Meeting Future Infrastructure Needs –
Super Regional Infrastructure

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I-95 Corridor Coalition

AAPA – Shifting International Trade Routes
January 16, 2009
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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

business as usual
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
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

2040 vision
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 IntelliDrive℠/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

- 2007 EISA Café Improvements
- 2020-2040 Fuel Efficiency Gains
- Alternative Fuels
- VMT Reduction*
- Aggressive Operations

*Modal Shift, Demand Reduction, HOV, Land Use, etc.
More than Doubling of Investment in all Modes is Needed

<table>
<thead>
<tr>
<th>Mode</th>
<th>Current Trend</th>
<th>Vision</th>
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<tbody>
<tr>
<td>Transit</td>
<td>$8</td>
<td>$15 - $19</td>
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<tr>
<td>Passenger Rail</td>
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<tr>
<td><strong>TOTAL</strong></td>
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*includes intermodal connections to ports, airports, rail terminals