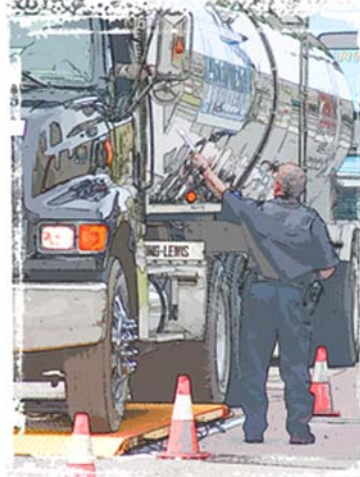




*George Schoener, Executive Director
I-95 Corridor Coalition*

*AAPA – Shifting International Trade Routes
January 16, 2009
Tampa, Florida*



*Meeting Future Infrastructure Needs –
Super Regional Infrastructure*



Key Points

- Need a national transportation vision for freight and passenger transportation to guide policy and investment decisions
- Need policies and mechanisms for financing large projects along nationally significant corridors
- Need new institutional relationships to effectively plan and implement super regional infrastructure investments



*Continuing a
“Business as
Usual” Approach
to Transportation
Will Lead to Dire
Consequences*





*Many Major
Highways Along
the East Coast
will be
Completely
Clogged in Peak
Periods*

- 70% increase in VMT
- Dramatic increases in congestion levels
 - 84% delay increase on urban Interstate
 - 49% all systems





*Cost of Goods
will Increase
with the
Doubling of
Truck Freight
Movement along
Congested
Highways*

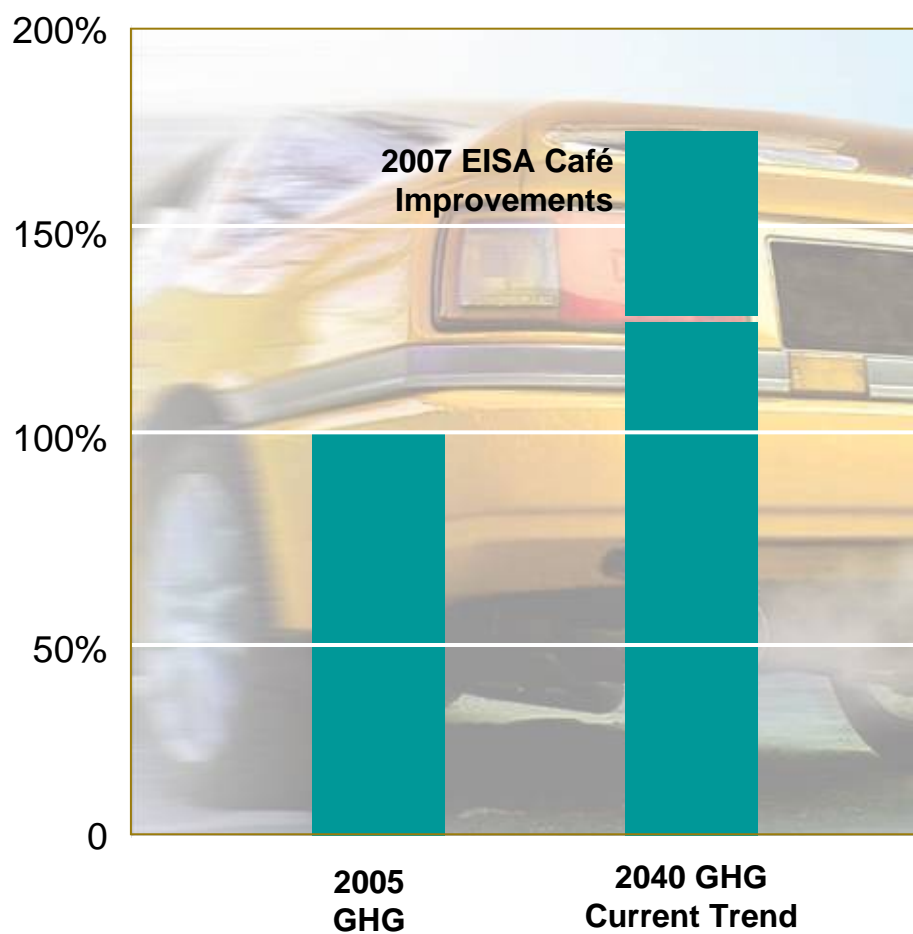
- Loss of mode share by freight rail and marine shipping
- Doubling of freight carried on trucks





*Large Growth in
Travel will Lead
to Increased
Greenhouse
Gas Emissions*

- 34% increase in fuel consumption and greenhouse gas (GHG) emissions (in spite of more stringent fuel efficiency standards)





*A Better Way:
A Strategic
Vision for
Transportation
in the Region in
2040*

- Significant change is needed to support continuing economic growth in a Carbon Constrained Environment





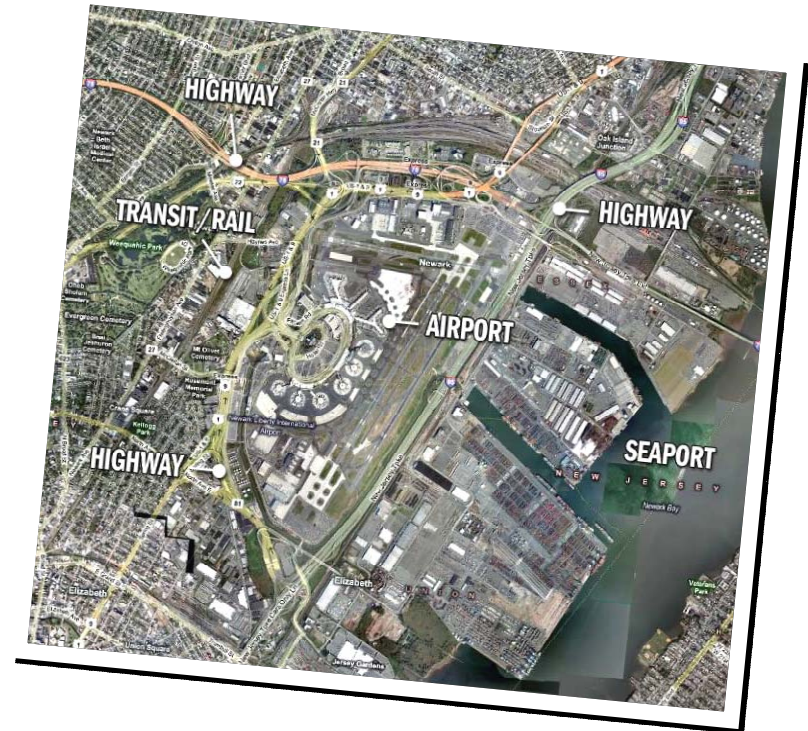
*Coalition's
Strategic
Vision Builds
on Results
from
Nationally-
Prominent and
State/Regional
Visioning
Efforts*

2040
VISION



*Provide a
Balanced
Multimodal
Transportation
System*

- Provide travel options with a multi-modal system
- Achieve seamless intermodal connectivity
- Improve transportation system performance
- Provide safe and secure travel





*What will
it take to
Achieve the
Vision?*

- Increased vehicle fuel efficiency
- Increased use of alternative fuels
- Reduced rate of VMT growth
- Greater use of alternative modes
- Aggressive transportation system management
 - Including pricing and IntelliDriveSM/Vehicle Infrastructure Integration (VII)
- Additional highway capacity
 - Especially managed lanes



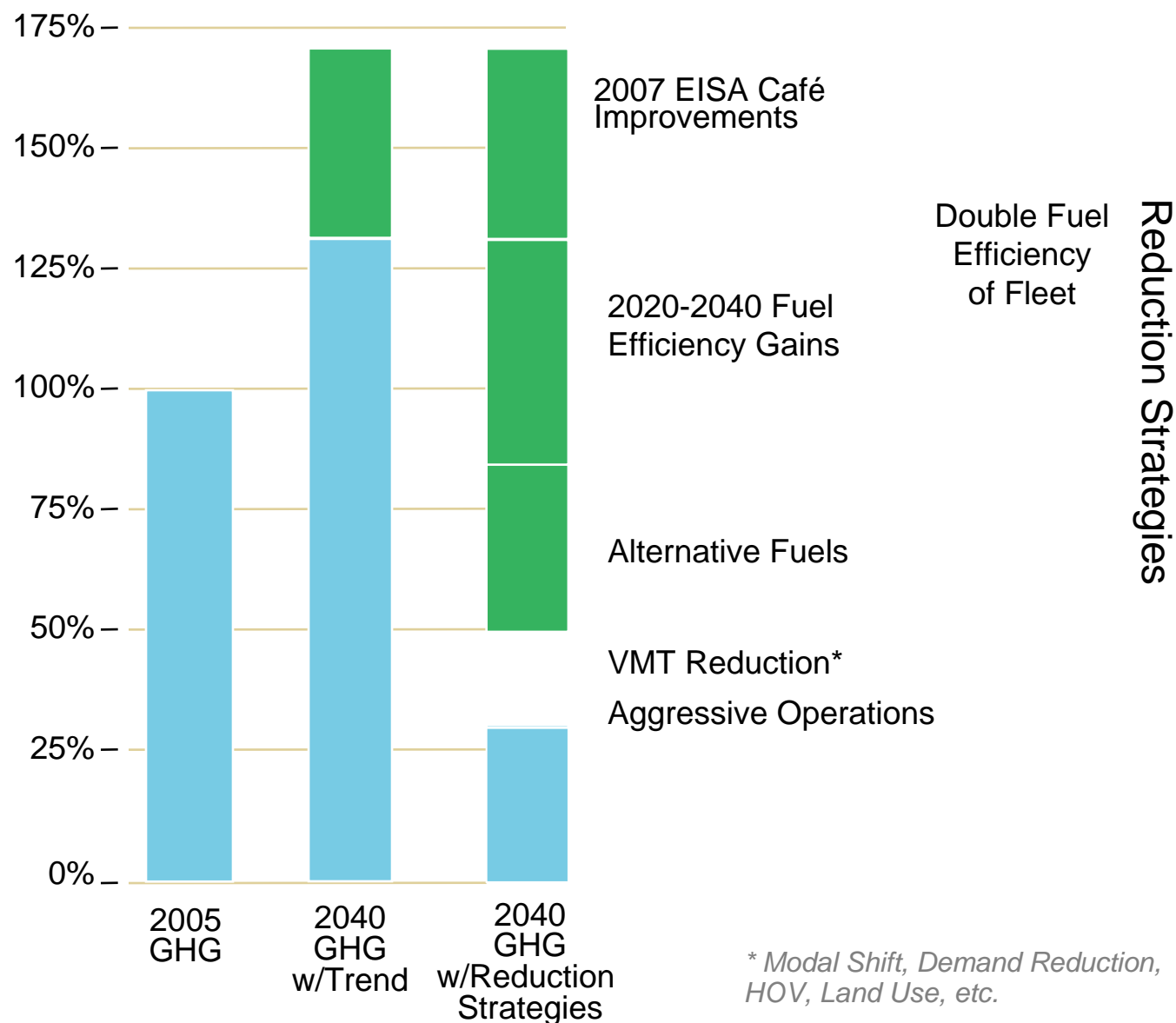
*A Multimodal
Transportation
System Enables
Greater Use of
Non-Highway
Modes*

- Transit ridership is tripled in concert with transit oriented development
- Passenger rail ridership increases 8-fold
 - Reduces aviation and highway congestion
- Freight rail ton miles increase 20% over trend projection
- A marine highway network reduces the number of trucks on the region's highways
- Improved port access enhances intermodal connectivity





*A 60-80%
Reduction in
2005 Greenhouse
Gas Emission
Levels will be
Achieved*









*More than
Doubling of
Investment in
all Modes is
Needed*

Annual Capital Investment: I-95 Region

(2005 constant \$ billions)

Mode		Current Trend	Vision
Transit		\$8	\$15 - \$19
Passenger Rail		~\$0.8	~\$4 - \$5
Freight Rail*		~\$1	~\$2
Highway*		\$22	\$47
TOTAL		\$32	\$71

*includes intermodal connections to ports, airports, rail terminals