National Strategic Infrastructure Corridor Initiative

Volume I

A Strategic Vision

Protecting Transportation Infrastructure That Serves the National Interest

Publication No. NSICI-1

Version 1.0

Working Draft

July 2026

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Volume I - A Strategic Vision

Publication Information

Publication Number: NSICI-1

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Document Description

Volume I establishes the strategic vision for the National Strategic Infrastructure Corridor Initiative. It defines the national need for strategically designated transportation corridors, presents the policy framework supporting the initiative, and introduces the recommendations developed throughout the remaining volumes.

Recommended Citation

Brown, Roger. *National Strategic Infrastructure Corridor Initiative: Volume I – A Strategic Vision.* Publication No. NSICI-1. Fairbanks, Alaska. July 2026.

Distribution Statement

This publication is intended for policymakers, transportation agencies, federal and state officials, infrastructure planners, industry stakeholders, and the public.

Revision History

Version	Date	Description
1.0	July 2026	Initial Publication

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Letter of Transmittal

National Strategic Infrastructure Corridor Initiative
Volume I – A Strategic Vision
Protecting Transportation Infrastructure That Serves the National Interest

July 2026

To the Members of the United States Congress, the Secretary of Transportation, the Federal Highway Administration, the Governor of Alaska, the Alaska State Legislature, the Alaska Department of Transportation & Public Facilities, federal and state agencies, Tribal governments, transportation professionals, industry stakeholders, and the citizens of the United States:

I am pleased to transmit **Volume I of the National Strategic Infrastructure Corridor Initiative (NSICI): *A Strategic Vision***. This volume serves as the foundation of the six-volume Initiative and presents the policy framework upon which the remaining publications are built. Its purpose is to begin a national conversation about how the United States identifies, evaluates, and preserves transportation infrastructure whose significance extends beyond traditional measures of traffic volume or population served.

America's transportation network has always been fundamental to the Nation's security, prosperity, and economic growth. From the National Road and the Transcontinental Railroad to the Interstate Highway System and the Strategic Highway Network, history demonstrates that our greatest infrastructure investments have been guided not only by transportation demand, but by the broader national interests they served. Today, emerging priorities—including domestic energy production, critical mineral development, Arctic security, supply chain resilience, and national defense—present new challenges that warrant a similar evolution in transportation policy.

This volume proposes the concept of **National Strategic Infrastructure Corridors (NSICs)** as a policy framework for recognizing transportation corridors whose continued reliability carries exceptional consequences for the Nation. Rather than replacing existing transportation planning processes or the successful Federal-aid Highway Program, the Initiative seeks to complement them by introducing additional tools that recognize strategic national importance alongside traditional transportation performance measures. The proposed **National Interest Index (NII)** provides one such framework for evaluating transportation infrastructure through the broader lens of national security, economic resilience, energy independence, emergency preparedness, and long-term stewardship.

Although Alaska's Dalton District serves as the principal case study throughout this Initiative, the recommendations presented here are intended to be nationally applicable. The Dalton District demonstrates how transportation infrastructure can become indispensable to the Nation while continuing to be managed under systems designed primarily for conventional highway planning. By examining this unique corridor, the Initiative seeks to establish principles that may be

adapted to other transportation corridors supporting strategic industries and national priorities across the United States.

The National Strategic Infrastructure Corridor Initiative is presented as a **working draft** intended to encourage collaboration among Congress, federal agencies, state governments, Tribal governments, transportation professionals, academic institutions, industry representatives, and the public. The recommendations contained herein are offered as a starting point for discussion and refinement rather than as a final legislative proposal. Constructive review and stakeholder participation are essential to strengthening both the Initiative and the policies it recommends.

This publication introduces the strategic vision that is expanded throughout the remaining volumes. **Volume II** presents the proposed Dalton District Infrastructure & Maintenance Authority (DDIMA); **Volumes III and III-A** provide the proposed Alaska statutory framework and detailed legislative analysis; **Volume IV** outlines recommended amendments to federal law; **Volume V** establishes the National Interest Index and corridor evaluation methodology supporting the Initiative; and **Volume VI** establishes the implementation strategy and long-term roadmap for moving from concept to execution. Together, these six volumes form a comprehensive framework for strengthening transportation infrastructure that serves the national interest.

It is my hope that this Initiative contributes to a thoughtful and forward-looking discussion regarding the future of America's transportation system. By recognizing the strategic importance of certain transportation corridors and emphasizing long-term stewardship, preventive maintenance, resilient infrastructure, and strong Federal-State partnerships, we can better prepare the Nation for the economic, security, and infrastructure challenges of the decades ahead.

Respectfully submitted,

Roger Brown
Author, *National Strategic Infrastructure Corridor Initiative*
Fairbanks, Alaska
July 2026

Foreword

America’s transportation infrastructure has long served as the backbone of our nation’s economic prosperity, national security, and ability to respond to emerging challenges. Yet many of the corridors that support our energy production, critical mineral development, military readiness, and remote communities were never designed or funded according to the strategic value they provide to the Nation.

The National Strategic Infrastructure Corridor Initiative was developed to encourage a new approach—one that recognizes certain transportation corridors as assets of national significance deserving of sustained investment, dedicated maintenance, and long-term planning. While the Dalton Highway in Alaska serves as the initial case study presented throughout this publication, the concepts and recommendations outlined herein are intended to establish a framework that can be applied to strategic corridors across the United States.

This initiative is the result of extensive research, collaboration with transportation professionals, industry representatives, government officials, and stakeholders who understand that reliable infrastructure is not merely a matter of convenience, but a foundation for national resilience and economic competitiveness.

It is my hope that this publication encourages meaningful discussion among policymakers, transportation agencies, and industry leaders while providing practical recommendations for strengthening America’s most strategically important transportation corridors.

Roger Brown
Fairbanks, Alaska
July 2026

Preface

The *National Strategic Infrastructure Corridor Initiative* is presented as a multi-volume publication designed to examine the role of transportation infrastructure in supporting the national interest. Rather than focusing solely on a single highway or region, this initiative proposes a comprehensive framework for identifying, evaluating, funding, and managing transportation corridors whose importance extends well beyond state or local boundaries.

Volume I introduces the strategic vision and policy foundation for the initiative. Subsequent volumes examine the legal framework, corridor designation methodology, governance models, funding mechanisms, implementation strategies, and supporting technical references necessary to establish a durable national program.

Although the Dalton Highway serves as the principal case study throughout these volumes, the recommendations are intended to provide a scalable model that may be adapted to other transportation corridors supporting national defense, energy security, critical mineral development, international trade, and other nationally significant interests.

Readers are encouraged to view this publication as both a strategic planning document and a reference resource. Individual volumes may be read independently; however, together they present the complete framework of the National Strategic Infrastructure Corridor Initiative.

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Acronyms

Purpose

This section identifies abbreviations and acronyms used throughout the *National Strategic Infrastructure Corridor Initiative*. Unless otherwise noted, acronyms are defined at their first use in each volume and are included here for quick reference.

Federal Agencies

DOT — U.S. Department of Transportation

FHWA — Federal Highway Administration

USDOT — United States Department of Transportation

Transportation Planning

NII — National Interest Index

NSIC — National Strategic Infrastructure Corridor

NSICI — National Strategic Infrastructure Corridor Initiative

Alaska-Specific Examples

DDIMA — Dalton District Infrastructure and Maintenance Authority

Definitions

Purpose

The following definitions establish a common vocabulary for the National Strategic Infrastructure Corridor Initiative. Unless otherwise specified by Federal statute or regulation, these definitions apply throughout this publication.

Asset Management

A systematic process for maintaining, upgrading, operating, and replacing infrastructure in a cost-effective manner throughout its lifecycle.

Corridor

A transportation route or interconnected network of transportation facilities that supports the movement of people, freight, energy, resources, military assets, or other nationally significant activities.

Critical Infrastructure

Infrastructure whose continued operation is essential to national security, public safety, economic stability, or the uninterrupted delivery of critical services.

Future Demand Assessment

An evaluation of anticipated transportation needs based upon projected economic activity, demographic trends, freight demand, national security requirements, technological advancement, and other long-term factors.

Lifecycle Asset Management

A comprehensive approach to planning, preserving, maintaining, rehabilitating, and replacing transportation infrastructure to maximize long-term value while minimizing total lifecycle costs.

National Interest

The collective economic, security, energy, defense, emergency preparedness, environmental, and societal objectives supported by transportation infrastructure.

National Interest Index (NII)

A planning and evaluation framework that considers strategic national interests alongside traditional transportation planning metrics when evaluating transportation corridors.

National Strategic Infrastructure Corridor

A transportation corridor designated by the Secretary of Transportation because of its exceptional contribution to one or more national interests, including national defense, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, or long-term economic resilience.

Preventive Maintenance

Planned maintenance activities performed to preserve infrastructure condition, extend service life, improve reliability, and reduce long-term lifecycle costs.

Resilience

The ability of transportation infrastructure to prepare for, withstand, recover from, and adapt to natural hazards, technological changes, cyber threats, operational disruptions, and other adverse events.

Stewardship

The responsible planning, operation, preservation, maintenance, and improvement of transportation infrastructure to ensure its continued service for present and future generations.

Interpretation

Unless specifically defined by Federal law or regulation, terms used throughout this publication should be interpreted in a manner consistent with the objectives of the National Strategic Infrastructure Corridor Initiative. Where conflicts exist between these definitions and applicable statutes or regulations, the statutory or regulatory definitions shall govern.

PART I - AMERICA'S STRATEGIC TRANSPORTATION SYSTEM

Introduction

Transportation infrastructure has shaped the economic development, national security, and territorial expansion of the United States since the Nation's founding. From the National Road and the Transcontinental Railroad to the Interstate Highway System, strategic investments in transportation have consistently strengthened commerce, enhanced military readiness, and expanded economic opportunity.

Today, the Nation depends upon an increasingly complex network of highways, railroads, ports, pipelines, airports, inland waterways, telecommunications corridors, and logistics hubs. While many transportation investments continue to be evaluated using traditional measures such as traffic volume, congestion, and population served, an increasing number of transportation corridors perform functions whose importance extends well beyond those conventional metrics.

These corridors sustain national defense, domestic energy production, critical mineral development, Arctic operations, interstate commerce, emergency preparedness, and supply chain resilience. Their disruption would have consequences extending far beyond the communities or states in which they are located.

This volume proposes that transportation policy should evolve to recognize these broader national interests while preserving the strengths of the existing Federal-aid Highway Program and the longstanding partnership between the Federal Government and the states.

CHAPTER 1 - The National Transportation Challenge

Purpose

The United States possesses one of the most extensive transportation systems in the world. Much of this network has served the Nation for decades, supporting economic growth, interstate commerce, and national defense.

However, transportation policy has evolved within a framework primarily designed to evaluate infrastructure according to traditional transportation performance measures. While these measures remain essential, they do not always recognize transportation corridors whose significance derives from the national consequences of their continued operation.

As national priorities evolve—including energy independence, Arctic security, critical mineral production, strategic manufacturing, and resilient supply chains—transportation policy must also

evolve to ensure that infrastructure serving these interests receives planning, investment, and stewardship commensurate with its national importance.

Existing Transportation Policy

Federal transportation investment has traditionally emphasized factors such as traffic volume, population served, congestion reduction, safety, pavement and bridge condition, freight movement, and economic development.

These criteria remain appropriate for the vast majority of transportation investments. However, they may not fully capture the strategic importance of infrastructure serving exceptional national interests.

Emerging National Priorities

Transportation infrastructure increasingly supports national defense and military mobility, domestic energy production, critical mineral extraction and processing, Arctic security and operations, telecommunications and digital infrastructure, emergency preparedness and disaster response, strategic supply chains, and economic resilience.

Transportation planning should account for these evolving responsibilities alongside traditional transportation performance measures.

CHAPTER 2 - Transportation Infrastructure and the National Interest

Introduction

Throughout American history, transportation investments have often been driven by national priorities rather than regional demand alone. Major transportation initiatives have strengthened economic opportunity, improved national defense, expanded access to resources, and promoted national unity.

Examples include the National Road, the Transcontinental Railroad, the Alaska Highway, the Interstate Highway System, the Strategic Highway Network (STRAHNET), and the National Highway Freight Network.

Each reflects recognition that transportation infrastructure can serve interests extending well beyond state or local boundaries.

Defining the National Interest

For the purposes of this Initiative, the national interest includes transportation infrastructure that substantially supports one or more of the following: national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, economic resilience, and strategic industrial capacity.

These categories provide a broader framework for evaluating transportation corridors whose value cannot be measured solely by traffic counts or population served.

A Changing Transportation Environment

Modern transportation systems face new challenges, including aging infrastructure, deferred maintenance, climate-related impacts, rapid technological change, increased freight demand, strategic competition in the Arctic, expanding domestic resource development, and supply chain vulnerabilities.

Transportation policy must adapt to these realities while maintaining fiscal responsibility and preserving the Federal-State partnership.

CHAPTER 3 - The Evolution of Transportation Policy

Historical Perspective

Federal transportation policy has evolved continuously in response to changing national priorities.

Major milestones include early federal investment in roads and navigation, expansion of the railroad system, creation of the Federal-aid Highway Program, the Interstate Highway System, development of national freight programs, asset management requirements, and infrastructure resilience initiatives.

Each generation has expanded transportation policy to meet emerging national needs.

The Next Evolution

The next step in transportation policy is not replacement of existing programs but enhancement of existing frameworks.

Future transportation planning should incorporate strategic significance, future demand, long-term stewardship, infrastructure resilience, national consequence, and lifecycle asset management.

These considerations complement existing transportation performance measures and improve long-term investment decisions.

Federal-State Partnership

One of the greatest strengths of American transportation policy has been the enduring partnership between the Federal Government and the states.

The recommendations contained within this Initiative strengthen—not replace—that partnership by providing additional tools for identifying and preserving transportation infrastructure serving the national interest.

CHAPTER 4 - Why Strategic Corridors Matter

Overview

Not all transportation corridors serve identical purposes. While many roads primarily support local or regional travel, others provide essential connections supporting national priorities.

The consequences associated with the disruption of these corridors may extend far beyond transportation inconvenience, affecting national defense, energy production, critical industries, and economic stability.

Characteristics of Strategic Corridors

Transportation corridors serving the national interest often exhibit one or more of the following characteristics: they support nationally significant industries, provide unique or irreplaceable access, connect critical infrastructure, enable military mobility, serve remote strategic regions, facilitate interstate commerce, support emergency response, and strengthen national resilience.

Planning Implications

Because of their strategic importance, these corridors should receive planning approaches emphasizing preventive maintenance, lifecycle asset management, infrastructure resilience, future demand forecasting, long-term financial planning, and coordinated Federal-State stewardship.

PART II - THE DALTON DISTRICT: A NATIONAL CASE STUDY

Introduction

The principles established in Part I are illustrated through the Dalton District, one of the most strategically significant transportation corridors in the United States.

The Dalton District consists of the **Elliott Highway from Milepost 28 to Milepost 152** and the **Dalton Highway from Milepost 0 to Milepost 414, and the Tofty Road**, with Elliott Highway Milepost 28-73 and Dalton Milepost 0-414 forming a continuous transportation corridor extending from Interior Alaska to the North Slope.

While these segments together fall within the Dalton District's maintenance jurisdiction, the Elliott Highway from Milepost 73 to Milepost 152 and the Tofty Road lie outside the continuous through-corridor and are maintained by the same state highway maintenance camp responsible for the adjoining Elliott and Dalton Highway segments. These roads provide essential access to the Eureka and Tofty mining districts and to the Native Villages of Rampart and Tanana on the Yukon River, both of which depend on this connection for surface transportation.

While geographically located within Alaska, the corridor supports national priorities extending far beyond state boundaries. It serves as the primary year-round surface transportation link to North America’s largest oil-producing region, supports current and future critical mineral development, enables Arctic operations, sustains telecommunications infrastructure, and provides access essential to national defense, energy security, and economic resilience.

The Dalton District is not presented as an exception deserving special treatment. Rather, it serves as an example of how transportation infrastructure can acquire national significance while remaining governed through systems primarily designed for conventional transportation corridors.

CHAPTER 5 - The Dalton District as a National Strategic Asset

Overview

The Dalton District occupies a unique position within the Nation’s transportation system. Unlike most highways, its significance is determined less by population served than by the strategic resources, industries, and infrastructure it supports.

The corridor is the only year-round highway connection to Alaska’s North Slope and is indispensable to the continued operation of the Trans-Alaska Pipeline System, Prudhoe Bay oil fields, Arctic communities, industrial facilities, and future resource development.

National Contributions

The Dalton District directly or indirectly supports domestic energy production, operation and maintenance of the Trans-Alaska Pipeline System, critical mineral exploration and future development, Arctic national security and military logistics, telecommunications infrastructure, scientific research, emergency response, and interstate and international commerce.

A National Transportation Asset

Although owned and maintained by the State of Alaska, the corridor supports industries and infrastructure that contribute significantly to the Nation’s energy independence, economic strength, and strategic posture.

Its continued reliability therefore represents both a state responsibility and a matter of national interest.

CHAPTER 6 - Current Transportation Challenges

Introduction

The Dalton District operates within one of the most demanding transportation environments in North America.

Maintaining safe and reliable year-round operations requires continuous attention to environmental conditions, aging infrastructure, remote logistics, workforce availability, and increasing industrial demand.

Environmental Challenges

The corridor experiences continuous and discontinuous permafrost, seasonal thaw settlement, frost heave, river migration, flooding, erosion, wildfire impacts, and extreme temperature fluctuations.

This is not a matter of degree but of kind: unlike a paved highway, which wears down gradually and is resurfaced on a predictable multi-year cycle, a gravel roadway built over permafrost heaves and settles unevenly with every seasonal freeze-thaw cycle. Differential frost heave and thaw settlement can visibly distort the roadway surface within a single season, requiring continuous regrading, drainage repair, and replenishment of roadway material rather than periodic resurfacing. As permafrost continues to warm and degrade, this maintenance cycle is becoming more frequent and less predictable, placing demands on the corridor that conventional state highway funding and scheduling practices, built around the maintenance rhythms of paved roads, were never designed to accommodate.

Operational Challenges

Transportation operations are affected by remote maintenance locations, limited construction seasons, long supply chains, high maintenance costs, equipment mobilization challenges, workforce recruitment and retention, and emergency response distances.

Financial Challenges

The corridor’s strategic importance generates infrastructure demands that often exceed traditional transportation funding approaches.

Routine maintenance, emergency repairs, bridge preservation, drainage improvements, and climate adaptation compete with statewide transportation priorities despite the corridor’s unique national significance.

Planning Challenges

Current planning frameworks primarily evaluate transportation demand using historical traffic data.

However, future freight demand associated with energy development, critical minerals, Arctic defense initiatives, telecommunications expansion, and emerging industries may substantially exceed historic transportation patterns.

Planning should therefore incorporate future national demand alongside existing transportation performance measures.

CHAPTER 7 - Future National Demand

Overview

Transportation planning must anticipate future needs rather than simply respond to existing conditions.

The Dalton District is expected to experience increasing strategic importance as national priorities continue to evolve.

Energy Development

Future transportation demand may increase through continued development of North Slope oil production, Alaska LNG infrastructure, pipeline modernization, and energy support industries.

Critical Minerals

The corridor is expected to play an increasingly important role supporting the Ambler Mining District development, the Livengood Gold Project, rare earth element exploration, graphite and strategic mineral production, and processing and export logistics.

National Defense

Growing strategic interest in the Arctic will likely increase transportation requirements associated with military mobility, infrastructure modernization, emergency preparedness, Arctic logistics, and homeland defense.

Emerging Industries

Additional demand may result from telecommunications expansion, renewable energy projects, scientific research, tourism, utility infrastructure, and advanced manufacturing supporting Arctic operations.

Future Demand Assessment

Because transportation demand continues to evolve, the Initiative recommends that strategically significant corridors prepare **rolling 20-year Future Demand Assessments**, updated annually and comprehensively reviewed every five years. These assessments should evaluate anticipated industrial activity, national security requirements, demographic trends, climate impacts, technological developments, and economic forecasts to ensure transportation planning remains proactive rather than reactive.

CHAPTER 8 - Lessons for the Nation

Purpose

The Dalton District demonstrates that transportation corridors serving exceptional national interests require planning approaches extending beyond conventional transportation performance measures.

Although few transportation corridors possess the exact characteristics of the Dalton District, many support strategic functions whose importance similarly extends beyond state boundaries.

Principal Lessons

The Dalton District demonstrates the importance of long-term stewardship, preventive maintenance, lifecycle asset management, infrastructure resilience, future demand planning, dedicated governance, strong Federal-State partnerships, and performance-based decision making.

A Scalable Model

The Initiative does not propose that every highway receive special designation.

Instead, it recommends establishing a framework through which transportation corridors demonstrating exceptional national significance may be identified using consistent evaluation criteria and managed through enhanced planning, coordination, and long-term stewardship.

The Dalton District serves as the pilot application because it clearly illustrates the challenges and opportunities associated with transportation infrastructure whose value cannot be fully measured through traditional transportation metrics alone.

PART III - A NEW STRATEGIC FRAMEWORK

Introduction

America's transportation system has evolved through successive generations of public investment responding to changing national priorities. Today's transportation challenges require a similar evolution—not by replacing existing transportation policy, but by complementing it with additional tools that recognize infrastructure serving exceptional national interests.

The National Strategic Infrastructure Corridor Initiative proposes a framework that strengthens the existing Federal-aid Highway Program through enhanced planning, long-term stewardship, and coordinated Federal-State partnerships. Rather than creating an entirely new transportation system, the Initiative builds upon proven transportation planning principles while recognizing that certain corridors warrant consideration beyond conventional transportation performance measures.

The following chapters introduce the principal components of this proposed framework.

CHAPTER 9 - The National Strategic Infrastructure Corridor Concept

Purpose

The National Strategic Infrastructure Corridor (NSIC) concept establishes a new planning framework for identifying transportation corridors whose continued operation serves significant national interests.

Unlike existing transportation designations that emphasize traffic volume, freight tonnage, or network connectivity, NSIC designation recognizes the broader strategic consequences associated with corridor reliability and long-term preservation.

Guiding Principles

The National Strategic Infrastructure Corridor framework is founded upon several guiding principles: transportation infrastructure can serve national interests extending beyond state boundaries; long-term stewardship provides greater public value than deferred maintenance and reactive reconstruction; preventive maintenance reduces lifecycle costs; future transportation demand should complement historical traffic data; and strong Federal-State partnerships improve long-term infrastructure performance.

Characteristics of Strategic Corridors

Transportation corridors considered for NSIC designation should demonstrate substantial contributions to one or more national priorities, including national defense, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, infrastructure resilience, and national economic security.

The designation is intended to recognize exceptional national significance and should therefore remain limited to a relatively small number of corridors.

Purpose of Designation

Designation would encourage long-term planning, improve coordination among agencies, support lifecycle asset management, promote future demand assessment, strengthen Federal-State collaboration, and improve access to existing transportation programs.

Designation alone would not guarantee additional funding but would provide a framework for prioritizing investments based upon national significance.

CHAPTER 10 - Strengthening the Federal-State Partnership

Overview

The Federal-aid Highway Program has long been one of the most successful examples of cooperative federalism in the United States. Federal funding, combined with state ownership and administration, has produced one of the world's most extensive transportation systems.

The National Strategic Infrastructure Corridor Initiative builds upon this successful partnership rather than replacing it.

Preserving State Authority

The Initiative preserves State ownership of highways, State maintenance responsibilities, existing DOT authority, existing planning responsibilities, and existing funding programs.

The Federal Government continues to provide policy guidance, technical assistance, and financial partnership while states retain primary operational responsibility.

Enhanced Collaboration

Implementation encourages increased collaboration among USDOT, FHWA, State DOTs, the Department of Defense, the Department of Energy, the Department of the Interior, Tribal governments, and industry stakeholders.

A Model for Cooperative Federalism

The Initiative reflects the principle that transportation infrastructure serving national priorities should be managed through partnership rather than centralized federal control.

CHAPTER 11 - The National Interest Index

Purpose

The National Interest Index (NII) is proposed as a strategic planning and evaluation tool that complements traditional transportation performance measures.

Rather than replacing existing engineering analyses or benefit-cost methodologies, the NII provides an additional framework for evaluating transportation corridors according to their contribution to the national interest.

Evaluation Framework

The National Interest Index may evaluate factors including national defense, energy security, critical mineral production, interstate commerce, emergency preparedness, Arctic operations, infrastructure resilience, supply chain significance, economic consequence, and future national demand.

Planning Applications

The National Interest Index should support corridor designation, long-range planning, investment prioritization, Future Demand Assessments, performance reporting, and Federal-State coordination.

A Complementary Tool

The NII is not intended to replace existing transportation planning methodologies.

Instead, it supplements traditional performance measures by recognizing national strategic value that may not be reflected in traffic counts or conventional economic analyses.

CHAPTER 12 - Planning for the Future

Introduction

Transportation infrastructure is built to serve generations rather than individual budget cycles. Planning should therefore anticipate future national needs in addition to existing transportation demand.

Historically, many of America's most successful transportation investments—including the Interstate Highway System—were designed in anticipation of future growth rather than solely in response to existing traffic conditions.

The National Strategic Infrastructure Corridor Initiative adopts this same forward-looking philosophy.

Future Demand Assessment

Each designated strategic corridor should prepare a **rolling 20-year Future Demand Assessment** supported by annual updates and comprehensive reviews every five years.

The assessment should evaluate anticipated changes in population, freight movement, energy production, critical mineral development, national defense, Arctic operations, climate resilience, technology, telecommunications, and emergency preparedness.

Adaptive Planning

Transportation planning should remain flexible enough to incorporate new industries, technological innovation, infrastructure resilience, climate adaptation, emerging federal priorities, and national security requirements.

Looking Beyond the Dalton District

Although the Dalton District serves as the pilot application for this Initiative, the framework presented throughout this volume is intended to be scalable. Other transportation corridors across the United States may, over time, demonstrate similar strategic importance based on their contributions to national defense, energy security, critical mineral supply chains, disaster resilience, or interstate commerce.

The National Strategic Infrastructure Corridor framework provides a consistent methodology for recognizing and planning for these corridors while respecting state ownership and preserving the strengths of the existing Federal-aid Highway Program.

PART IV - THE NATIONAL STRATEGIC INFRASTRUCTURE CORRIDOR INITIATIVE

Introduction

The preceding chapters establish the need for a transportation framework that recognizes infrastructure serving the national interest. They demonstrate that certain transportation corridors support national priorities extending far beyond traditional transportation performance measures and that long-term stewardship requires planning tools beyond conventional funding formulas and asset management practices.

The National Strategic Infrastructure Corridor Initiative is presented as a comprehensive response to these challenges. Rather than proposing isolated policy changes, the Initiative integrates strategic planning, governance, legislation, engineering, financial stewardship, and implementation into a unified framework designed to strengthen transportation infrastructure through enduring Federal-State partnerships.

The following chapters summarize the Initiative, describe its expected benefits, and outline the path forward.

CHAPTER 13 - The Six-Volume Framework

Purpose

The National Strategic Infrastructure Corridor Initiative has been organized as a coordinated publication series so that policymakers, engineers, transportation professionals, legislators, and stakeholders may review each component independently while understanding how each contributes to the overall framework.

Each volume addresses a specific aspect of the Initiative while collectively forming a comprehensive policy and implementation strategy.

Volume I

A Strategic Vision

Establishes the national policy foundation, introduces the concept of National Strategic Infrastructure Corridors, and explains why transportation infrastructure serving the national interest requires enhanced planning and long-term stewardship.

Volume II

Dalton District Infrastructure & Maintenance Authority

Presents the comprehensive governance framework for DDIMA, including organizational structure, planning responsibilities, financial management, asset management, and long-range corridor stewardship.

Volume III

Provides draft Alaska legislation establishing DDIMA and the statutory framework necessary for implementation.

Volume III-A

Provides a detailed section-by-section analysis explaining the purpose, intent, and legal effect of each provision contained within the proposed Alaska legislation.

Volume IV

Presents the proposed National Strategic Infrastructure Corridor Act through amendments to Title 23, United States Code.

Volume V

Provides the engineering analyses, transportation planning documents, financial studies, freight forecasts, operational data, policy research, and technical references supporting the Initiative.

Volume VI

Provides the implementation roadmap necessary to transition the Initiative from policy proposal to operational reality.

Volume VI serves as the Initiative's **Living Document** and will be updated as implementation progresses.

CHAPTER 14 - Expected Benefits

Overview

Implementation of the National Strategic Infrastructure Corridor Initiative is intended to improve transportation planning, strengthen infrastructure resilience, enhance Federal-State coordination, and promote long-term fiscal responsibility.

The Initiative emphasizes preventive maintenance, strategic investment, and performance-based decision making rather than reactive infrastructure management.

Benefits to the Nation

The Initiative supports stronger national defense, greater energy security, improved critical mineral supply chains, more resilient transportation infrastructure, enhanced emergency preparedness, increased economic competitiveness, and better long-term stewardship of federal transportation investments.

Benefits to States

Participating states may benefit from improved planning tools, better coordination with federal agencies, enhanced long-range asset management, Future Demand Assessments, improved access to technical assistance, and more effective lifecycle investment strategies.

Benefits to Industry

Industry stakeholders benefit through improved transportation reliability, reduced infrastructure disruptions, greater planning certainty, enhanced supply chain resilience, and long-term investment confidence.

Benefits to the Public

Citizens benefit from safer transportation infrastructure, reduced long-term public costs, increased transparency, improved accountability, more resilient transportation systems, and better stewardship of public resources.

CHAPTER 15 - A Vision for the Future

Looking Beyond Today's Transportation System

Throughout American history, transportation investments have shaped the Nation's economic development, national security, and prosperity.

The Interstate Highway System transformed interstate commerce.

The Alaska Highway strengthened continental defense.

The Trans-Alaska Pipeline System demonstrated the strategic importance of reliable transportation infrastructure in one of the world's most demanding operating environments.

The next generation of transportation policy should similarly recognize that America's future depends upon infrastructure capable of supporting emerging national priorities.

Building for Future Generations

Transportation investments should be evaluated not only according to today's conditions but according to the Nation that future generations will inherit.

Long-term stewardship requires vision, strategic planning, preventive maintenance, infrastructure resilience, fiscal responsibility, collaboration, and innovation.

The National Strategic Infrastructure Corridor Initiative seeks to provide that long-term perspective.

A National Model

Although inspired by Alaska's Dalton District, the Initiative is intended to establish a scalable framework that may be adapted to other transportation corridors demonstrating exceptional national significance.

Future generations may apply these principles wherever transportation infrastructure supports the Nation's security, prosperity, and resilience.

CHAPTER 16 - Call to Action

A Shared Responsibility

America’s transportation system has always reflected the vision and determination of those willing to invest in the Nation’s future.

The National Strategic Infrastructure Corridor Initiative is offered in that same spirit.

Its purpose is not to prescribe a single solution, but to begin a national conversation regarding how transportation infrastructure serving exceptional national interests should be identified, managed, and preserved.

The Opportunity

The challenges facing America’s transportation system are significant, but so are the opportunities.

By strengthening Federal-State partnerships, improving long-term planning, embracing preventive maintenance, and recognizing transportation infrastructure according to its strategic importance, the Nation can better prepare for future economic growth, national defense requirements, and emerging industries.

An Invitation

The Initiative respectfully invites Congress, Federal agencies, State governments, Tribal governments, transportation professionals, industry, academic institutions, local communities, and the American public to participate in refining, strengthening, and implementing the concepts presented throughout these volumes.

Closing Statement

Transportation infrastructure serving the national interest represents more than roads, bridges, and public investment. It reflects the Nation’s ability to defend itself, produce its own energy, develop strategic resources, respond to emergencies, and provide future generations with opportunities for continued prosperity.

The responsibility for preserving that infrastructure belongs to all of us.

The National Strategic Infrastructure Corridor Initiative offers one vision for meeting that responsibility through partnership, planning, innovation, and long-term stewardship.

The strategic vision presented in Volume I establishes the national policy foundation for the National Strategic Infrastructure Corridor Initiative. Volume II builds upon this vision by presenting the proposed Dalton District Infrastructure & Maintenance Authority (DDIMA), including its governance structure, planning responsibilities, financial framework, and operational model.