

- Clearing incidents quickly;
- Informing the public about significant incidents and events;
- Conducting orderly evacuations, resulting from natural and other emergencies, across state boundaries;
- Implementing interoperable advanced technology safety and mobility systems; and,
- Improving the operation of passenger and freight systems and intermodal connectors.

**Support:** The long distance movement of people and goods across state boundaries on highways and railroads is the life blood of the American economy. When our highway and rail arteries become clogged with congestion, the increased transportation costs are passed back to businesses and households, increasing the cost of doing business and the cost of living, weakening the economic vitality and global competitiveness of local, state, and national economies. National economic competitiveness demands Federal support for cooperative multi-state programs aimed at using existing transportation system capacity as effectively as possible.

**Position:** Fund large-scale improvements along nationally significant corridors where the costs of the improvements are too great for any single entity to fund and where benefits will accrue to the entire region or nation. The financing of large-scale improvements in nationally significant corridors is critical to efficient interstate commerce and international trade and is an appropriate role of the federal government.

**Support:** The improvements needed to air, highway, rail, sea and waterway systems along nationally significant transportation corridors are often complex and costly, potentially draining the resources of state agencies and preventing other critical improvement projects from being undertaken. The costs of these projects are often too great for any single entity to undertake. And the benefits of the improvements often extend regionally and nationally reaching individual travelers and consumers in distant

locations. The future cost to the nation's economy of not addressing these issues is staggering, especially in view of the dramatic growth predicted in freight alone. Newly authorized funding sources, eligibility criteria and support for institutional mechanisms involving all levels of government as well as the private sector for undertaking critical large-scale improvements in nationally significant corridors, are urgently needed.

Since the completion of the Interstate Highway System in the early 1990s, the Federal transportation program has lost its focus on these broader regional and national needs. This is a critical concern to the Coalition's members. Our state departments of transportation, our public and private transportation authorities, and our transportation carrier companies exist to move people and goods and to ensure our region's and our nation's social, economic, and environmental well being. Therefore, we believe initiatives such as Congressman Mica's call for a national transportation vision will enable us to regain a strong purpose for our national transportation programs.

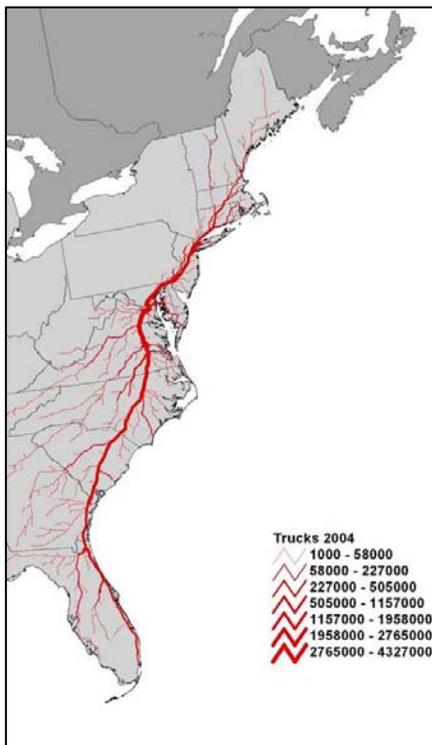
### **Case Study: Woodrow Wilson Bridge**

The Woodrow Wilson Bridge spans the Potomac River between Maryland and Virginia, just southeast of downtown Washington, D.C. It is part of the I-95/I-495 Beltway around Washington. It carries a huge volume of local commuting and business traffic—about 200,000 cars and trucks cross the bridge on an average day. Equally important, it is the major I-95 corridor for freight trucks carrying shipments from the Southeast and South to customers and markets in cities in the Northeast and vice versa. The U.S. Department of Transportation estimated that the value of the freight trucked across this bridge is equivalent to 1.3 percent of the entire gross domestic product (GDP) of the United States that is shipped by truck.

The Woodrow Wilson Bridge was originally constructed by the Bureau of Public Roads (the predecessor to the Federal Highway Administration) and opened to traffic in 1961. It was the only bridge on the Interstate system owned by the federal government. By the mid-1990s it was carrying two and a half times the traffic volume that it had been designed to carry. Its structural condition was deteriorating rapidly and bridge engineers were predicting that weight restrictions could be required as early as 2004. It had only three lanes on the bridge in each direction, and five highway lanes worth of traffic were trying to squeeze through from each direction. It was a major bottleneck, backing up traffic for miles and causing untold tens of thousands of hours of delay each year to auto and truck drivers in the I-95 corridor.

Maryland and Virginia had been watching the bridge deteriorate for years despite aggressive maintenance, and watching congestion build despite aggressive traffic management and travel demand management programs. But neither state could take action despite drawers full of plans. The estimated cost of replacing the bridge and approaches was \$2.4 billion, several times the annual statewide capital budgets of either the Maryland State Highway Administration or the Virginia Department of Transportation. The states could not afford the solution, and there was no federal program to fund projects of national and regional importance.

If Congress had not authorized special funding for the Woodrow Wilson Bridge—funding that paid for the vast majority of the cost of the project—we would have come close to closing the Woodrow Wilson Bridge to trucks for safety reasons. Had we been forced to do that, the transportation and economic impacts would have been felt far beyond the bridge and the Baltimore-Washington metropolitan area. The map in Figure 2 shows the origins, destinations, and routes of truck freight crossing the Woodrow Wilson Bridge. It serves interstate commerce across the entire Eastern Seaboard. It is a critical link for Maryland’s economy and is an even more critical link for the Coalition region’s economy. It is estimated that 50 percent of the trucks using the bridge have a trip origin or destination outside the Baltimore-Washington metropolitan area.

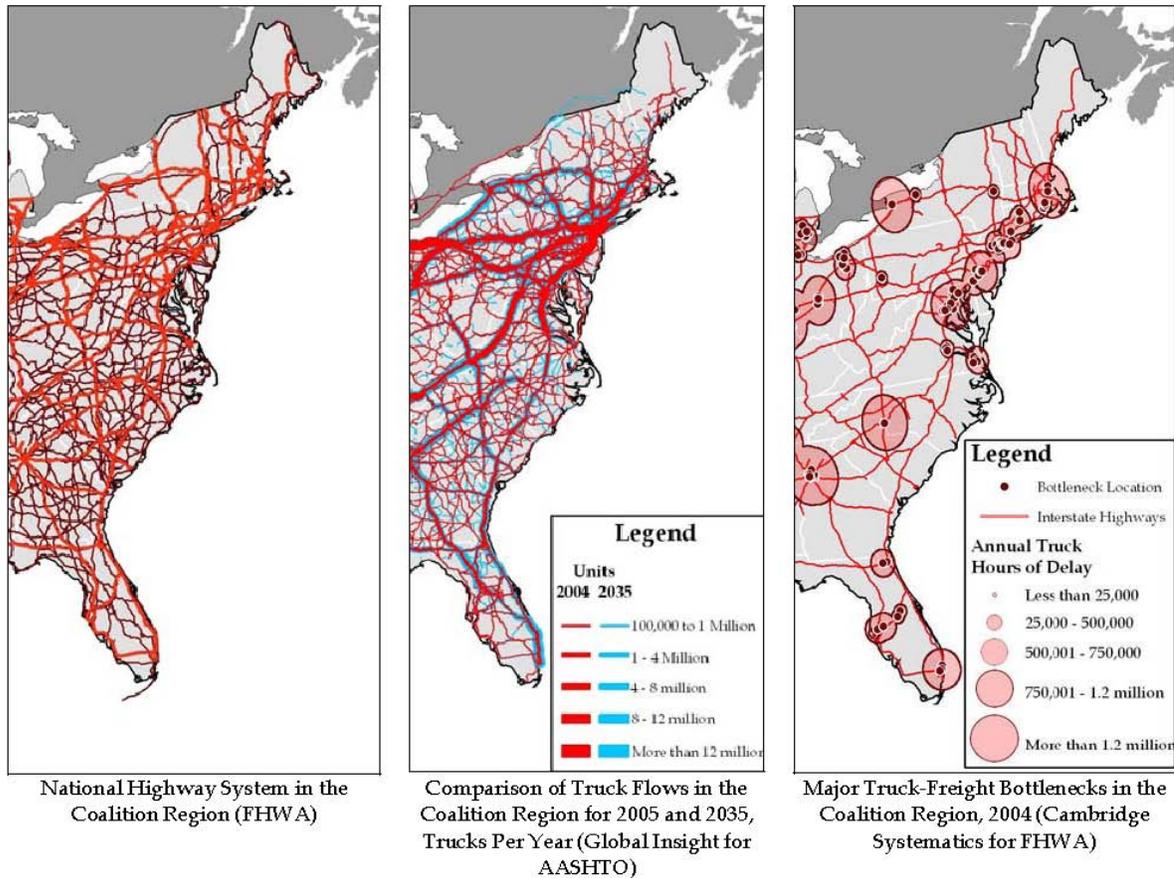


**Figure 2. Origins, Destinations, and Volumes of Truck Freight Crossing the Woodrow Wilson Bridge**

By the time we are finished, it will have taken us \$2.4 billion and 12 years to reconstruct the bridge. But it took exceptional Congressional and political support to be able to get construction started. Had Senator John Warner of Virginia not taken a personal interest in the problem and used his leadership clout in Congress, and had the governors of Maryland and Virginia not committed considerable political and financial capital to the effort, we might have had to close it to trucks for safety reasons and would face a grim future in terms of the cost of delays incurred by commerce crossing the bridge.

Our efforts on the Woodrow Wilson Bridge were successful. The process worked for one major aging bridge and highway bottleneck. But that process will not solve the other major highway bottlenecks across the Coalition region nor scores of other major tunnels and bridges on the Interstate system in need of major repair or replacement. The maps in Figure 3 show the major highways in the Coalition region, the current and anticipated truck volumes on those highways, and the worst 65 freight-truck bottlenecks. Unfortunately, we do not have a good handle on the major tunnel and bridge reconstruction or replacement projects that will be needed for structural condition reasons, and it is critical that we also get a better handle on this as a nation.

Figure 3. Major Highways, Freight-Truck Flows, and Bottlenecks in the Coalition Region



We know that without a systematic and innovative financing approach that includes both public funding, and private financing where appropriate, this string of bottlenecks will slowly choke our metropolitan areas and halt our regional and transcontinental truck traffic.

In SAFETEA-LU Congress initiated a program to fund projects of national and regional significance. We greatly applaud Congress' action. However, the program is underfunded and all the monies were rapidly earmarked to specific projects, many of which served more of a local function than a national or multi-state regional function. Many of the earmarks will address worthwhile transportation projects, but relatively few of them will go to solve major highway bottlenecks, and fewer still will address projects of national and regional importance to our economy. We need a national vision and policy that says we will address these major highway bottlenecks, and rail chokepoints, before they fail. We also need a national policy that will address the need to reconstruct or replace major highway and rail tunnels and bridges that are reaching the end of their useful life and that provide major economic benefits to jurisdictions outside the jurisdiction that owns the facility.

## *Conclusion*

The I-95 Corridor Coalition started as a state and local, and public and private, initiative to work together to identify and solve transportation problems. We are very proud of the work of the Coalition and very happy that the Congress, our states, and our private sector members have continued to support and fund it. We believe that a key reason for that support is that the Coalition addresses problems of national and regional importance that are critical to their and our current and future well being.

As you work toward a vision of the future, we recommend that you draw on the lessons learned by the Coalition and—

- See freight transportation and longer-distance business and recreational travel as critical to interstate commerce, global trade, and the economic vitality of the nation;
- See the need for transportation investment and policies to sustain economic vitality while also meeting energy and environmental goals; and
- See strong federal leadership to—
  - Develop a national strategic transportation vision, for the freight- and passenger-transportation systems of the 21<sup>st</sup> Century as a framework for policy and investment decisions;
  - Address issues of true national and multi-state interest, including interstate commerce and international trade;
  - Support multi-state institutions like the I-95 Corridor Coalition that help states build consensus and prioritize investments in projects of regional and national importance; and
  - Implement newly authorized mechanisms to fund large projects of national importance where benefits accrue to multiple jurisdictions and costs are too great for the jurisdiction in which the project is located to fund alone. Project selection should be based on performance-driven considerations.



## Appendix A

### I-95 Corridor Coalition



The I-95 Corridor Coalition is a partnership of state departments of transportation, regional and local transportation agencies, toll authorities, and related organizations, including public safety, transit, port and rail organizations, from Maine to Florida, with affiliate members in Canada.

I-95 Corridor Coalition members are working together to reduce congestion, increase safety/security and to assure that the entire transportation network supports our economic vitality throughout the region. The Coalition pursues a wide range of projects and activities related to providing reliable and timely travel information, coordination of incident response and freight within the corridor and across different modes of travel, and electronic systems to make payment of tolls and transit fares easier. Following are some of the successful programs the I-95 Corridor Coalition has launched. These are only the beginning; there is still much more to be done.

#### Policy & Strategic Planning

The Coalition is looking to the future, developing a Strategic Vision – system-wide, multimodal and long term in nature – for the sixteen state Coalition region.

#### Traveler Information Services

The Coalition's traveler information activities include an innovative project that enables members to acquire real-time travel data on major facilities, exchange real-time information on major incidents and events, and promotion of 511 system deployment Corridor-wide.

#### Commercial Vehicle Operations

The Coalition supports efforts to improve safety and streamline regulation of commercial vehicles through the use of technology to support safety inspections, credentials checks and to provide truck parking information.

## **Coordinated Operations**

Traffic Management, Law Enforcement, Fire, Safety, Emergency and other Incident Management response personnel work together when major incidents occur. They meet regularly to discuss how incidents and emergencies can be handled more effectively. The Coalition has developed material, workshops and interactive training capability to promote adoption of consistent quick clearance policies Corridor-wide.

## **Intermodal Transportation**

The Coalition is working to facilitate safe, efficient and reliable movement of people and goods across all modes. The Coalition has conducted studies of highway bottleneck locations that hinder efficient freight movement, and of freight rail operations in the Northeast, Mid-Atlantic and Southeast portions of the region that identify critical rail chokepoints.

## **Education and Training**

The Coalition provides training, best practices workshops/reports, and information exchange meetings on a wide variety of topics to meet member agency needs.

## **Electronic Payment Services**

The Coalition is supporting projects that advance interoperability between toll agencies and between transit and toll agencies for bankcard/smart card based fare payments.

## **Information Systems**

The Coalition is developing both real-time and archived data sharing information systems to assist member agencies with analysis, planning, long distance travel information and incident management.

## **Performance Measures**

The Coalition is using the travel time data being acquired through its vehicle probe project to develop a system for monitoring the performance of longer-distance intercity trips in the region.

## **Safety**

The Coalition serves as a vehicle for disseminating information about best practices and lessons learned from other safety initiatives in the region and conducts analyses to identify common safety problems and solutions.



## Appendix B

### Strategic Goals and Actions

Economic Sustainability
<ul style="list-style-type: none"> <li>• Sustain and enhance I-95 regional economic vitality and global competitiveness through key investments in multimodal transportation infrastructure and advanced technology.</li> <li>• Support corridor megaregion competitiveness in a global economy where metropolitan regions are increasingly competing not only with other domestic regions but with key metropolitan economic peers in other world trade blocks.</li> </ul>
Environmental, Energy, and Quality of Life Sustainability
<ul style="list-style-type: none"> <li>• In concert with AASHTO's Sustainable Transportation Vision, support a reduced carbon footprint for the I-95 region through reductions in greenhouse gas emissions by 20 percent (from 1990 levels) by 2020 and longer-term consistent with emerging national and corridor state reduction goals (e.g., 60 to 80 percent reductions from today's levels by 2050). Transportation sector contributes principally through vehicle technology, alternative fuels, and reductions in the rate of growth of motor vehicle travel.</li> <li>• Incorporate climate change considerations into infrastructure investment plans and decisions. Inventory critical infrastructure, particularly in vulnerable locations and consider climate risk and adaptation as part of infrastructure reconstruction plans.</li> <li>• Support a sustainable energy future for the region including a 2040 goal of doubling the fuel efficiency of the region's vehicle fleet and substantially diversifying fuel use.</li> <li>• Support sustainable land use practices within I-95 states and metropolitan regions including: 1) transit-oriented development to support sustainable passenger transportation patterns, 2) freight village concepts to serve as important region hubs and points of distribution for local freight movements and 3) appropriate controls of access along highways and at interchanges to foster desirable development according to adopted growth plans, and to discourage unplanned sprawl and strip development which often undermine both planned land use and the highway system intended to serve it.</li> <li>• Support alternatives to travel including telecommuting, video conferencing, and mixed use developments that reduce the need to drive to access services.</li> </ul>
Transportation Sustainability
<ul style="list-style-type: none"> <li>• Invest in a 21<sup>st</sup> Century Interstate system for the I-95 region. This implies investment in preservation as well as additional capacity to reduce congestion and support a sustainable economy. Incorporate the latest asset management principles and maintenance standards. Utilize new materials and construction technology that will speed construction time and extend facility life. Incorporate context-sensitive solutions and environmental stewardship along with beneficial re-use of materials for all new or rebuilt facilities in the region.</li> <li>• Support an enhanced regional freight railroad system that accommodates an increased share of regional freight travel through a significant program of private and public investment in regional freight rail infrastructure as proposed in the subregional rail studies MAROps, NEROps, and SEROps.</li> <li>• Make a commitment to enhanced intercity passenger rail in the I-95 corridor to provide improved regional passenger options, including improved service and higher speeds, and to help mitigate the severe congestion that has emerged in the region's ground and air traffic systems.</li> <li>• Facilitate growth in freight volumes through East Coast ports anticipating the completion of the widened Panama Canal in 2015 and the emergence of increased Asian trade via the Suez Canal; consider issues of mega-hubbing, emergence of niche ports, short-sea shipping, inland</li> </ul>

distribution, and other associated ground transport implications.

- Support multistate multimodal freight corridors including separation of freight and passenger vehicles where appropriate and application of state-of-the-art technology (e.g., Commercial VII)
- Support a seamless integrated passenger network for I-95 corridor region travel; e.g., Intercity rail connects with metro region transit networks and the region's major airports interconnect with transit and/or high-speed rail. Public transportation facilities/terminals (air, commuter rail, intercity rail and bus, urban transit, BRT) will be adapted to integrated multimodal terminals allowing seamless, one-ticket, minimal-transfer transportation.
- Support AASHTO's goal of at least doubling transit ridership by 2030.
- Support systems of managed lanes in the I-95 region's major metro areas that can provide a higher quality service option through pricing and support higher occupancy vehicles including Bus Rapid Transit. Consider cordon or similar pricing regimes to manage central area congestion in the region's major metropolitan areas.
- Invest in a 21<sup>st</sup> Century aviation system that includes a multidimensional program to increase capacity of airports and air space, as well as improve the performance and reliability of the system. Actions required include: investment in additional airport capacity including the development of new reliever airports to serve key markets within the I-95 corridor; improved ground access to all airports; better management of airspace and implementation of underused technologies such as satellite-based air traffic control systems; improved procedures to maximize efficiencies in areas such as aircraft spacing, and adding departure routes to the busier airports within the corridor.
- Develop an architecture for state-of-the-art regional operations and management infrastructure including VII and assure interoperability of current and emerging technologies. 24/7 real time operations will be critical to sustaining mobility in the congested I-95 corridor. Real time information will allow regional users to plan their trips by any mode knowing that they can reliably reach passenger and freight destination points in a just-in-time environment.
- Support a regional architecture and standards that allow transition to a new system of finance building on emerging technology (e.g., GPS). Such a system would allow states to smoothly convert from fuel tax-based revenue system to mileage-based fees and facilitate VMT congestion pricing applications. The architecture would also support toll agency conversion to the same mileage-based system, and facilitate pay-as-you-drive insurance or other appropriate commercial applications.
- Increase investment in the I-95 region's transportation infrastructure utilizing all potential mechanisms, including traditional government revenue sources, tax incentives, tolling, and other innovative approaches to leverage private capital.
- Support AASHTO's safety goal to reduce fatalities by one-half by 2030. Vehicle safety technology, highway safety, VII, and tougher enforcement and laws for high-risk behavior all can contribute to the goal.
- Adopt state-of-the-art emergency evacuation procedures. Incorporate considerations of increasing sea levels, storm frequency, and surge strength related to climate change.
- Address transportation security including considerations of bio-threats, dirty bombs and other potential terrorist threats throughout the multimodal systems in the region.
- Sustain and enhance the I-95 Corridor Coalition's multistate leadership role including advocating for these regional vision principles. Enhance the Coalition's leadership role in data and information sharing, training, public-private collaboration, multistate operations, and policy analysis.