



I-95 Corridor Coalition

Analysis of Multi-State/Jurisdictional Models

Evaluating Mechanisms to Implement Multi-State Transportation Projects – including Funding, Financing, Operating and Administrative Factors

The I-95 Corridor Coalition and FHWA are conducting an analysis of current and future organizational structures and functions for multi-state/jurisdictional organizations, mechanisms and models. Particular interest will be paid to understanding the spectrum of arrangements and structures that can be employed to best administer and fund the implementation of multi-state/multi-jurisdictional transportation projects. This effort is intended to serve as a background piece to help practitioners and policymakers think through solution sets.

Background:

Over the next three decades, volumes of freight transportation to be moved are expected to double on a transportation system that is already nearing or exceeding capacity. Unless capacity is expanded at key locations, freight movements will be subject to increased delay and decreased reliability, disrupting logistical systems and increasing costs of American businesses to the detriment of global competitiveness and economic productivity.

The freight transportation system that supports the economy rarely stays within political boundaries. A large percent of the value and tonnage of freight moves across state, regional or national boundaries. These are also the boundaries of the state and municipal governments who are seeking ways to manage freight traffic within their domains. While federal legislation established metropolitan planning organizations (MPOs) years ago to coordinate transportation planning and investment across state and local lines within urban areas, freight corridors usually extend well beyond even the largest metropolitan regions and often several states. MPOs typically lack the geographic reach and the ability to finance and implement projects that are needed to serve freight movements from and to distant locations.

Several multi-state coalitions have been formed to study the transportation problems of freight corridors and recommend solutions, and various institutional arrangements have been tried to plan and implement public infrastructure improvements in multi-state regions. To evolve into effective organizations for planning, financing, implementing projects across state lines, freight corridor coalitions and FHWA must build on the experience and relevance of these institutional arrangements and of institutional arrangements from other sectors of the economy, such as energy transmission and distribution agreements.

This effort is intended to compliment other work related to freight, multi-state programs and funding, including activities through the National Cooperative Freight Research Program.

[The I-95 Corridor Coalition:](#)

A partnership of the Departments of Transportation and related authorities and organizations, from Maine to Florida, working together to accelerate improvements in long-distance freight movement and passenger travel.