



I-95 Corridor Coalition

Beyond Boundaries

The I-95 Corridor Coalition is a partnership of transportation agencies, toll authorities, and related organizations, including public safety, from Maine to Florida. The Coalition's program has grown from one that initially focused on tests of ITS technologies 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.

What has emerged from over a decade and a half of work from this unique corridor coalition is a demonstration of solutions to problems of national and regional importance. From this experience and the lessons we have learned, we believe in its first year the new leadership at the US DOT should:

- Define a national strategic transportation vision, for the freight and passenger transportation systems, to serve as a framework for policy and investment decisions
- Develop policies to support the financing of large projects along nationally significant corridors where the costs of the improvements are too great for any single entity to fund and where benefits accrue to an entire region or the 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 for the Federal government.
 - The improvements needed to air, highway, rail, sea, and waterway systems along nationally significant corridors are often complex and costly. Policies supporting innovative uses of federal funds and institutional mechanisms for implementing critical, large scale improvements in nationally significant corridors are urgently needed.

In addressing these two critical agenda items, we suggest that the new leadership review the following I-95 Corridor Coalition initiatives:

- **2040 Vision for the I-95 Corridor Region**

The Coalition's Vision initiative calls for significant change in our transportation systems to support continuing economic growth in a carbon-constrained environment. In order to achieve policy goals, it calls for increased vehicle fuel efficiency and greater use of alternative fuels, a reduced VMT growth rate, greater use of non-private vehicle modes, aggressive transportation system management, and to improve performance, additional highway capacity, especially managed lanes. We believe that a 70% reduction in greenhouse gas emissions can be achieved while supporting continued economic growth. This will require dramatic changes to the current vehicle fleet composition, as well as a doubling of investment in transportation infrastructure, helping to stimulate the economy. The vision calls for a diversification of revenue sources, including a base VMT tax, as well as congestion fees (through pricing) and environmental fees, and including private financing where appropriate.
- **Regional rail operations studies and freight highway bottleneck identification**

The regional rail studies and freight highway bottleneck identification are ongoing in the Northeast, Mid-Atlantic, and Southeast regions. Improvements necessary to address the freight and passenger transportation bottlenecks in those three regions have been identified and various financing mechanisms, including regional infrastructure banks, are being evaluated.