

TESTIMONY OF NEIL J. PEDERSEN

Chair, I-95 Corridor Coalition

Administrator, Maryland State Highway Administration

Chair, AASHTO Policy Committee on Future Expansion of the Interstate System

on

**CONDITION AND NEEDS OF THE NATIONAL AND NORTHEAST
TRANSPORTATION SYSTEM**

before

**NATIONAL SURFACE TRANSPORTATION POLICY AND
REVENUE STUDY COMMISSION**

Field Hearing
New York City
Thursday, November 16, 2006

Introduction

Mr. Chairman, distinguished commission 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 come before you today as the Chair of the I-95 Corridor Coalition, an association of over 60 agencies including 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 is a more detailed description of the Coalition and its programs.

In the past year I have also had the opportunity to chair a policy committee on the future of the Interstate system for the American Association of State Highway and Transportation Officials (AASHTO).

My testimony is drawn from my experiences in all three of these roles.

I am pleased to appear before you to discuss the condition and needs of the national transportation system, with a focus on issues associated with the Northeastern U.S. In my remarks I will:

- Identify significant and costly system preservation needs that if not addressed will have major implications for the national economy.
- Describe the need to address major bottlenecks, both on the highway and rail system. These are mega-projects that are not being addressed today because while their benefits are regional and national, their costs are so high they cannot be funded by a single state;
- Argue that the cost of failure—the cost of failing to address these major system preservation needs and bottlenecks—will undermine the economic vitality of our nation; and
- Recommend that you steer us toward a vision of the future and a national transportation policy that—
 - Sees freight transportation and longer-distance business and recreational travel as critical to interstate commerce, global trade, and the economic vitality of the nation;
 - Sees focused federal capital investments in mega-projects, system preservation and maintenance, pricing and tolling, and operations and information as the tools for our 21st Century transportation system; and
 - Sees strong federal leadership to—
 - Complete a national transportation policy framework;
 - Define a vision of the freight- and passenger-transportation systems for the 21st Century as a framework for policy and investment decisions;

- 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, but the costs are too great for the local jurisdiction to fund alone.

Our Aging Infrastructure Requires that We Make Major Investments in System Preservation

Our nation's economy is dependent on a well-functioning and efficient transportation system, which in turn depends on the capacity and condition of the underlying infrastructure—our highways, bridges, rail lines and tunnels. Our transportation infrastructure has been built over the past 200 years, with much of it in the past 50 years. However, this infrastructure is aging, and in some cases, not very gracefully. This is a particularly important issue in the Northeast, where much of the transportation infrastructure is older than in other parts of the country.

From a policy and funding perspective there are two major issues associated with system preservation needs. First, an asset management approach is needed to assure that preservation needs are understood and investments are made in a way that assures maximum long-term return on investment in system preservation. The second is that over the next 50 years many major transportation facilities will be reaching the end of their useful life and must be replaced, not just rehabilitated. This will be very costly, especially where existing traffic must be maintained while reconstruction takes place. In the case of many transportation facilities, and especially in the case of major structures such as bridges and tunnels, the cost of funding infrastructure replacement will be beyond the capability of the jurisdiction which owns the facility.

Asset Management

AASHTO has defined asset management as “a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their life cycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision-making based upon quality information and well-defined objectives.”

Both the Federal Highway Administration and AASHTO have recognized the potential of asset management to help identify the most cost-effective long-term investment strategies to ensure that infrastructure is kept in a functional condition that meets mobility and economic needs. The experience of transportation agencies that have adopted an asset management approach is that—for the same amount of funding—the overall condition of the system can be made better than if an asset management approach is not taken. In general, transportation agencies continue to struggle with adequate funding for system

preservation, but sound asset-management analysis can help to make the case for adequate monies being budgeted for system preservation. Based on our experience in Maryland, as well as my observations of other states' experiences through my role as Vice Chair of the AASHTO Asset Management Subcommittee, I urge the Commission to emphasize the importance of a sound asset-management approach being used as a basis of future transportation funding policy.

Costly Transportation Facility Reconstruction and Replacement Needs

Over the next 50 years, a number of surface transportation facilities will reach the end of their useful life and must be reconstructed or completely replaced. For example, bridges on the Interstate system can typically be expected to have a useful life of 75 to 80 years. Many of these structures are now approaching 50 years of age and must be replaced in the next 25 to 30 years. Underlying pavement structures on the Interstate system are beginning to fail at an increasing frequency as truck traffic continues to grow at a much faster pace than overall traffic. Major sections of Interstate pavement can no longer be milled and resurfaced; the underlying pavement sections must be completely replaced. This will have major cost, as well as traffic disruption, implications. Although railroad bridges usually have a longer expected life than highway bridges, many of them are much older than Interstate bridges and will require major reconstruction or replacement in the next 50 years. Similar issues exist for metropolitan transit systems.

Based on recent experience and cost estimates for several sections of Interstate that will require major structure or pavement replacement in the next 20 to 30 years, it appears that the basis for cost estimates in the U.S. Department of Transportation's Conditions and Performance Report and AASHTO's Bottom Line Report for maintaining the existing highway system may be seriously underestimated, particularly when projecting out over the next 50 years. AASHTO has recently funded a study to address methodological issues associated with underestimates in future funding needs for system preservation.

Another issue that must be confronted regarding the reconstruction or replacement of major structures as part of the surface transportation system is that the costs associated with these projects will—in many cases—be huge, often in the hundreds of millions or billions of dollars. Many of these facilities serve interstate traffic, and the benefits, particularly the economic benefits, of these facilities accrue to many jurisdictions other than the one in which the facility is located. The costs of reconstruction or replacement often far exceed the financial capability of the agency that owns the facility. These facilities are critical to the national economy, and there is a federal interest in ensuring that they are kept in acceptable operating condition. Not doing so could have dire national economic implications.

Need to Address Major Highway Bottlenecks and Rail Choke Points

We are at the edge of a transportation crisis in the I-95 Corridor Coalition region. The demand for transportation has outstripped our ability to deliver new capacity, to

unscramble congestion, and to ensure reliable freight and passenger trips. We have one of the most developed and sophisticated transportation networks in the world, but we have not invested enough in the system to keep pace with economic growth and trade. We are at risk of choking our economy.

Central to our problem are major highway bottlenecks and rail choke points that cause tens of thousands of hours of delay each day, week, and year to commuters, business travelers, truckers, the railroads, and shippers and receivers. We know where the bottlenecks and choke points are, and we know how to redesign them and reengineer their operation, but we are not moving to fix them. We are not addressing these projects because—while the benefits are local, regional, and national—their costs are so high they cannot be funded by a single state. Most of these projects are hugely complex and costly. Few states and transportation agencies have the money to tackle them. And even fewer have a way to share the costs and risks with other states. Yet the future cost to the nation's economy of not addressing these bottlenecks is staggering. Delay at these bottlenecks is growing much faster than the growth in traffic. Perhaps an even greater impact than the total amount of delay is the continuing growth in variability in travel time through these bottlenecks. In this era of just-in-time delivery, travel time must be based on the highest expected delay, rather than average delay. This is exacting a high cost in delivery charges.

I would like to reinforce the points that I have made regarding system preservation and bottlenecks through two examples from my home state of Maryland. They exemplify the issues being faced all along the Eastern Seaboard, and I daresay in the rest of the country.

Woodrow Wilson Bridge

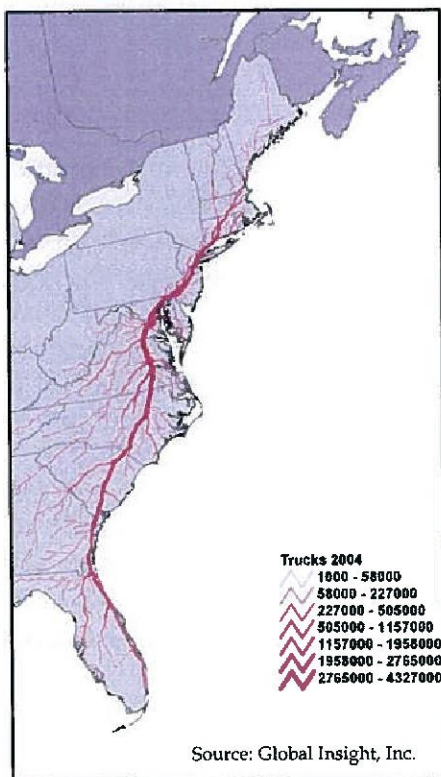
The Woodrow Wilson Bridge spans the Potomac River between Maryland and Virginia, just southeast of downtown Washington, D.C. It is part of the I-95/I-495 beltway around Washington. It carries a huge volume of local commuting and business traffic—about 200,000 cars and trucks cross the bridge on an average 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.

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 1 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 1. Origins, Destinations, and Volumes of Truck Freight Crossing the Woodrow Wilson Bridge



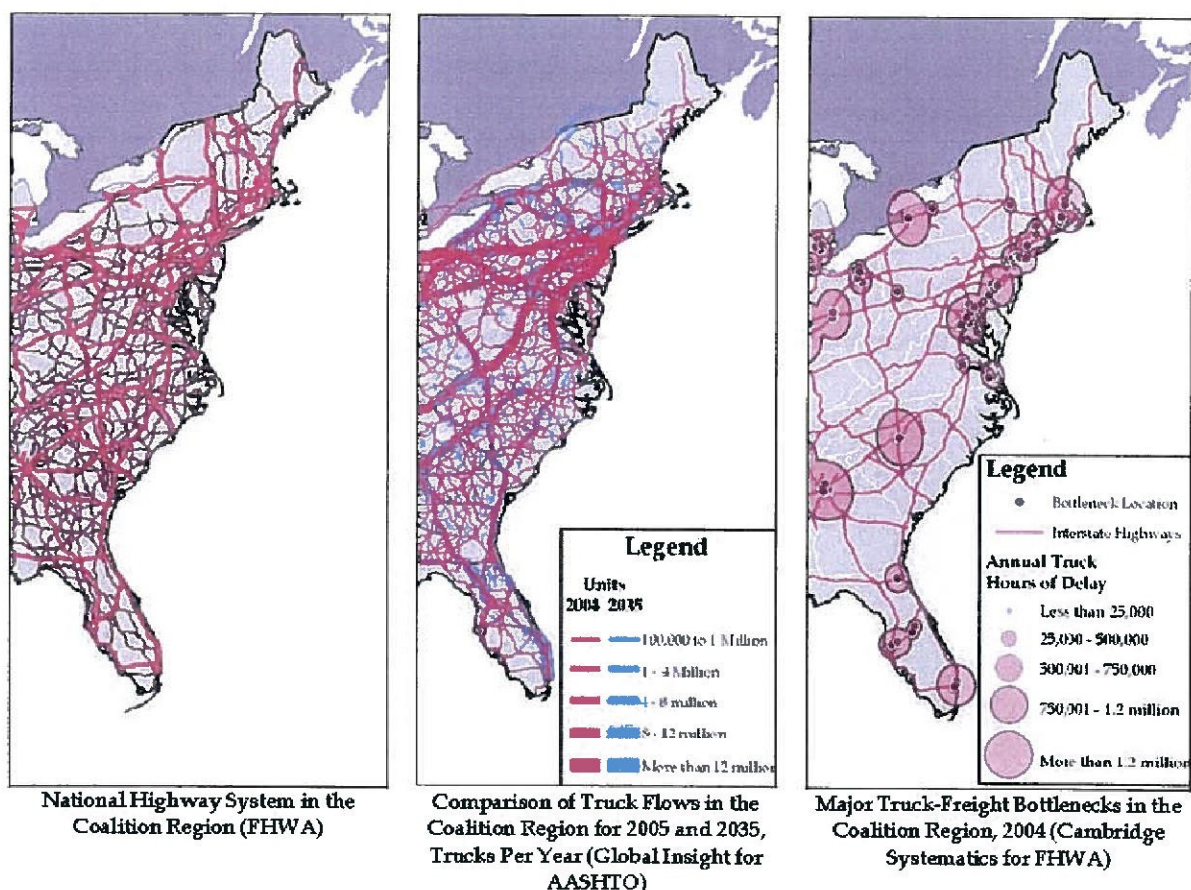
We are currently rebuilding the Woodrow Wilson Bridge and are about two-thirds finished with the construction. By the time we are finished, it will have taken us \$2.4 billion and 12 years. But it took a Congressional earmark and exceptional political support to be able to get construction started. Had Senator John Warner of Virginia not take a personal interest in the problem and used his leadership clout in Congress, and had not the governors of Maryland and Virginia 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 once for one major aging bridge and highway bottleneck. But that process will not solve the other 60-70 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. We estimate that traffic,

especially truck traffic, on the Coalition's massive network of highways will almost double over the next 30 years. We can identify at least 65 major highway bottlenecks

across the network, most of them at urban Interstate interchanges. The maps in Figure 2 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, but it is critical that we get a better handle on this as a nation.

Figure 2. Major Highways, Freight-Truck Flows, and Bottlenecks in the Coalition Region



We know that without a systematic and innovative financing approach that leverages public and private funding, these strings of bottlenecks will slowly choke our metropolitan areas and halt our regional and transcontinental truck traffic. Our corridors of commerce will be neither.

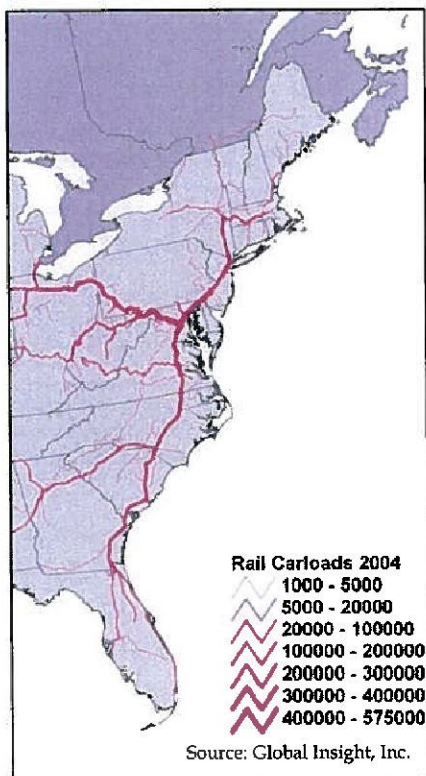
In SAFETEA-LU Congress initiated a program to fund projects of national and regional significance. We greatly applaud Congress' action. However, the program is underfunded and all the monies were rapidly earmarked to specific projects, many of which served more of a local function than a national or 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 before they fail. We also need a national policy that will address the need to reconstruct or replace major highway 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.

Baltimore's Rail Tunnels: Howard Street and BP & Union Tunnels

The Howard Street Tunnel is a single-track, railroad tunnel in the heart of Baltimore City. It serves freight lines operated by the CSX railroad. Built in the 1890s it connects Cincinnati and Chicago with Philadelphia, New York, and the Northeast. And it connects the coastal cities of the Southeast to Philadelphia, New York, and New England. It is a critical link in the CSX rail network; it serves 25-40 daily freight rail trains, many a mile long. These freight trains carry fruits and vegetables, intermodal trailers and containers, chemicals, fertilizers, paper stock, propane, sand and gravel, automobiles, and auto parts. The CSX line through the Howard Street Tunnel is the major rail corridor paralleling I-95 and the only viable alternative for relieving the crush of truck traffic on that highly congested highway corridor.

Figure 3. Origins, Destinations, and Volumes of Rail Freight Through the Howard Street Tunnel in Baltimore.



The map in Figure 3 shows the origins, destinations, and routes used by freight trains traveling through the Howard Street Tunnel. The tunnel is a critical rail link for Maryland shippers and receivers, but more importantly, it is the critical link for shippers and receivers across the Eastern United States, connecting the Coalition region to the Midwest and Southeast. The Federal Railroad Administration estimates that the volume of passenger and freight rail traffic through the Baltimore area, including the Howard Street Tunnel, will increase by fifty to seventy percent by 2050—but only if the capacity exists to accommodate this growth.¹

In July 2001, a tank car carrying hazardous material and several adjacent rail cars carrying paper—part of a CSX freight train moving through Baltimore—caught fire and burned inside the Howard Street Tunnel. The fire burned for four days and closed down the tunnel for more than two weeks. Trains moving north and south, including trains carrying perishable orange juice from Florida growers to New York supermarkets, were

¹ See Federal Railroad Administration, "Report to Congress—Baltimore's Railroad Network: Challenges and Alternatives," November 2005."

forced to re-route as far west as Cincinnati.

Although the tunnel was re-opened, it remains the East Coast's single largest rail freight choke point. The next incident—whether a fire, a chemical spill, a derailment, or a structural failure of the tunnel—would again shut down north-south rail traffic, and again at great cost to the regional and national economy. While arguably the most significant rail choke point on the East Coast, the Howard Street Tunnel is only one of the major rail choke points in the Baltimore area.

The other rail choke points are the BP & Union Tunnels through Baltimore, which are used by Amtrak's 140-mph Acela trains traveling between New York and Washington, DC; by Maryland's MARC commuter trains; and by Norfolk Southern's freight trains traveling along the Northeast Corridor between Washington, DC and New York. Both the BP & Union Tunnels need to be replaced. Twenty years ago their life expectancy was estimated to be forty years, and new rail tunnels can take twenty years to build. For safety, Amtrak trains travel through the tunnel at very slow speeds, adding significant time to Acela and Metroliner trips along the Northeast Corridor. No alternate routes exist; closure or failure of these tunnels would immediately stop all Amtrak Northeast Corridor service as well as all Norfolk Southern and MARC trains. New tunnels built to modern standards would preserve Northeast Corridor Amtrak service and help Amtrak meet its goal of two-hour passenger service between Washington, DC and New York.

In March 2002, the I-95 Corridor Coalition commissioned a study of the Mid-Atlantic rail system. The Mid-Atlantic Rail Operations Study (MAROps) was a joint initiative of the I-95 Corridor Coalition, five member states (New Jersey, Pennsylvania, Delaware, Maryland and Virginia), and three railroads (Amtrak, CSX, and Norfolk Southern). The Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA) participated as advisors.

The study identified over 70 major rail choke points within the Mid-Atlantic rail system. Over a two-year period, the MAROps participants defined a 20-year, \$6.2 billion program of rail improvements aimed at improving north-south rail transportation for "both passengers and freight" in the Mid-Atlantic region and helping reduce truck traffic on the region's overburdened highway system.² In a follow-up study in 2004, the benefits from the MAROps program improvements were estimated at \$12.8 billion—about a 2-to-1 benefit-cost ratio.³ The benefits included:

- \$2.9 billion in direct shipper benefits due to reduced freight transportation costs;
- \$6.3 billion in direct savings due to reduced highway congestion for vehicles still on the road—\$0.8 billion for trucks, \$0.7 billion for work-related auto trips, and \$4.8 billion for non-work auto trips; and

² See *Mid-Atlantic Rail Operations Study: Summary Report*, I-95 Corridor Coalition, April 2002 at <http://144.202.240.28/pman/projectmanagement/Upfiles/reports/full112.pdf>

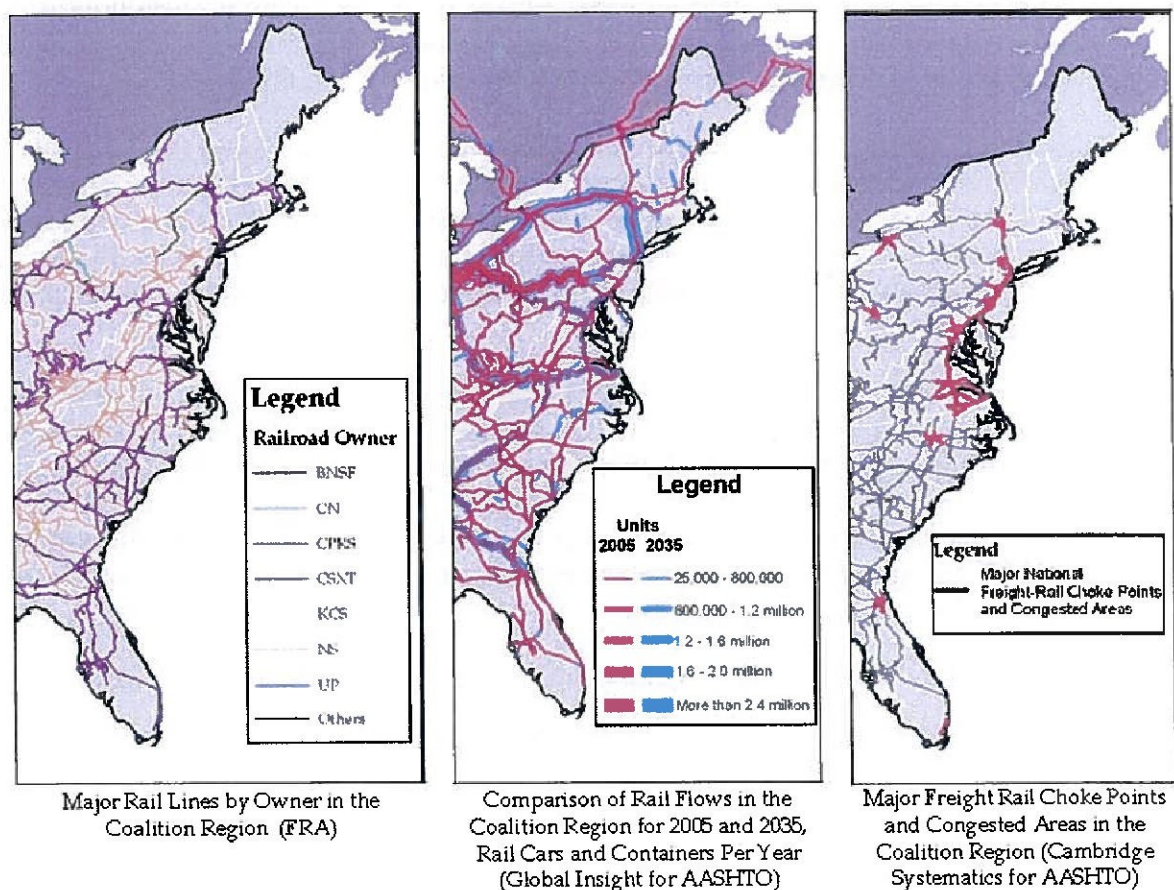
³ See *Mid-Atlantic Rail Operations Study: Interim Benefits Assessment*, I-95 Corridor Coalition, March 2004 at <http://144.202.240.28/pman/projectmanagement/Upfiles/reports/full240.pdf>

- \$3.7 billion in indirect economic benefits generated throughout the economy by these transportation savings.

As with the highway system, the rail choke points identified by the MAROps Study are only part of the total East Coast rail story. The Coalition has commissioned two parallel studies—a Northeast Rail Operations Study and Southeast Rail Operations Study—to complete the picture of the Coalition region’s rail system and its needs. The initial findings, again, echo the findings of our highway system. The initial findings from these studies indicate that we have an increasingly congested rail system that is not keeping pace with economic growth and demand.

The maps in Figure 4 show the major rail lines in the Coalition region, the current and anticipated rail volumes on those lines, and the emerging rail choke points and congested areas.

Figure 4. Major Rail Lines, Container and Railcar Flows, and Choke Points in the Coalition Region



AASHTO’s 2003 *Freight-Rail Bottom Line Report*, which examined the state of the freight-rail industry nationally, found that freight rail transportation was not keeping pace with demand and the economy. It found that freight rail was shedding traffic to trucking and

to an already congested highway system. Our recent work confirms this finding. The railroads are continuing to shed traffic to the highway system despite the much improved financial health of the railroad industry, because the rail industry broadly is operating at capacity and is not investing as fast as its market is growing. This is worrisome for the Coalition region, which depends heavily on freight rail. If rail cannot maintain its share of freight, then the consequences will be increased congestion on our highways, a higher cost of doing business, and a higher cost of living for the whole Coalition region.

In SAFETEA-LU, Congress expanded funding for short-line rail improvements and made it easier for the public sector to invest in public-use intermodal terminals, but the funding still falls far short of needs, and neither the private sector, which owns and operates most of the rail system, nor the public sector, which has an enormous economic stake in the health and capacity of the freight-rail system, have the money to address these major rail choke points. Again, we need a national vision and policy that says we will address these major rail choke points before they fail.

Financing of Mega Projects with Multi-state Benefits

Recognizing the importance of establishing the institutional and financial approaches to implement the improvements that will eliminate these bottlenecks and choke points, the I-95 Corridor Coalition sponsored a financing forum on November 1, 2006 to explore alternative approaches to finance critical transportation projects that have multi-state impacts. Representatives from the financial community, state and regional transportation agencies, the rail and trucking industry, and others discussed the potential financing mechanisms for major, multi-state transportation projects. The group recognized that we need to find new ways to finance transportation improvements and new ways to coordinate investments across state lines and across public and private organizations. The consensus was that we need to find a way to evaluate who the economic beneficiaries are of large, expensive projects of national significance and determine a way that costs can be borne proportionally by those who benefit.

One intriguing approach offered by my boss, Maryland Department of Transportation Secretary Robert Flanagan, was to explore the potential of a "value-added" assessment, applied each time goods or products are moved on the transportation system. The movement of the good or product to a different location makes that good or product more valuable to the entity receiving it. If a "value-added" assessment could be collected based on the cost of transportation of the good or product, the economic beneficiary of the transportation of the good or product could more equitably be charged for the cost of the transportation system that was used to transport the good or product. This would be a type of sales tax and would be similar to the value-added tax in Europe, but based on the value added only as a result of the transportation of the good or service. The revenues from this charge would be dedicated to financing improvements in the transportation system. The proceedings from the finance forum will be made available to the Commission once they have been published. If the Commission is interested in further pursuing this concept, the Coalition is willing to set aside money from its work program to further research and develop the concept in cooperation with the Commission staff.

The Cost of Failure

The cost of transportation failure—failing to keep up with growth and trade, failing to fix major truck bottlenecks, and failing to fix major rail chokepoints—will be economic failure. When trucks are delayed for hours on the road, the costs are passed back to shippers and receivers, and eventually to their customers—to you and me. When railroads shed freight to trucks, the costs of the additional pavement and bridge maintenance are passed back to state and local highway and transportation agencies and eventually to the taxpayers—to you and me. And when transportation costs are passed back to businesses and households, they increase the cost of doing business and the cost of living, weakening the economic vitality and global competitiveness of the local, state, and national economies.

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.

The Coalition region is a \$4.5 trillion economy—40 percent of U.S. gross domestic product—and equivalent to second largest economy in the world. It hosts 37 percent of all U.S. jobs and accounts for 28 percent of all US exports. At 256 persons per square mile, it is over three times more densely populated than the U.S. average and as densely settled as much of Western Europe. The Coalition region will experience 25 percent of the nation's projected population growth over the next two decades. It has 21 percent of the nation's road mileage, but 35 percent of the nation's vehicle miles of travel. It accommodates movement of 565 million long-distance (> 100 miles) trips and 5.3 billion tons of freight annually.

If the Coalition's transportation systems—its highway and rail systems, which I have focused on today—and equally important, its marine ports, its airports, its intercity passenger rail, 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's Northeast, Mid-Atlantic, and Southeast regions are 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.

AASHTO's Policy Regarding the Future of the Interstate System

As I mentioned earlier, I also served as Chair of one AASHTO's policy committees on the future of the Interstate system. There are several recommendations AASHTO would like to make to the Commission regarding the Interstate System of the future. Several of these are consistent with the issues I have raised on behalf of the I-95 Corridor Coalition, but some go beyond the points that I have focused on thus far. These policy positions were adopted by AASHTO's Board of Directors on October 30, 2006.

First, among those is that we preserve and improve the 47,000 mile system built over the last 50 years so it lasts for at least the next 50 years.

Second, that we improve the performance of the Interstate System through advanced ITS technologies which make it operate smarter and move more traffic.

Third, that we initiate the next phase of development of the Interstate system which will add as much capacity in the future as we have built in the past.

Since the mid-1950's vehicle miles traveled on our nation's highways has increased five times from 600 billion to 3 trillion. It is expected to at least double again in the next 50 years. So, substantial additional capacity will be needed for both people and freight.

New capacity needs to be created in several ways: By adding new routes, adding lane miles on existing corridors, correcting bottlenecks, improving intermodal connections, upgrading interchanges, and creating exclusive truck lanes.

While more comprehensive studies are needed, preliminary data indicate that states could add 10,000 miles of new routes on new Interstate corridors, 20,000 miles of upgrades to National Highway System routes to Interstate standards, and 20,000 new lane miles on existing Interstate routes.

AASHTO will ask the Commission to recommend to the Congress that strong federal assistance be continued to fund all three of these Interstate needs: preservation, performance and capacity.

Need for a National Vision

The I-95 Corridor Coalition started as a state and local, and public and private, initiative to work together to identify and solve transportation needs. 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 the Coalition. We believe that a key reason that they support the Coalition is that it addresses problems of national and regional importance that are critical to their and our well being.

As you work toward a vision of the future and a national transportation policy, we would 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 focused federal capital investments in mega-projects, system preservation and maintenance, pricing and tolling, and operations and information as the tools for our 21st Century transportation system; and
- See strong federal leadership to –
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- Define a vision of the freight- and passenger-transportation systems for the 21st Century as a framework for policy and investment decisions;
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Attachment



The I-95 Corridor Coalition is a partnership of state departments of transportation, regional and local transportation agencies, toll authorities, and related organizations, including law enforcement, 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.

Traveler Information Services

In addition to the very popular Travelers Alert Map, the Coalition's activities include promotion of integrated 511 Corridor-wide information, travel information coordination efforts, and operation of a web site to facilitate rapid distribution of current 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.

Intermodal Transportation

The Coalition is working to facilitate safe, efficient and reliable movement of people and goods across all modes. This includes projects to improve information at connections between rail and airport stations, and to improve the flow of freight and passenger traffic in the region including to and around port areas.

Education and Training

The Coalition provides training, best practices workshops/reports, and information exchange meetings related to improving management and operations for transportation.

Commercial Vehicle Operations

The Coalition supports efforts to improve safety and streamline regulation of commercial vehicles through the use of technology.

Electronic Payment Services

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

Information Systems

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

Performance Measures

Performance Measures are a practical way to link the Coalition's mission and strategies with the results of our work. The Coalition is working with members to develop measures that are multimodal, reflect the diversity of our members and states, relate to outputs and outcomes of Coalition programs and projects, and are practical and helpful to develop and use.

Safety

The Coalition serves as a vehicle for disseminating information about best practices and lessons learned from other safety initiatives in the region and assists members with identifying solutions to their safety needs.