

National Strategic Infrastructure Corridor Initiative

Volume IV

Federal Legislative Proposal: National Strategic Infrastructure Corridor Act

Proposed Amendments to Title 23, United States Code

Establishing a National Strategic Infrastructure Corridor Program for Transportation
Infrastructure Serving the National Interest

Publication No. NSICI-4

Version 1.0

Working Draft

July 2026

Prepared for:

The United States Congress

United States Department of Transportation

Federal Highway Administration

State Departments of Transportation

National Transportation Stakeholders

Prepared by:

Roger Brown

Fairbanks, Alaska

National Strategic Infrastructure Corridor Initiative

Volume IV – Federal Legislative Proposal: National Strategic Infrastructure Corridor Act - Proposed Amendments to Title 23, United States Code

Publication Information

Publication Number: NSICI-4

Version: 1.0

Publication Date: July 2026

Document Status: Working Draft

Author:

Roger Brown

Fairbanks, Alaska

Sponsoring Initiative:

National Strategic Infrastructure Corridor Initiative (NSICI)

Document Description

Volume IV presents proposed federal legislation to establish the **National Strategic Infrastructure Corridor (NSIC) Program** through amendments to **Title 23, United States Code**. The proposed legislation creates a framework for identifying, designating, planning, funding, and managing transportation corridors that serve exceptional national interests.

The Act establishes criteria for National Strategic Infrastructure Corridor designation, defines federal and state responsibilities, strengthens interagency coordination, supports long-term asset management and resilience planning, and promotes strategic investment in transportation infrastructure essential to national defense, energy security, critical mineral development, interstate commerce, Arctic operations, and economic competitiveness.

While the Dalton Highway in Alaska serves as the model corridor for development of this proposal, the legislative framework is intended for nationwide application and may be utilized by any state seeking federal recognition of transportation infrastructure possessing exceptional strategic significance.

This volume serves as a legislative discussion draft supporting future congressional consideration and is intended to complement the companion volumes of the National Strategic Infrastructure Corridor Initiative.

Recommended Citation

Brown, Roger. *National Strategic Infrastructure Corridor Initiative: Volume IV—Federal Legislative Proposal: National Strategic Infrastructure Corridor Act (Proposed Amendments to Title 23, United States Code)*. Version 1.0. Fairbanks, Alaska. July 2026.

Distribution Statement

This document is approved for public release. Distribution is unlimited.

The National Strategic Infrastructure Corridor Initiative is intended for review and discussion by members of the United States Congress, federal agencies, state departments of transportation, transportation authorities, policymakers, industry stakeholders, tribal governments, academic institutions, and other organizations engaged in transportation infrastructure planning, maintenance, and strategic investment.

Legislative Proposal Disclaimer

This document is a policy proposal prepared for discussion purposes. It has not been introduced in Congress, endorsed by any governmental entity, or adopted as federal law. References to proposed statutory language are intended solely to facilitate policy development and legislative consideration.

Revision History

Version	Date	Description
1.0	July 2026	Initial Working Draft

Letter of Transmittal

National Strategic Infrastructure Corridor Initiative

Volume IV

Federal Legislative Proposal

Proposed Amendments to Title 23, United States Code

To Members of the United States Congress, the United States Department of Transportation, the Federal Highway Administration, State Departments of Transportation, and Transportation Stakeholders:

I am pleased to submit **Volume IV of the National Strategic Infrastructure Corridor Initiative (NSICI)**, presenting a comprehensive federal legislative proposal to establish the **National Strategic Infrastructure Corridor (NSIC) Program** through amendments to Title 23, United States Code.

America's transportation network includes a limited number of corridors whose importance extends far beyond the states in which they are located. These corridors support national defense, domestic energy production, critical mineral development, interstate commerce, Arctic operations, and other strategic national interests. Despite their extraordinary significance, no federal statutory framework currently exists to formally recognize or manage transportation infrastructure based upon its national strategic value.

This legislative proposal addresses that gap by establishing a voluntary federal-state partnership for the identification, designation, planning, coordination, and long-term stewardship of National Strategic Infrastructure Corridors. The proposal is designed to strengthen existing transportation programs while preserving state ownership, operational authority, and established responsibilities.

The Dalton Highway in Alaska serves as the model for this proposal due to its unique role supporting the nation's energy infrastructure, military readiness, Arctic access, and critical resource development. However, the framework presented herein is intended for nationwide application and may be utilized by any state possessing transportation infrastructure of exceptional national importance.

The proposed legislation emphasizes preventive maintenance, long-range planning, infrastructure resilience, performance-based investment, interagency coordination, and fiscal accountability. It recognizes that preserving nationally significant transportation infrastructure requires sustained collaboration among federal agencies, state governments, tribal governments, local communities, industry partners, and the public.

This volume should be considered together with the companion volumes of the National Strategic Infrastructure Corridor Initiative, which collectively provide the strategic justification, legislative framework, implementation guidance, supporting research, and policy recommendations necessary to advance a comprehensive national approach to strategic transportation infrastructure.

It is respectfully submitted in the hope that it contributes to future discussions regarding the modernization of federal transportation policy and the long-term stewardship of infrastructure serving the national interest.

Respectfully submitted,

Roger Brown

Author

National Strategic Infrastructure Corridor Initiative

Fairbanks, Alaska

July 2026

Foreword

Legislation transforms ideas into public policy. While the preceding volumes of the National Strategic Infrastructure Corridor Initiative establish the strategic justification, organizational framework, and policy rationale for recognizing transportation corridors of exceptional national importance, Volume IV presents the proposed statutory language necessary to implement that vision.

The proposed National Strategic Infrastructure Corridor Act is not intended to replace the successful Federal-aid Highway Program or alter the longstanding partnership between the Federal Government and the States. Instead, it builds upon that foundation by recognizing that certain transportation corridors support enduring national interests extending beyond traditional measures of highway performance. These corridors are essential to national defense, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, and the long-term resilience of the Nation.

Throughout American history, Congress has periodically modernized transportation policy to meet changing national priorities—from the National Road, to the Interstate Highway System, to performance-based planning under MAP-21 and the Infrastructure Investment and Jobs Act. This proposal represents the next logical step in that evolution by providing a statutory framework for identifying and stewarding transportation infrastructure whose strategic importance cannot be measured solely by traffic counts or population served.

Although the Dalton Highway serves as the principal case study throughout the Initiative, the legislation presented in this volume is intentionally national in scope. It establishes a voluntary framework that may be applied to any transportation corridor demonstrating exceptional importance to the United States, regardless of geographic location.

It is my hope that this legislative proposal provides Congress, Federal agencies, State Departments of Transportation, and transportation stakeholders with a practical starting point for future discussion and collaboration. Above all, it seeks to ensure that transportation infrastructure supporting the Nation’s most critical missions receives the long-term stewardship necessary to serve future generations.

Roger Brown

Fairbanks, Alaska

July 2026

Preface

Volume IV serves as the legislative foundation of the National Strategic Infrastructure Corridor Initiative. While the companion volumes examine the strategic need for a new national transportation framework, this volume translates those concepts into proposed amendments to **Title 23, United States Code**, establishing the National Strategic Infrastructure Corridor Program through federal law.

The legislation presented herein is intended as a comprehensive discussion draft for policymakers, congressional staff, Federal agencies, State Departments of Transportation, Tribal governments, transportation authorities, industry representatives, and other stakeholders involved in national transportation policy. It is not intended to prescribe a single legislative outcome but rather to provide a complete statutory framework from which future legislation may be developed, refined, and debated.

The proposed Act establishes the legal authorities, congressional findings, definitions, designation procedures, planning requirements, administrative responsibilities, performance expectations, funding coordination, and implementation mechanisms necessary to recognize transportation corridors serving exceptional national interests. Throughout the proposal, emphasis is placed on preserving State ownership and operational authority while strengthening the Federal-State partnership through improved planning, technical assistance, interagency coordination, and long-term infrastructure stewardship.

The chapters are organized to follow the structure commonly used in federal legislation. Early chapters establish congressional findings, national policy, and statutory definitions before progressing through eligibility requirements, designation procedures, program administration, planning requirements, lifecycle asset management, resilience, financial stewardship, oversight, implementation, and general provisions. Appendix A then presents a consolidated legislative draft formatted as proposed statutory language suitable for further legislative development.

Although this proposal uses Alaska's Dalton Highway as the primary example demonstrating the need for a National Strategic Infrastructure Corridor Program, the legislation is intentionally written to be broadly applicable throughout the United States. Any transportation corridor whose continued operation substantially supports national defense, energy security, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, or other enduring national interests should be capable of evaluation under the framework established by this Act.

Read together with the companion volumes, this legislative proposal represents more than a draft amendment to federal law. It provides the legal framework through which strategic transportation infrastructure may be recognized, preserved, and managed as a national asset, ensuring that America's most important transportation corridors continue to support the security, prosperity, and resilience of the United States throughout the twenty-first century.

Executive Summary

The National Strategic Infrastructure Corridor Initiative (NSICI) recognizes that certain transportation corridors are indispensable to the security, economy, and long-term resilience of the United States. While existing federal transportation programs primarily allocate funding based upon statewide transportation needs, traffic volumes, or traditional functional classifications, they do not adequately recognize corridors whose significance extends well beyond state boundaries and serves enduring national interests.

Volume IV presents a comprehensive federal legislative proposal establishing the **National Strategic Infrastructure Corridor (NSIC) Program** through amendments to Title 23, United States Code. The proposal creates a voluntary federal-state framework for identifying, designating, planning, funding, coordinating, and preserving transportation corridors whose continued operation is essential to national defense, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, and overall economic security.

The proposed legislation establishes a structured process for corridor designation while preserving state ownership, management, and operational authority. Rather than creating a new federal transportation agency, the legislation strengthens coordination among existing federal, state, tribal, and local partners through improved planning, information sharing, performance measurement, and strategic investment.

Key components of the proposal include establishment of the National Strategic Infrastructure Corridor designation, eligibility criteria for corridor designation based upon demonstrated national significance, federal-state coordination procedures supporting long-term infrastructure stewardship, comprehensive planning requirements emphasizing resilience, lifecycle asset management, and preventive maintenance, performance-based investment strategies supporting efficient allocation of public resources, enhanced coordination among transportation, defense, energy, homeland security, environmental, and emergency management agencies, authority for strategic public-private partnerships while preserving public ownership and accountability, improved reporting, transparency, and congressional oversight, and long-range implementation strategies supporting nationally significant transportation infrastructure.

Although developed using Alaska's Dalton Highway as the principal case study, the proposed framework is intentionally scalable and adaptable to transportation corridors throughout the United States that perform similarly critical national functions.

Ultimately, the legislation seeks to modernize federal transportation policy by recognizing that certain corridors warrant sustained national attention because their continued reliability directly affects the nation's economic prosperity, resource security, military readiness, emergency response capabilities, and strategic competitiveness.

Volume IV provides the statutory language necessary to begin that discussion and serves as the federal legislative foundation of the broader National Strategic Infrastructure Corridor Initiative.

Table of Contents

Letter of Transmittal.....	iii
Foreword.....	v
Preface.....	vi
Executive Summary.....	vii
Table of Contents.....	viii
The National Interest Index (NII).....	xv
CHAPTER 1 - Congressional Findings.....	1
Section 1. Congressional Findings.....	1
Section 2. Congressional Intent	2
CHAPTER 2 - Purpose and National Policy.....	4
Section 1. Purpose.....	4
Section 2. National Policy.....	4
Section 3. Federal-State Partnership.....	5
Section 4. Principles of Administration.....	6
CHAPTER 3 - Definitions.....	7
Section 1. General Definitions.....	7
(a) National Strategic Infrastructure Corridor.....	7
(b) Eligible Corridor.....	7
(c) Strategic Infrastructure.....	7
(d) National Interest.....	8
(e) State Infrastructure Authority.....	8
(f) Corridor Management Plan.....	8
(g) Future Demand Assessment.....	8
(h) Lifecycle Asset Management.....	9
(i) Resilience.....	9
(j) National Interest Index.....	9
(k) Secretary.....	10
CHAPTER 4 - Proposed Amendments to Title 23, United States Code.....	11

Section 1. Establishment of the National Strategic Infrastructure Corridor Program.....	11
Section 2. Congressional Policy.....	11
Section 3. Purpose of the Designation.....	12
Section 4. Preservation of State Authority.....	12
Section 5. Relationship to Existing Federal Programs.....	13
Section 6. Administration of the Program.....	13
CHAPTER 5 - National Strategic Infrastructure Corridor Designation.....	14
Section 1. Establishment of the National Strategic Infrastructure Corridor Program.....	14
Section 2. Purpose of Designation.....	14
Section 3. Benefits of Designation.....	15
Section 4. Federal Coordination.....	15
Section 5. Corridor Management.....	16
Section 6. Duration of Designation.....	16
CHAPTER 6 - Eligibility Requirements.....	17
Section 1. General Eligibility.....	17
Section 2. National Interest Criteria.....	17
Section 3. Infrastructure Characteristics.....	18
Section 4. Planning Requirements.....	18
Section 5. State Commitment.....	18
Section 6. National Interest Standard.....	19
Section 7. Strategic Consequence Assessment.....	19
Section 8. Rule of Construction.....	20
CHAPTER 7 - Designation Process.....	21
Section 1. State Nomination.....	21
Section 2. Required Documentation.....	21
Section 3. Federal Review.....	22
Section 4. Interagency Consultation.....	22
Section 5. Public and Stakeholder Participation.....	22
Section 6. Designation Decision.....	23
Section 7. Record of Designation.....	23
Section 8. Interstate Corridors.....	23

Section 9. Rule of Construction.....	24
CHAPTER 8 - Program Administration.....	25
Section 1. Administration of the Program.....	25
Section 2. Responsibilities of the Secretary.....	25
Section 3. State Responsibilities.....	26
Section 4. Federal-State Partnership.....	26
Section 5. Interagency Coordination.....	26
Section 6. Technical Assistance.....	27
Section 7. Program Guidance.....	27
Section 8. Program Review.....	28
Section 9. Rule of Construction.....	28
CHAPTER 9 - Corridor Management Plans.....	29
Section 1. Requirement for a Corridor Management Plan.....	29
Section 2. Purpose of the Plan.....	29
Section 3. Required Elements.....	29
Section 4. Integration with Existing Transportation Plans.....	30
Section 5. Coordination with Stakeholders.....	30
Section 6. Plan Review and Updates.....	31
Section 7. Secretary’s Review.....	31
Section 8. Relationship to Funding Decisions.....	32
Section 9. Rule of Construction.....	32
CHAPTER 10 - Life cycle Asset Management.....	33
Section 1. Asset Management Policy.....	33
Section 2. Asset Management Objectives.....	33
Section 3. Asset Inventory.....	33
Section 4. Asset Condition Assessment.....	34
Section 5. Investment Prioritization.....	34
Section 6. Preventive Maintenance.....	35
Section 7. Asset Management Performance.....	35
Section 8. Coordination with Federal Programs.....	35
Section 9. Innovation and Emerging Technologies.....	36

Section 10. Rule of Construction.....	36
CHAPTER 11 - Infrastructure Resilience and Risk Management.....	37
Section 1. National Policy.....	37
Section 2. Resilience Planning.....	37
Section 3. Risk Assessment.....	37
Section 4. Mitigation Strategies.....	38
Section 5. Resilient Infrastructure Investment.....	38
Section 6. Emergency Preparedness.....	38
Section 7. Continuous Improvement.....	39
Section 8. Secretary’s Responsibilities.....	39
Section 9. Rule of Construction.....	39
CHAPTER 12 - Financial Planning and Investment Strategy.....	40
Section 1. Financial Stewardship.....	40
Section 2. Long-Term Investment Strategy.....	40
Section 3. Funding Coordination.....	40
Section 4. Investment Priorities.....	41
Section 5. Financial Accountability.....	41
Section 6. Fiscal Sustainability.....	42
Section 7. Federal Technical Assistance.....	42
Section 8. Rule of Construction.....	42
CHAPTER 13 - National Interest Index.....	43
Section 1. Establishment of the National Interest Index.....	43
Section 2. Purpose.....	43
Section 3. Evaluation Framework.....	43
Section 4. Methodology.....	44
Section 5. Application.....	44
Section 6. Periodic Review.....	45
Section 7. Transparency.....	45
Section 8. Rule of Construction.....	45
CHAPTER 14 - National Interest Assessment.....	46
Section 1. Requirement for a National Interest Assessment.....	46

Section 2. Purpose.....	46
Section 3. Content of the Assessment.....	46
Section 4. Supporting Evidence.....	47
Section 5. Secretary’s Evaluation.....	47
Section 6. Updates.....	48
Section 7. Relationship to Other Planning Documents.....	48
Section 8. Rule of Construction.....	48
CHAPTER 15 - Performance Measurement and Continuous Improvement.....	49
Section 1. Performance Management.....	49
Section 2. Performance Objectives.....	49
Section 3. Performance Evaluation.....	49
Section 4. Continuous Improvement.....	50
Section 5. Program Performance Reviews.....	50
Section 6. Adaptive Management.....	51
Section 7. Relationship to the National Interest Index.....	51
Section 8. Rule of Construction.....	51
CHAPTER 16 - Program Oversight and Accountability.....	52
Section 1. Congressional Oversight.....	52
Section 2. Responsibilities of the Secretary.....	52
Section 3. Program Evaluation.....	52
Section 4. Reports to Congress.....	53
Section 5. Independent Review.....	53
Section 6. Transparency.....	54
Section 7. Corrective Action.....	54
Section 8. Rule of Construction.....	54
CHAPTER 17 - Administrative Authorities and Rulemaking.....	55
Section 1. Administrative Authority.....	55
Section 2. Rulemaking Authority.....	55
Section 3. Program Guidance.....	55
Section 4. Interagency Agreements.....	56
Section 5. Research, Innovation, and Technical Development.....	56

Section 6. Pilot Projects and Demonstration Programs.....	57
Section 7. Administrative Flexibility.....	57
Section 8. Judicial Review.....	57
Section 9. Rule of Construction.....	58
CHAPTER 18 - Authorization of Appropriations and Program Implementation.....	59
Section 1. Authorization of Appropriations.....	59
Section 2. Use of Existing Authorities.....	59
Section 3. Future Congressional Action.....	59
Section 4. Program Implementation.....	60
Section 5. Initial Designation Period.....	60
Section 6. Relationship to Future Transportation Authorization Acts.....	61
Section 7. Administrative Transition.....	61
Section 8. Rule of Construction.....	61
CHAPTER 19 - Effective Date, Transition, and General Provisions.....	62
Section 1. Effective Date.....	62
Section 2. Transition.....	62
Section 3. Savings Provision.....	62
Section 4. Relationship to Other Federal Laws.....	63
Section 5. Severability.....	63
Section 6. Conforming Amendments.....	63
Section 7. No Creation of New Property Rights.....	63
Section 8. Construction of the Act.....	64
Section 9. Sense of Congress.....	64
APPENDIX A - Proposed Federal Legislative Text.....	i
NATIONAL STRATEGIC INFRASTRUCTURE CORRIDOR ACT OF 2026.....	i
TITLE I—GENERAL PROVISIONS.....	i
SEC. 101. SHORT TITLE.....	i
SEC. 102. TABLE OF CONTENTS.....	i
SEC. 103. CONGRESSIONAL FINDINGS.....	ii
SEC. 104. PURPOSES.....	ii
SEC. 105. DEFINITIONS.....	iii

SEC. 106. RULE OF CONSTRUCTION.....	iii
TITLE II—AMENDMENTS TO TITLE 23, UNITED STATES CODE.....	v
SEC. 201. AMENDMENT TO TITLE 23, US CODE	v
TITLE III—IMPLEMENTATION.....	ix
SEC. 301. REGULATIONS.....	ix
SEC. 302. INTERIM GUIDANCE.....	ix
SEC. 303. INITIAL IMPLEMENTATION.....	ix
SEC. 304. TECHNICAL ASSISTANCE DURING TRANSITION.....	x
SEC. 305. INITIAL NOMINATIONS.....	x
SEC. 306. IMPLEMENTATION REPORT.....	xi
TITLE IV—GENERAL PROVISIONS.....	xii
SEC. 401. EFFECTIVE DATE.....	xii
SEC. 402. TRANSITION.....	xii
SEC. 403. SAVINGS PROVISION.....	xii
SEC. 404. RELATIONSHIP TO OTHER FEDERAL LAWS.....	xiii
SEC. 405. SEVERABILITY.....	xiii
SEC. 406. NO PRIVATE RIGHT OF ACTION.....	xiv
SEC. 407. JUDICIAL REVIEW.....	xiv
SEC. 408. CONFORMING AND TECHNICAL AMENDMENTS.....	xiv
SEC. 409. RULE OF CONSTRUCTION.....	xiv
SEC. 410. SENSE OF CONGRESS.....	xv

The National Interest Index (NII)

National Interest Index

The proposed National Strategic Infrastructure Corridor (NSIC) Program advances numerous national objectives by establishing a statutory framework for identifying, preserving, and strategically investing in transportation infrastructure whose significance extends beyond state or regional interests. The proposal recognizes that certain transportation corridors constitute nationally significant assets supporting defense, economic prosperity, energy security, emergency preparedness, and long-term national resilience.

The following National Interest Index summarizes the principal federal interests advanced by the proposed legislation.

National Interest	Relevance
National Defense	Supports military mobility, Arctic defense operations, strategic logistics, and Department of Defense transportation requirements.
Homeland Security	Improves continuity of transportation infrastructure critical to emergency response, disaster recovery, and national preparedness.
Energy Security	Protects transportation infrastructure supporting domestic oil, natural gas, renewable energy, and energy distribution systems.
Critical Minerals	Facilitates reliable access to strategic mineral deposits essential to advanced manufacturing, defense technologies, and national supply chains.
Interstate Commerce	Strengthens freight mobility supporting domestic and international commerce while reducing long-term infrastructure risks.
Supply Chain Resilience	Enhances reliability of nationally significant freight corridors and improves transportation system redundancy.
Arctic Strategy	Supports implementation of United States Arctic policy through improved access, logistics, and infrastructure resilience.
Infrastructure	Encourages preventive maintenance, lifecycle asset management,

Resilience	climate adaptation, and long-term infrastructure sustainability.
Economic Competitiveness	Supports continued investment in transportation systems essential to economic growth, workforce development, and private-sector investment.
Emergency Preparedness	Improves coordination among federal, state, tribal, and local agencies during natural disasters, infrastructure failures, and national emergencies.
Environmental Stewardship	Promotes responsible infrastructure planning that minimizes environmental impacts while preserving long-term transportation functionality.
Fiscal Stewardship	Encourages performance-based investment strategies emphasizing preventive maintenance and lifecycle cost reduction.
Research and Innovation	Supports deployment of advanced transportation technologies, asset management systems, engineering practices, and infrastructure research.
Intergovernmental Coordination	Establishes a structured framework for collaboration among federal agencies, states, tribal governments, local governments, and private stakeholders.
Public Safety	Enhances roadway safety, emergency access, infrastructure reliability, and protection of critical transportation assets.
National Strategic Resource Development	Supports transportation infrastructure necessary for responsible development of nationally important energy and mineral resources.

Legislative Findings

The proposed legislation is based upon several guiding principles: certain transportation corridors possess national significance that extends well beyond traditional state transportation functions; existing federal transportation programs provide limited mechanisms for recognizing transportation infrastructure based upon strategic national importance; long-term infrastructure

stewardship requires sustained federal-state partnerships built upon clearly defined responsibilities; preventive maintenance and lifecycle asset management reduce long-term infrastructure costs while improving reliability; national economic security increasingly depends upon resilient transportation systems supporting energy, defense, manufacturing, and critical supply chains; and infrastructure serving national interests warrants coordinated planning and investment to preserve future operational capability.

Overall National Interest Assessment

The proposed National Strategic Infrastructure Corridor Program advances federal interests across transportation, defense, energy, commerce, emergency management, environmental stewardship, and economic development. Rather than creating a new federal transportation bureaucracy, the legislation strengthens existing transportation programs by providing a structured framework for recognizing and preserving transportation corridors whose continued operation is essential to the long-term security, prosperity, and resilience of the United States.

CHAPTER 1 - Congressional Findings

Section 1. Congressional Findings

Congress finds that the continued prosperity, security, and resilience of the United States depend upon the reliable operation of a transportation system capable of supporting national defense, domestic energy production, interstate commerce, emergency preparedness, and the movement of people and goods throughout the Nation. While the Federal-aid Highway Program has successfully supported the development and improvement of the Nation's transportation infrastructure for decades, certain transportation corridors perform functions that extend well beyond the traditional purposes of highway transportation and therefore warrant additional national recognition.

Congress further finds that a limited number of transportation corridors serve as the primary or sole year-round surface transportation routes supporting nationally significant infrastructure, including military installations, energy production facilities, critical mineral resources, Arctic operations, industrial manufacturing, ports, pipelines, telecommunications systems, and other facilities essential to the national interest. The continued operation of these corridors directly affects the Nation's ability to maintain military readiness, strengthen domestic supply chains, support economic growth, respond to natural disasters, and preserve the reliable movement of strategic resources throughout the United States.

Many of these corridors are located in geographically isolated or environmentally challenging regions where severe weather, permafrost degradation, flooding, erosion, limited construction seasons, remote logistics, and unusually heavy commercial traffic accelerate infrastructure deterioration and significantly increase maintenance costs. Congress recognizes that these conditions create infrastructure management challenges not commonly encountered elsewhere within the National Highway System and require long-term planning, sustained investment, and coordinated stewardship to preserve reliable transportation service.

Congress also finds that deferred maintenance of strategically significant transportation corridors results in substantially higher long-term costs, increases the likelihood of emergency repairs, disrupts commerce, reduces transportation reliability, and may adversely affect national security, domestic energy production, emergency response capabilities, and the economic competitiveness of the United States. Conversely, preventive maintenance, lifecycle asset management, resilience planning, and long-range infrastructure investment have consistently demonstrated greater long-term value by extending infrastructure service life, reducing total ownership costs, and improving operational reliability.

Congress further recognizes that the strategic importance of a transportation corridor cannot be measured solely by traditional transportation metrics such as traffic volume, freight tonnage, or

population served. Many transportation corridors of exceptional national importance serve remote regions or specialized industries while providing indispensable support for military operations, domestic energy production, critical mineral development, Arctic access, emergency response, and other nationally significant activities. Accordingly, Congress finds that transportation corridors serving these broader national purposes should be evaluated using a comprehensive framework that considers their overall contribution to the national interest.

Congress further finds that effective stewardship of nationally significant transportation infrastructure depends upon close cooperation among the United States Department of Transportation, participating States, Tribal governments, local governments, Federal agencies, military organizations, emergency management agencies, infrastructure owners, and private industry. Improved coordination among these entities will strengthen long-term transportation planning, improve infrastructure resilience, encourage efficient investment of public resources, and better prepare the Nation to respond to changing economic, environmental, and national security conditions.

It is therefore the finding of Congress that establishing a National Strategic Infrastructure Corridor Program within Title 23, United States Code, will provide an appropriate framework for recognizing transportation corridors whose significance extends beyond the interests of any individual State while preserving State ownership, encouraging voluntary participation, and strengthening the longstanding Federal-State partnership that has served as the foundation of the Nation's transportation system.

Section 2. Congressional Intent

It is the intent of Congress that this Act establish a national policy recognizing transportation infrastructure as a strategic national asset whose long-term preservation serves the security, prosperity, and resilience of the United States. The provisions of this Act are intended to complement existing Federal transportation programs by providing an additional framework for identifying, evaluating, and supporting transportation corridors that perform functions of exceptional national importance.

Congress further intends that the National Strategic Infrastructure Corridor Program promote preventive maintenance, lifecycle asset management, resilience planning, and coordinated long-range investment while preserving the authority of participating States to own, operate, maintain, and administer their transportation systems. Nothing in this Act is intended to federalize State highways, alter existing jurisdictional responsibilities, or replace existing transportation funding programs. Rather, the Act establishes a voluntary partnership through which the Federal Government and participating States may work together to ensure that transportation corridors supporting the Nation's most critical economic, defense, energy, and strategic interests remain reliable for future generations.

CHAPTER 2 - Purpose and National Policy

Section 1. Purpose

The purpose of this Act is to establish a comprehensive Federal framework for recognizing, evaluating, and supporting transportation corridors whose continued operation serves significant national interests extending beyond the boundaries of any individual State. Congress intends that this framework strengthen the Nation's ability to preserve transportation infrastructure essential to national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, and other strategic national priorities.

The National Strategic Infrastructure Corridor Program established by this Act is intended to complement existing transportation programs authorized under Title 23, United States Code, by recognizing that certain transportation corridors perform functions of exceptional national significance requiring long-term planning, coordinated stewardship, and sustained investment. The program is designed to improve transportation reliability, encourage preventive maintenance and lifecycle asset management, strengthen infrastructure resilience, promote efficient freight movement, and support coordinated decision-making among Federal agencies, participating States, Tribal governments, local governments, and private stakeholders.

Congress further intends that the Program promote responsible stewardship of public resources by encouraging investment strategies that maximize the useful life of transportation infrastructure, reduce long-term maintenance costs, improve operational reliability, and minimize disruptions affecting the Nation's economy, security, and critical supply chains. Through enhanced coordination and long-range planning, the Program seeks to ensure that transportation corridors serving nationally significant infrastructure remain capable of supporting future economic development, strategic industries, and Federal missions.

Section 2. National Policy

It shall be the policy of the United States that transportation corridors serving exceptional national interests are strategic national assets whose continued reliability contributes directly to the security, economic prosperity, and resilience of the Nation. Such corridors should be managed through long-term stewardship emphasizing preventive maintenance, sound engineering, resilience planning, lifecycle asset management, and responsible financial management rather than reliance upon deferred maintenance and emergency repairs.

Federal transportation policy should recognize that nationally significant transportation infrastructure supports a wide range of public purposes extending beyond the movement of

vehicles. These purposes include sustaining domestic energy production, maintaining military readiness, supporting critical mineral development, preserving resilient supply chains, facilitating interstate commerce, improving emergency preparedness, strengthening Arctic access, and protecting the long-term economic competitiveness of the United States.

In carrying out this Act, the Secretary shall encourage transportation investment strategies that improve year-round operational reliability, increase infrastructure resilience, enhance freight mobility, support technological innovation, and promote efficient use of Federal transportation resources. The Secretary shall also encourage coordination among Federal agencies, participating States, Tribal governments, local governments, industry stakeholders, and other organizations whose missions depend upon reliable transportation infrastructure.

Section 3. Federal-State Partnership

Congress reaffirms that the ownership, operation, maintenance, and administration of public highways remain fundamental responsibilities of the States. Nothing contained in this Act shall be interpreted to transfer ownership of any transportation corridor to the Federal Government, expand Federal jurisdiction over State-owned highways, diminish the authority of State transportation agencies, or establish a new Federal highway system.

Rather, the National Strategic Infrastructure Corridor Program establishes a voluntary partnership through which the Federal Government may recognize transportation corridors of exceptional national significance and provide participating States with enhanced opportunities for coordination, planning assistance, technical support, and access to existing Federal transportation programs. Participation under this Act shall remain entirely voluntary, and designation of a corridor shall not alter existing authorities, responsibilities, or ownership interests established under Federal or State law.

The Secretary shall administer the Program in a manner that respects State sovereignty while recognizing that transportation corridors supporting nationally significant infrastructure frequently provide benefits extending far beyond the jurisdiction in which they are located. Accordingly, the Federal Government and participating States shall work cooperatively to improve long-term infrastructure stewardship, strengthen resilience, promote responsible investment, and preserve transportation corridors serving the enduring national interests of the United States.

Section 4. Principles of Administration

In implementing this Act, the Secretary shall be guided by the principles of transparency, cooperation, flexibility, and long-term stewardship. Program administration shall encourage innovation, reduce unnecessary administrative burdens, promote evidence-based decision-making, and recognize the diverse geographic, environmental, and operational characteristics of transportation corridors throughout the United States.

The Secretary shall ensure that implementation of this Act complements existing transportation programs, avoids unnecessary duplication of effort, and provides participating States with sufficient flexibility to address local conditions while advancing the broader national interests identified by Congress. All actions taken pursuant to this Act shall seek to strengthen the enduring partnership between the Federal Government and the States while promoting reliable, resilient, and sustainable transportation infrastructure for the benefit of present and future generations.

CHAPTER 3 - Definitions

Section 1. General Definitions

For purposes of this Act and any regulations promulgated pursuant to this Act, the following definitions shall apply unless the context clearly requires otherwise.

(a) National Strategic Infrastructure Corridor

The term “**National Strategic Infrastructure Corridor**” means a highway or interconnected system of highways designated by the Secretary pursuant to this Act because its continued operation is determined to be essential to one or more significant national interests of the United States.

A National Strategic Infrastructure Corridor is distinguished by the strategic importance of the infrastructure, industries, communities, or Federal missions it serves rather than by traffic volume, population served, or other traditional transportation metrics. Designation recognizes the corridor’s contribution to the Nation’s long-term security, economic prosperity, infrastructure resilience, and strategic transportation network.

(b) Eligible Corridor

The term “**Eligible Corridor**” means any State-owned public highway or connected highway corridor that satisfies the eligibility requirements established under this Act and is nominated by the Governor of a participating State for designation as a National Strategic Infrastructure Corridor.

Eligibility under this Act does not create a right to designation but authorizes the Secretary to evaluate the corridor using the criteria established herein.

(c) Strategic Infrastructure

The term “**Strategic Infrastructure**” means public or private infrastructure whose continued operation is determined to be of substantial importance to one or more enduring national interests of the United States.

Strategic infrastructure may include, but is not limited to, military installations, defense facilities, ports, airports, pipelines, electric transmission systems, telecommunications networks, domestic energy production facilities, critical mineral operations, industrial manufacturing centers, Arctic

infrastructure, emergency response facilities, research installations, and other infrastructure designated by the Secretary as supporting significant national objectives.

(d) National Interest

The term “**National Interest**” means the collective public interests of the United States that support the Nation’s security, economic prosperity, resilience, and long-term strategic objectives.

For purposes of this Act, national interests include, as applicable, national defense, homeland security, domestic energy production, critical mineral development, interstate and international commerce, emergency preparedness, Arctic operations, infrastructure resilience, economic competitiveness, supply chain reliability, environmental stewardship, and other nationally significant priorities identified by Congress or the Secretary through regulation.

(e) State Infrastructure Authority

The term “**State Infrastructure Authority**” means a State department of transportation or any public authority, public corporation, commission, or other instrumentality of State government authorized under State law to plan, administer, finance, operate, maintain, or coordinate transportation infrastructure serving a designated National Strategic Infrastructure Corridor.

Nothing in this definition shall require a State to establish a separate authority where existing governmental entities are authorized to perform these responsibilities.

(f) Corridor Management Plan

The term “**Corridor Management Plan**” means the comprehensive long-range planning document prepared by a participating State for each designated National Strategic Infrastructure Corridor.

The Plan shall establish the long-term vision, policies, investment priorities, and implementation strategies necessary to preserve, maintain, operate, improve, and protect the corridor while supporting future transportation demand, infrastructure resilience, emergency preparedness, freight mobility, financial sustainability, and the national interests served by the corridor.

(g) Future Demand Assessment

The term **“Future Demand Assessment”** means a planning document evaluating the cumulative effects of existing, proposed, and reasonably foreseeable development upon the long-term operation of a designated corridor.

The assessment shall identify anticipated transportation demand, infrastructure requirements, maintenance needs, capital investments, operational challenges, and other factors likely to influence corridor performance over an extended planning horizon.

(h) Lifecycle Asset Management

The term **“Lifecycle Asset Management”** means the systematic planning, design, construction, operation, maintenance, rehabilitation, replacement, preservation, and eventual renewal of transportation infrastructure using engineering, financial, and operational principles intended to maximize public value while minimizing total lifecycle costs.

Lifecycle asset management emphasizes preventive maintenance, risk management, resilience, long-term financial sustainability, and continuous infrastructure stewardship.

(i) Resilience

The term **“Resilience”** means the ability of transportation infrastructure to anticipate, withstand, adapt to, recover from, and continue operating during or after natural hazards, climate-related events, technological failures, emergencies, security incidents, or other disruptive conditions.

Resilience includes both the physical durability of transportation infrastructure and the operational capability of maintaining or restoring essential transportation services within an acceptable period following disruption.

(j) National Interest Index

The term **“National Interest Index”** means the standardized evaluation framework established pursuant to this Act for assessing the strategic significance, long-term national value, resilience, and operational importance of designated National Strategic Infrastructure Corridors.

The National Interest Index is intended to support transportation planning, infrastructure investment, corridor evaluation, and congressional oversight and shall not constitute a statutory funding formula or guarantee eligibility for Federal financial assistance.

(k) Secretary

The term “**Secretary**” means the Secretary of Transportation acting through the Federal Highway Administration or any successor agency designated to administer this Act.

CHAPTER 4 - Proposed Amendments to Title 23, United States Code

Section 1. Establishment of the National Strategic Infrastructure Corridor Program

Title 23, United States Code, is amended by adding a new section immediately following the provisions governing the National Highway Freight Network to establish the **National Strategic Infrastructure Corridor Program (NSIC Program)**.

The purpose of the Program is to recognize transportation corridors whose continued operation serves significant national interests extending beyond the jurisdiction of any individual State. Congress recognizes that certain transportation corridors provide essential access to strategic infrastructure supporting the Nation's defense, economy, energy independence, industrial capacity, emergency preparedness, and long-term resilience. These corridors warrant a coordinated Federal-State framework that complements existing transportation programs while preserving State ownership and operational authority.

The Secretary shall administer the Program in accordance with the provisions of this Act and in a manner that promotes long-term infrastructure stewardship, resilience, and responsible investment while recognizing the diverse geographic and operational characteristics of participating transportation corridors.

Section 2. Congressional Policy

It is declared to be the policy of the United States that transportation infrastructure supporting nationally significant public purposes constitutes a strategic national asset whose continued preservation serves the security, prosperity, and resilience of the Nation.

Congress further declares that transportation corridors supporting military readiness, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, and other nationally significant activities should be managed through sustained Federal-State cooperation emphasizing preventive maintenance, lifecycle asset management, infrastructure resilience, and long-term planning.

The Program established under this Act is intended to strengthen existing transportation programs by recognizing the broader national value of certain transportation corridors and encouraging investment strategies that reduce long-term infrastructure costs while improving operational reliability.

Section 3. Purpose of the Designation

Designation as a National Strategic Infrastructure Corridor is intended to provide formal Federal recognition that a transportation corridor performs functions of exceptional national significance. Designation acknowledges that the continued operation of the corridor contributes to one or more enduring national interests and supports coordinated planning among Federal agencies, participating States, Tribal governments, local governments, infrastructure owners, and private industry.

The designation is intended to improve long-term infrastructure stewardship by encouraging preventive maintenance, strengthening resilience, promoting coordinated transportation planning, supporting lifecycle asset management, improving access to technical assistance, and facilitating coordination among existing Federal transportation and infrastructure programs.

Designation under this Act is primarily a planning and coordination tool. It does not create an entitlement to Federal funding but may be considered by the Secretary, to the extent authorized by law, when evaluating discretionary grant applications, coordinating interagency investments, or providing technical assistance to participating States.

Section 4. Preservation of State Authority

Congress reaffirms that the ownership, operation, maintenance, and administration of public highways remain the responsibility of the States except where otherwise provided by law.

Nothing contained in this Act shall be construed to transfer ownership of any transportation corridor to the Federal Government, federalize any State-owned highway, create a new category of federally owned transportation infrastructure, or diminish the authority of participating States to manage their transportation systems in accordance with State law.

Participation in the National Strategic Infrastructure Corridor Program shall be entirely voluntary. States choosing to participate shall retain full responsibility for planning, operating, maintaining, and improving designated corridors while working cooperatively with the Secretary to advance the purposes of this Act.

Nothing in this Act shall supersede existing authorities granted under Title 23, United States Code, or alter the eligibility of participating States under existing Federal transportation programs.

Section 5. Relationship to Existing Federal Programs

The National Strategic Infrastructure Corridor Program shall supplement, and not replace, existing transportation programs authorized under Title 23, United States Code, or any other provision of Federal law.

Designation under this Act shall not affect eligibility for existing Federal transportation funding programs, nor shall participation require withdrawal from any existing program. To the maximum extent practicable, the Secretary shall administer the Program in a manner that complements existing Federal transportation investments, reduces duplication of effort, and encourages coordination among agencies with responsibilities affecting nationally significant transportation infrastructure.

Where authorized by law, the Secretary may consider National Strategic Infrastructure Corridor designation when coordinating discretionary grant programs, technical assistance, resilience initiatives, infrastructure planning, research activities, and interagency investment decisions. Nothing in this chapter shall be interpreted to establish a separate funding formula or mandatory funding preference unless expressly authorized by Congress.

Section 6. Administration of the Program

The Secretary shall administer the National Strategic Infrastructure Corridor Program through the Federal Highway Administration, in consultation with other Federal departments and agencies whose missions are supported by reliable transportation infrastructure. In carrying out the Program, the Secretary shall encourage transparency, flexibility, technical excellence, and collaboration while recognizing the unique geographic, environmental, economic, and operational characteristics of each designated corridor.

The Secretary shall periodically review the effectiveness of the Program and may issue regulations, policy guidance, and technical recommendations necessary to carry out the purposes of this Act. Such guidance shall emphasize long-term stewardship, evidence-based decision-making, responsible fiscal management, and the continued development of transportation infrastructure serving the national interest.

CHAPTER 5 - National Strategic Infrastructure Corridor Designation

Section 1. Establishment of the National Strategic Infrastructure Corridor Program

The Secretary of Transportation is authorized to establish and administer a National Strategic Infrastructure Corridor Program for the purpose of identifying, recognizing, and supporting transportation corridors whose continued operation serves significant national interests of the United States.

Under this Program, the Secretary may designate eligible transportation corridors as National Strategic Infrastructure Corridors when the Secretary determines that the corridor provides substantial and continuing support for one or more national interests identified by this Act. Designation shall recognize the corridor's strategic importance to the Nation and establish a framework for long-term Federal-State cooperation intended to improve transportation reliability, infrastructure resilience, coordinated planning, and responsible stewardship of nationally significant transportation assets.

The Secretary shall administer the Program in a manner that promotes transparency, consistency, and flexibility while recognizing the unique geographic, environmental, economic, and operational characteristics of each designated corridor.

Section 2. Purpose of Designation

Designation as a National Strategic Infrastructure Corridor shall constitute formal recognition by the Federal Government that a transportation corridor performs functions of exceptional national significance extending beyond the interests of any single State.

Congress recognizes that certain transportation corridors provide essential access to military installations, domestic energy resources, critical mineral deposits, ports, industrial facilities, Arctic infrastructure, emergency response networks, and other strategic assets whose continued operation contributes directly to the security, economy, and resilience of the United States. The purpose of designation is to encourage coordinated planning, improve long-term infrastructure stewardship, strengthen resilience, and promote sustained investment in transportation infrastructure supporting these national objectives.

Designation is intended to complement existing Federal transportation programs by recognizing strategic importance as an additional consideration in transportation planning and interagency coordination. Designation alone shall not create an entitlement to Federal funding, establish mandatory funding priorities, or alter existing statutory funding formulas unless otherwise provided by law.

Section 3. Benefits of Designation

A transportation corridor designated under this Act shall become eligible to participate in the National Strategic Infrastructure Corridor Program and may receive the benefits authorized under this Act and other applicable provisions of Federal law.

Subject to available appropriations and existing statutory authority, the Secretary may provide participating States with enhanced opportunities for technical assistance, long-range planning support, infrastructure resilience planning, asset management guidance, research collaboration, and coordination among Federal agencies whose missions depend upon the reliable operation of the designated corridor.

Designation may also be considered by the Secretary, where authorized by law, in coordinating discretionary transportation grant programs, infrastructure resilience initiatives, emergency preparedness planning, and other Federal programs supporting transportation infrastructure of national significance.

Nothing contained within this section shall be interpreted as guaranteeing Federal financial assistance solely because a corridor has been designated under this Act.

Section 4. Federal Coordination

The Secretary shall coordinate implementation of the National Strategic Infrastructure Corridor Program with appropriate Federal departments and agencies whose missions are supported by reliable transportation infrastructure.

Such coordination shall seek to improve long-range planning, reduce duplication of effort, encourage information sharing, identify opportunities for joint investment, and strengthen the Nation's ability to preserve transportation corridors supporting national defense, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, and other strategic national interests.

To the greatest extent practicable, Federal agencies shall consider designated corridors when developing transportation-related plans, infrastructure investments, resilience initiatives, research activities, and other programs affecting nationally significant transportation infrastructure.

Section 5. Corridor Management

Each participating State shall prepare and maintain a Corridor Management Plan for every National Strategic Infrastructure Corridor designated under this Act. The Corridor Management Plan shall serve as the principal long-range planning document guiding the preservation, operation, maintenance, improvement, and resilience of the designated corridor.

The Plan shall establish long-term objectives for infrastructure stewardship and identify the policies, investment strategies, maintenance practices, and performance measures necessary to preserve reliable transportation service while supporting future transportation demand and changing national priorities. Preparation of the Plan should consider infrastructure condition, freight mobility, emergency preparedness, climate resilience, asset management, financial sustainability, stakeholder coordination, and anticipated economic or industrial development affecting corridor operations.

The Corridor Management Plan shall be periodically reviewed and updated in accordance with the requirements established elsewhere in this Act to ensure that designated corridors remain capable of supporting the national interests for which they were recognized.

Section 6. Duration of Designation

Designation as a National Strategic Infrastructure Corridor shall remain in effect until modified or withdrawn by the Secretary following the procedures established under this Act. The Secretary may review a designation whenever significant changes occur affecting the corridor's strategic function, infrastructure condition, or continued contribution to the national interest.

A designation shall not be withdrawn solely because traffic volumes decline, population changes occur, or economic conditions fluctuate. Rather, continued designation shall be based upon the corridor's overall strategic importance, long-term national value, and continued ability to support the purposes of this Act.

Before modifying or withdrawing a designation, the Secretary shall provide the participating State with notice of the proposed action and a reasonable opportunity to submit additional information or corrective measures. The Secretary shall issue a written determination explaining the basis for any decision affecting the designation of a corridor.

CHAPTER 6 - Eligibility Requirements

Section 1. General Eligibility

A transportation corridor may be designated as a National Strategic Infrastructure Corridor if the Secretary determines that the corridor provides substantial and continuing support for one or more national interests identified by this Act and satisfies the eligibility requirements established in this chapter.

Congress recognizes that transportation corridors serving exceptional national interests vary considerably in geography, function, ownership, traffic characteristics, and operating environments. Accordingly, eligibility shall be determined through a comprehensive evaluation of the corridor's strategic importance rather than through reliance upon any single transportation performance measure or engineering criterion.

Designation under this Act is intended to recognize transportation infrastructure whose continued operation provides enduring national benefits and whose long-term preservation advances the interests of the United States.

Section 2. National Interest Criteria

In determining whether a corridor is eligible for designation, the Secretary shall evaluate the extent to which the corridor supports one or more significant national interests identified by Congress.

Particular consideration shall be given to corridors that provide essential transportation access supporting military readiness, homeland security, domestic energy production, critical mineral development, interstate and international commerce, Arctic operations, emergency preparedness, strategic freight movement, or other nationally significant infrastructure.

The Secretary may also consider additional national interests identified through regulation, provided such considerations remain consistent with the purposes of this Act and reflect evolving national priorities.

No single national interest shall be required for designation. A corridor may qualify when its overall contribution to multiple national interests demonstrates substantial strategic importance to the Nation.

Section 3. Infrastructure Characteristics

The Secretary shall also evaluate the physical, operational, and environmental characteristics of each proposed corridor to determine whether designation would advance the purposes of this Act.

Factors that may be considered include the corridor's geographic isolation, availability of alternate transportation routes, year-round operational significance, maintenance complexity, exposure to severe weather or climate-related hazards, infrastructure vulnerability, freight composition, strategic redundancy, and overall importance to regional and national transportation systems.

Congress recognizes that transportation corridors serving remote or environmentally challenging regions frequently experience infrastructure demands significantly different from those encountered elsewhere within the National Highway System. These characteristics should be evaluated within the broader context of long-term infrastructure stewardship rather than viewed solely as operational constraints.

Section 4. Planning Requirements

A State seeking designation shall demonstrate its commitment to the long-term stewardship of the proposed corridor by submitting planning documents sufficient to support an informed evaluation by the Secretary.

These documents shall include a Corridor Management Plan, Future Demand Assessment, Asset Management Plan, Financial Strategy, Maintenance Strategy, and Emergency Operations Plan prepared in accordance with this Act.

The Secretary may prescribe additional guidance regarding the content and format of these documents to promote consistency while allowing participating States sufficient flexibility to address local conditions and unique operational circumstances.

Section 5. State Commitment

Each application submitted under this chapter shall include a certification by the Governor, or by an official designated under State law, affirming the State's intention to preserve, operate, and manage the proposed corridor in a manner consistent with the purposes of this Act.

The certification shall demonstrate the State's commitment to long-term infrastructure stewardship, preventive maintenance, lifecycle asset management, resilience planning, responsible financial management, and continued cooperation with the Federal Government throughout the period of designation.

Nothing contained within this section shall obligate a State to undertake expenditures beyond those otherwise required by law, nor shall it diminish the State's authority to establish transportation priorities consistent with State policy.

Section 6. National Interest Standard

The Secretary shall give primary consideration to the proposed corridor's overall contribution to the national interest when evaluating an application for designation.

Traditional transportation performance measures, including freight volumes, traffic counts, Average Annual Daily Traffic, population served, or similar operational indicators may be considered as supporting information but shall not constitute the controlling basis for designation.

Congress expressly recognizes that many transportation corridors serving exceptional national interests operate in rural, remote, or geographically isolated regions where conventional transportation metrics fail to reflect their strategic importance. Accordingly, a corridor shall not be denied designation solely because it serves a relatively small population, carries comparatively lower traffic volumes, is maintained by a single State, or primarily supports specialized industries or strategic infrastructure rather than general commercial traffic.

The Secretary shall instead evaluate each proposed corridor within the broader context of its contribution to the Nation's security, economy, resilience, and long-term strategic interests.

Section 7. Strategic Consequence Assessment

As part of the designation process, the Secretary shall evaluate the likely consequences of a substantial disruption, prolonged closure, or loss of operational capability affecting the proposed corridor.

This evaluation shall examine the extent to which such disruption could materially impair military readiness, homeland security, domestic energy production, critical mineral development, emergency preparedness, interstate commerce, strategic supply chains, Arctic operations, or other nationally significant activities supported by the corridor.

The Secretary shall also consider the availability of practical alternate transportation routes, the expected duration of service interruptions, and the potential economic, operational, and national security consequences associated with reduced corridor reliability.

The Strategic Consequence Assessment is intended to recognize that the importance of certain transportation corridors is best measured not only by their daily use, but also by the consequences to the Nation should those corridors become unavailable.

Section 8. Rule of Construction

Nothing contained in this chapter shall be interpreted to establish a mandatory minimum threshold for Average Annual Daily Traffic, freight tonnage, population served, highway classification, or any other numerical transportation measure as a prerequisite for designation.

It is the intent of Congress that eligibility under this Act be determined through a comprehensive evaluation of strategic national importance rather than through formulaic transportation criteria. The Secretary shall exercise sound professional judgment in applying the provisions of this chapter while giving primary consideration to the broader national interests served by the proposed corridor.

Nothing in this chapter shall be construed to limit the Secretary's authority to consider additional information relevant to the purposes of this Act, provided that such information is evaluated in a manner consistent with the congressional findings and national policy established in Chapters 1 and 2.

CHAPTER 7 - Designation Process

Section 1. State Nomination

A State seeking designation of a transportation corridor as a National Strategic Infrastructure Corridor shall submit a formal nomination to the Secretary in such form and manner as the Secretary may prescribe.

Each nomination shall identify the proposed corridor, describe the national interests served, demonstrate compliance with the eligibility requirements established under this Act, and include the supporting planning documents required by Chapter 6. The nomination shall also identify the State agency responsible for administering the corridor and serving as the principal point of contact throughout the designation process.

Congress intends that the nomination process remain collaborative and efficient, minimizing unnecessary administrative burdens while ensuring the Secretary receives sufficient information to conduct a comprehensive evaluation of the proposed corridor.

Section 2. Required Documentation

Each nomination shall include documentation demonstrating the corridor's strategic significance and the State's commitment to long-term stewardship.

At a minimum, the submission shall include:

- A Corridor Management Plan.
- A Future Demand Assessment.
- An Asset Management Plan.
- A Maintenance and Operations Strategy.
- A Financial Strategy identifying anticipated funding sources.
- An Emergency Operations and Continuity Plan.
- A National Interest Assessment prepared in accordance with this Act.
- Any additional supporting information requested by the Secretary.

The Secretary may establish standardized formats and technical guidance to promote consistency among participating States while allowing reasonable flexibility to accommodate differing geographic, environmental, and operational conditions.

Section 3. Federal Review

Upon receipt of a complete nomination, the Secretary shall conduct a comprehensive review to determine whether the proposed corridor satisfies the requirements established by this Act.

The review shall evaluate the corridor's contribution to national interests, the adequacy of the State's long-term planning, the anticipated benefits of designation, and the extent to which designation would further the national transportation policies established by Congress.

The Secretary may request additional information, conduct technical reviews, perform site visits, consult subject matter experts, or seek clarification from the submitting State whenever necessary to complete the evaluation.

Section 4. Interagency Consultation

Recognizing that designated corridors frequently support missions extending beyond transportation, the Secretary shall consult with appropriate Federal departments and agencies whenever their expertise would assist in evaluating the strategic importance of a proposed corridor.

Such consultation may include, as appropriate, the Department of Defense, the Department of Energy, the Department of Homeland Security, the Department of the Interior, the Department of Commerce, the Federal Emergency Management Agency, and other Federal agencies with jurisdiction or operational responsibilities affecting the proposed corridor.

Interagency consultation is intended to provide a comprehensive understanding of the corridor's contribution to national objectives and shall not diminish the Secretary's authority to make the final designation decision.

Section 5. Public and Stakeholder Participation

Before making a final designation decision, the Secretary shall provide opportunities for meaningful consultation with affected stakeholders.

Participating States are encouraged to engage Tribal governments, regional transportation organizations, metropolitan planning organizations where applicable, local governments, infrastructure owners, industry representatives, emergency management agencies, and other interested parties during preparation of the nomination.

The Secretary may consider comments received during the review process when evaluating the long-term viability and national significance of the proposed corridor.

Nothing in this section shall require formal rulemaking proceedings or adjudicatory hearings unless otherwise required by Federal law.

Section 6. Designation Decision

Following completion of the review process, the Secretary shall issue a written determination approving, conditionally approving, or denying the nomination.

Each determination shall summarize the basis for the Secretary's decision, identify the national interests supporting the determination, and explain how the proposed corridor satisfies—or fails to satisfy—the eligibility requirements established by this Act.

Where deficiencies are identified, the Secretary should, whenever practicable, provide recommendations allowing the State to revise and resubmit the nomination.

Section 7. Record of Designation

The Secretary shall maintain an official register of all designated National Strategic Infrastructure Corridors.

The register shall identify each designated corridor, the participating State or States, the date of designation, the primary national interests served, and any conditions associated with the designation.

The Secretary shall make this information publicly available, except for information exempt from disclosure under Federal law because of national security, critical infrastructure protection, or other applicable statutory exemptions.

Section 8. Interstate Corridors

A transportation corridor extending across the boundaries of two or more States may be nominated jointly by the participating States.

The Secretary shall encourage coordinated planning, consistent management objectives, shared performance measures, and cooperative investment strategies for interstate corridors whose national significance depends upon uninterrupted transportation across multiple jurisdictions.

Designation of an interstate corridor may occur through a single coordinated determination or through separate but coordinated designations for each participating State, provided the overall strategic function of the corridor is preserved.

Section 9. Rule of Construction

Nothing in this chapter shall be interpreted to require the Secretary to designate every eligible corridor submitted for consideration.

Designation remains a discretionary determination based upon the Secretary's evaluation of the corridor's overall contribution to the national interest and the purposes of this Act.

Likewise, nothing in this chapter shall be construed to prevent a State from submitting revised or supplemental information, withdrawing a nomination before final action, or resubmitting a nomination after deficiencies identified by the Secretary have been addressed.

CHAPTER 8 - Program Administration

Section 1. Administration of the Program

The Secretary shall administer the National Strategic Infrastructure Corridor Program in accordance with the provisions of this Act and shall provide overall leadership, policy direction, technical guidance, and program oversight necessary to accomplish its purposes.

In administering the Program, the Secretary shall promote long-term infrastructure stewardship, transportation resilience, preventive maintenance, fiscal responsibility, and coordinated Federal-State planning while recognizing the unique characteristics of each designated corridor.

The Secretary shall ensure that the Program remains flexible, performance-based, and responsive to changing national priorities, emerging transportation challenges, and evolving infrastructure needs.

Section 2. Responsibilities of the Secretary

The Secretary shall be responsible for implementing and administering the National Strategic Infrastructure Corridor Program and may exercise all authorities necessary to carry out the purposes of this Act.

The Secretary's responsibilities shall include:

- Reviewing and approving corridor nominations.
- Maintaining the official register of designated corridors.
- Developing regulations, guidance, and technical standards.
- Coordinating with participating States and Federal agencies.
- Providing technical assistance and planning support.
- Administering performance evaluation procedures.
- Conducting periodic program reviews.
- Preparing reports to Congress.
- Promoting innovation and best practices in corridor management.

The Secretary may delegate administrative responsibilities to the Federal Highway Administration or another appropriate agency within the Department of Transportation while retaining overall responsibility for the Program.

Section 3. State Responsibilities

Each participating State shall retain primary responsibility for the ownership, operation, maintenance, preservation, and improvement of transportation corridors designated under this Act.

States shall administer designated corridors in accordance with applicable Federal and State law while implementing the objectives established in their approved Corridor Management Plans.

Participating States shall cooperate with the Secretary by maintaining current planning documents, monitoring corridor performance, reporting significant operational changes, and participating in periodic program reviews.

Nothing in this Act shall diminish the authority of a State department of transportation or other State infrastructure authority to establish transportation priorities or administer transportation facilities under State law.

Section 4. Federal-State Partnership

The National Strategic Infrastructure Corridor Program is intended to operate as a cooperative partnership between the Federal Government and participating States.

The Secretary shall encourage regular consultation with participating States regarding program implementation, policy development, technical assistance, research initiatives, resilience planning, and infrastructure investment strategies.

Federal participation shall emphasize collaboration, technical expertise, information sharing, and coordinated planning rather than direct operational control of State-owned transportation infrastructure.

Congress intends that decisions affecting designated corridors be developed jointly whenever practicable, recognizing the respective responsibilities and expertise of Federal and State transportation agencies.

Section 5. Interagency Coordination

The Secretary shall establish procedures for coordinating the activities of Federal departments and agencies whose missions are supported by transportation corridors designated under this Act.

Interagency coordination shall seek to improve communication among Federal agencies, identify opportunities for shared investment, coordinate resilience planning, improve emergency preparedness, reduce duplication of Federal activities, support national infrastructure priorities, and encourage consistent long-term planning.

The Secretary may establish interagency working groups, technical advisory committees, memoranda of understanding, or other cooperative mechanisms necessary to facilitate implementation of this Act.

Section 6. Technical Assistance

The Secretary may provide technical assistance to participating States for the purpose of improving corridor planning, infrastructure management, resilience, engineering practices, asset management, data collection, performance evaluation, and implementation of Corridor Management Plans.

Technical assistance may include engineering support, planning expertise, research findings, training opportunities, analytical tools, modeling assistance, peer exchanges, and dissemination of nationally recognized best practices.

Priority should be given to assistance that improves long-term infrastructure stewardship and strengthens the national interests served by designated corridors.

Section 7. Program Guidance

The Secretary may issue regulations, policy guidance, technical manuals, and administrative procedures necessary to implement this Act.

Such guidance shall promote consistency among participating States while allowing sufficient flexibility to accommodate differences in geography, climate, infrastructure condition, traffic characteristics, economic activity, and operational requirements.

Before issuing significant regulations or guidance, the Secretary should consult participating States and other affected stakeholders to ensure that implementation remains practical, efficient, and consistent with the purposes of this Act.

Section 8. Program Review

The Secretary shall periodically review the overall administration of the National Strategic Infrastructure Corridor Program to evaluate its effectiveness in achieving the purposes established by Congress.

Program reviews shall examine administrative efficiency, coordination among participating agencies, implementation of Corridor Management Plans, infrastructure performance, resilience initiatives, financial stewardship, and opportunities for continuous improvement.

The results of each review shall be considered when updating regulations, guidance, performance measures, and future program policies.

Section 9. Rule of Construction

Nothing contained in this chapter shall be interpreted as authorizing the Federal Government to assume ownership, routine operation, or maintenance responsibility for any State-owned transportation corridor.

Except as otherwise expressly provided by law, participating States shall retain full authority over transportation facilities designated under this Act.

The Secretary's administrative responsibilities are intended to strengthen Federal-State cooperation, improve long-term planning, and support nationally significant transportation infrastructure without altering the fundamental distribution of authority established under Title 23, United States Code.

CHAPTER 9 - Corridor Management Plans

Section 1. Requirement for a Corridor Management Plan

Each transportation corridor designated as a National Strategic Infrastructure Corridor shall be governed by a Corridor Management Plan prepared and maintained by the participating State in cooperation with the Secretary.

The Corridor Management Plan shall serve as the principal long-range planning document for the designated corridor and shall establish the policies, objectives, priorities, and implementation strategies necessary to preserve the corridor's ability to support the national interests for which it was designated.

The Plan shall promote sound engineering practices, long-term infrastructure stewardship, coordinated investment, operational reliability, and resilience while recognizing the unique geographic, environmental, and economic characteristics of the corridor.

Section 2. Purpose of the Plan

The purpose of the Corridor Management Plan is to provide a comprehensive strategy for preserving and improving the long-term performance of the designated corridor.

The Plan shall identify existing infrastructure conditions, evaluate future transportation needs, establish maintenance and capital improvement priorities, assess operational risks, and provide a framework for coordinated decision-making among Federal agencies, State agencies, Tribal governments, local governments, infrastructure owners, and other stakeholders.

Congress intends that the Corridor Management Plan become the primary decision-making framework guiding investments affecting the corridor throughout the duration of its designation.

Section 3. Required Elements

Each Corridor Management Plan shall include, at a minimum:

- A description of the designated corridor and its strategic significance.
- Identification of the national interests supported by the corridor.
- An inventory of major transportation assets and supporting infrastructure.
- An assessment of current infrastructure conditions.

- Long-range transportation and freight demand projections.
- A lifecycle asset management strategy.
- A preventive maintenance program.
- A capital improvement strategy.
- A resilience and climate adaptation strategy.
- Emergency operations and continuity procedures.
- Performance measures established under this Act.
- Funding and financial planning strategies.
- Coordination procedures with Federal, State, Tribal, and local partners.
- Implementation priorities and schedules.

The Secretary may establish additional guidance to ensure consistency among participating States while preserving flexibility to address local conditions.

Section 4. Integration with Existing Transportation Plans

To minimize duplication and improve efficiency, participating States shall integrate Corridor Management Plans with existing statewide transportation plans, freight plans, asset management plans, transportation improvement programs, emergency management plans, resilience plans, and other planning documents prepared under Federal or State law whenever practicable.

Nothing in this Act shall require a State to duplicate information already contained within existing planning documents, provided those documents collectively satisfy the requirements established under this chapter.

The Secretary shall encourage the use of existing planning processes to reduce administrative burden while improving coordination among transportation programs.

Section 5. Coordination with Stakeholders

Development and implementation of each Corridor Management Plan shall include meaningful coordination with agencies, organizations, and stakeholders whose responsibilities or operations may be affected by the designated corridor.

Participating States should consult, as appropriate, Federal agencies, Tribal governments, metropolitan and regional planning organizations, local governments, military installations,

energy producers and utilities, mining and industrial operators, port, airport, rail, and pipeline operators, emergency management agencies, public safety organizations, private infrastructure owners, and other stakeholders whose activities contribute to the national interests served by the corridor.

Such coordination shall promote information sharing, improve planning, reduce conflicts, and encourage collaborative investment strategies.

Section 6. Plan Review and Updates

Each Corridor Management Plan shall be reviewed on a regular basis to ensure that it continues to reflect current transportation conditions, infrastructure performance, national priorities, and future development.

Participating States shall update the Plan whenever significant operational, economic, environmental, or strategic changes occur affecting the corridor or at intervals established by the Secretary, not to exceed five years.

Minor amendments may be made as needed without requiring preparation of a completely new plan, provided the overall objectives and purposes of the Plan remain unchanged.

Section 7. Secretary's Review

The Secretary shall review each Corridor Management Plan to determine whether it satisfies the requirements established by this Act and adequately supports the long-term stewardship of the designated corridor.

The Secretary may recommend revisions, provide technical assistance, or identify opportunities to improve planning, resilience, infrastructure performance, and coordination among participating agencies.

Approval of a Corridor Management Plan shall not constitute Federal approval of individual projects or create any independent authorization for Federal expenditures beyond those otherwise provided by law.

Section 8. Relationship to Funding Decisions

A Corridor Management Plan approved under this chapter shall serve as the principal planning document supporting future investment decisions affecting the designated corridor.

Although approval of the Plan does not guarantee Federal funding, the Secretary may consider the quality and completeness of the Plan when evaluating discretionary grant applications, resilience initiatives, research partnerships, technical assistance, and other Federal programs supporting nationally significant transportation infrastructure.

Congress intends that high-quality planning lead to more informed investment decisions, improved coordination among agencies, and greater long-term value from public infrastructure investments.

Section 9. Rule of Construction

Nothing in this chapter shall be construed to require a participating State to adopt identical planning methods or investment priorities for every designated corridor.

Each Corridor Management Plan shall be tailored to the unique operational, environmental, economic, and strategic characteristics of the corridor while remaining consistent with the national policies and objectives established by this Act.

The requirements of this chapter are intended to establish a common planning framework while preserving the flexibility necessary for States to address their individual transportation needs.

CHAPTER 10 - Life cycle Asset Management

Section 1. Asset Management Policy

Each participating State shall implement a comprehensive Lifecycle Asset Management Program for every National Strategic Infrastructure Corridor designated under this Act.

The purpose of the program is to preserve the long-term serviceability, safety, reliability, and resilience of transportation infrastructure through systematic planning, preventive maintenance, timely rehabilitation, and strategic capital investment.

Congress recognizes that the long-term cost of preserving transportation infrastructure is substantially less than the cost of reconstructing infrastructure after deterioration has occurred. Accordingly, participating States should emphasize proactive infrastructure management that maximizes public investment while minimizing lifecycle costs.

Section 2. Asset Management Objectives

The Lifecycle Asset Management Program shall support the long-term objectives established in the approved Corridor Management Plan and shall provide a structured framework for preserving the transportation assets necessary to support the national interests served by the corridor.

Program objectives shall include preserving infrastructure in a state of good repair, extending the useful life of transportation assets, reducing lifecycle costs through preventive maintenance, improving infrastructure resilience, reducing service disruptions, supporting reliable freight movement, prioritizing investments based upon risk and long-term value, and promoting sound engineering and financial stewardship.

These objectives shall guide investment decisions throughout the duration of the corridor designation.

Section 3. Asset Inventory

Each participating State shall maintain a comprehensive inventory of transportation assets located within each designated corridor.

The inventory should include, as applicable:

- Highway pavements.

- Bridges and major structures.
- Culverts and drainage systems.
- Retaining structures.
- Tunnels.
- Traffic control devices.
- Intelligent Transportation Systems.
- Maintenance facilities.
- Emergency response infrastructure.
- Communications infrastructure.
- Other transportation assets necessary for reliable corridor operations.

Asset inventories shall be periodically updated to reflect changes in infrastructure condition, replacement value, operational significance, and maintenance history.

Section 4. Asset Condition Assessment

Participating States shall conduct periodic condition assessments sufficient to evaluate the current performance and remaining service life of major transportation assets within designated corridors.

Condition assessments shall utilize engineering judgment, accepted inspection practices, available monitoring technologies, and performance data appropriate to the type of infrastructure being evaluated.

The Secretary may issue guidance establishing nationally consistent assessment methodologies while allowing States flexibility to utilize equivalent engineering practices appropriate to local conditions.

Section 5. Investment Prioritization

Investment decisions affecting designated corridors shall be guided by long-term asset performance rather than short-term maintenance needs alone.

Participating States shall prioritize maintenance, rehabilitation, and replacement activities using a risk-informed approach that considers asset condition, remaining useful life, consequences of

failure, strategic importance, traffic reliability, safety, resilience, economic impacts, national interests supported by the corridor, and overall lifecycle costs.

Congress intends that infrastructure investments maximize long-term public value while reducing deferred maintenance liabilities.

Section 6. Preventive Maintenance

Preventive maintenance shall serve as the foundation of the Lifecycle Asset Management Program.

Participating States are encouraged to perform maintenance activities at intervals that preserve infrastructure performance, reduce long-term costs, minimize service disruptions, and extend asset life before significant deterioration occurs.

Nothing in this Act shall prohibit corrective or emergency maintenance when necessary; however, Congress finds that preventive maintenance provides the most effective long-term strategy for preserving nationally significant transportation infrastructure.

Section 7. Asset Management Performance

Each participating State shall establish measurable performance objectives for evaluating the effectiveness of its Lifecycle Asset Management Program.

Performance measures may include infrastructure condition, bridge health, pavement quality, maintenance backlog, system reliability, lifecycle cost trends, resilience improvements, emergency repair frequency, and other indicators demonstrating the long-term health of transportation assets.

Performance information shall be incorporated into periodic updates of the Corridor Management Plan and used to support continuous improvement of infrastructure management practices.

Section 8. Coordination with Federal Programs

To the maximum extent practicable, participating States shall integrate Lifecycle Asset Management Programs developed under this chapter with Transportation Asset Management Plans and other planning requirements established under Title 23, United States Code.

The Secretary shall encourage consistency among Federal transportation planning requirements in order to reduce duplication, improve efficiency, and promote integrated decision-making.

Nothing in this Act shall require participating States to prepare duplicate planning documents when existing asset management programs substantially satisfy the purposes of this chapter.

Section 9. Innovation and Emerging Technologies

The Secretary shall encourage participating States to utilize emerging technologies that improve infrastructure management, asset monitoring, maintenance planning, and engineering decision-making.

Such technologies may include remote sensing, unmanned aerial systems, structural health monitoring, digital asset inventories, predictive analytics, artificial intelligence, geographic information systems, digital twins, and other tools that enhance lifecycle management and improve long-term infrastructure performance.

The use of innovative technologies should support, rather than replace, sound engineering judgment and established inspection practices.

Section 10. Rule of Construction

Nothing in this chapter shall be construed to require participating States to utilize identical asset management methodologies or software systems.

States retain discretion to employ engineering practices, inspection procedures, asset management systems, and investment strategies appropriate to their transportation networks, provided such approaches remain consistent with the purposes of this Act and support the long-term preservation of designated National Strategic Infrastructure Corridors.

The requirements established under this chapter are intended to promote sound infrastructure stewardship while preserving flexibility for innovation, regional adaptation, and continuous improvement.

CHAPTER 11 - Infrastructure Resilience and Risk Management

Section 1. National Policy

Congress finds that the long-term reliability of transportation infrastructure depends not only upon sound engineering and regular maintenance, but also upon the ability of transportation systems to anticipate, withstand, adapt to, and recover from natural hazards, operational disruptions, and emerging threats. Transportation corridors designated under this Act frequently support nationally significant industries, military installations, domestic energy production, critical mineral development, Arctic operations, and emergency response activities. As a result, the continued operation of these corridors represents a matter of national interest extending well beyond the boundaries of the State in which they are located.

It is therefore the policy of the United States that resilience shall be incorporated into every stage of infrastructure planning, design, construction, maintenance, operation, and renewal for designated National Strategic Infrastructure Corridors.

Section 2. Resilience Planning

Each participating State shall incorporate resilience planning into its approved Corridor Management Plan and Lifecycle Asset Management Program. Resilience planning shall evaluate present and future risks that may impair the long-term operation of the corridor and shall identify practical strategies for reducing those risks while maintaining reliable transportation service.

In developing resilience strategies, participating States shall consider both naturally occurring hazards and operational vulnerabilities that may affect the corridor throughout its expected service life. Such evaluations should recognize that each designated corridor presents unique geographic, climatic, and operational challenges requiring locally appropriate engineering solutions.

Section 3. Risk Assessment

As part of the planning process established under this Act, each participating State shall periodically evaluate risks that could substantially impair the operation of a designated corridor. Risk assessments shall consider the likelihood of disruption, the potential consequences to the national interests served by the corridor, the availability of alternate transportation routes, and the expected time required to restore normal operations.

The Secretary shall encourage the use of consistent risk assessment methodologies while recognizing that engineering judgment and regional expertise remain essential components of infrastructure management. States may employ quantitative analysis, qualitative evaluation, or a combination of both when assessing corridor risks, provided the methodology reasonably supports long-term planning and investment decisions.

Section 4. Mitigation Strategies

Following completion of the risk assessment, participating States shall identify reasonable mitigation measures intended to reduce infrastructure vulnerabilities and improve long-term corridor reliability. Mitigation strategies may include improvements to infrastructure design, enhanced drainage systems, slope stabilization, erosion control, bridge protection, avalanche mitigation, flood protection, emergency detour planning, redundant communications, or other engineering and operational measures appropriate to the conditions affecting the corridor.

Congress recognizes that resilience improvements frequently provide benefits extending beyond the immediate transportation system by reducing emergency response costs, minimizing economic disruption, protecting critical infrastructure, and improving public safety.

Section 5. Resilient Infrastructure Investment

When planning capital improvements for designated corridors, participating States should evaluate opportunities to incorporate resilient design features that improve the long-term performance of transportation infrastructure. Investments should emphasize durability, maintainability, adaptability, and lifecycle value rather than solely minimizing initial construction costs.

The Secretary shall encourage engineering practices that reduce long-term maintenance liabilities while improving the ability of designated corridors to continue supporting the national interests identified by this Act under changing environmental and operational conditions.

Section 6. Emergency Preparedness

Each participating State shall maintain procedures for responding to incidents that substantially impair the operation of a designated corridor. Emergency preparedness activities should include coordination among transportation agencies, emergency management organizations, public safety agencies, utility providers, military installations where applicable, and private infrastructure owners whose operations depend upon the continued availability of the corridor.

Preparedness planning should emphasize rapid restoration of transportation services while protecting public safety and preserving the long-term integrity of transportation infrastructure.

Section 7. Continuous Improvement

Resilience planning shall be an ongoing component of corridor management rather than a one-time planning exercise. Participating States shall periodically review resilience strategies following significant infrastructure failures, natural disasters, emergency events, or other disruptions affecting designated corridors.

Lessons learned through operational experience should be incorporated into future planning, engineering standards, maintenance practices, and investment priorities to improve the long-term reliability of nationally significant transportation infrastructure.

Section 8. Secretary's Responsibilities

The Secretary shall support participating States by promoting research, technical assistance, engineering guidance, and information sharing related to infrastructure resilience. The Secretary may facilitate collaboration among Federal agencies, State transportation departments, academic institutions, and industry organizations to encourage the adoption of proven engineering practices and emerging technologies that strengthen transportation resilience.

Nothing in this section shall be construed as requiring the Secretary to prescribe uniform engineering standards for every designated corridor. Congress recognizes that resilience solutions must remain adaptable to the diverse geographic and operational conditions found throughout the United States.

Section 9. Rule of Construction

Nothing contained in this chapter shall be interpreted as establishing a single national engineering standard for resilience or requiring identical mitigation measures for every designated corridor. Rather, the intent of Congress is to establish a consistent policy framework that encourages risk-informed planning while preserving the flexibility of participating States to develop engineering solutions appropriate to local conditions and the national interests served by each corridor.

CHAPTER 12 - Financial Planning and Investment Strategy

Section 1. Financial Stewardship

Congress finds that the long-term preservation of nationally significant transportation infrastructure depends upon predictable, sustainable, and responsible financial planning. Transportation corridors designated under this Act often require substantial and continuing investment to preserve safe and reliable operations while supporting national defense, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, and other strategic national interests.

Accordingly, each participating State shall incorporate long-term financial planning into the management of every National Strategic Infrastructure Corridor. Financial planning shall support the objectives established within the approved Corridor Management Plan and shall provide a reasonable strategy for maintaining the corridor in a state of good repair throughout its anticipated service life.

Section 2. Long-Term Investment Strategy

Each participating State shall develop and maintain a long-term investment strategy identifying the anticipated resources necessary to preserve, operate, maintain, rehabilitate, and improve each designated corridor.

The investment strategy shall evaluate foreseeable infrastructure needs over a planning horizon sufficient to support sound engineering and financial decision-making. In developing the strategy, participating States should consider anticipated maintenance costs, future rehabilitation requirements, replacement schedules for major assets, projected freight and passenger demand, inflationary impacts, changing operational requirements, and the potential effects of emerging technologies.

Congress intends that investment strategies emphasize continuity rather than short-term budget cycles, recognizing that nationally significant transportation infrastructure often requires decades of coordinated planning and sustained investment.

Section 3. Funding Coordination

The Secretary shall encourage participating States to coordinate available Federal, State, local, Tribal, and private funding resources in support of designated corridors. Nothing in this Act shall prohibit the use of existing transportation programs, discretionary grants, public-private

partnerships, or other lawful financing mechanisms to accomplish the objectives established within an approved Corridor Management Plan.

To the maximum extent practicable, participating States should seek to integrate infrastructure investments across multiple programs in order to reduce duplication, improve efficiency, and maximize the long-term value of public expenditures.

Section 4. Investment Priorities

Investment decisions affecting designated corridors should be guided by engineering judgment, lifecycle asset management principles, and the national interests served by the corridor. Congress finds that timely preservation of existing infrastructure generally provides greater long-term public value than allowing infrastructure to deteriorate to the point that complete reconstruction becomes necessary.

Participating States should therefore prioritize investments that preserve existing transportation assets, reduce deferred maintenance, improve operational reliability, strengthen resilience, and protect the continued movement of people, freight, energy, and strategic resources.

Where capacity improvements are proposed, such investments should be evaluated within the broader context of the corridor's long-term operational objectives and demonstrated contribution to the national interest.

Section 5. Financial Accountability

Participating States shall maintain financial records sufficient to demonstrate that funds dedicated to designated corridors are administered in accordance with applicable Federal and State law. Financial information should support transparent decision-making and provide a clear understanding of how public investments contribute to the long-term preservation and performance of nationally significant transportation infrastructure.

The Secretary may request summary financial information necessary to evaluate overall program performance but shall avoid imposing unnecessary administrative requirements that duplicate existing Federal reporting obligations.

Section 6. Fiscal Sustainability

Each Corridor Management Plan shall include an evaluation of the long-term financial sustainability of the designated corridor. This evaluation shall identify significant funding risks that could impair the corridor's continued operation and shall describe reasonable strategies for maintaining transportation service under changing economic conditions.

Congress recognizes that funding needs evolve over time as infrastructure ages, transportation demand changes, and national priorities shift. Financial planning should therefore remain adaptable while preserving the long-term objectives established under this Act.

Section 7. Federal Technical Assistance

The Secretary may provide technical assistance to participating States in developing long-range financial strategies, investment analyses, benefit-cost methodologies, asset valuation techniques, and other financial planning tools that improve infrastructure stewardship.

The Secretary shall also encourage the exchange of best practices among participating States to improve financial planning, investment prioritization, and the efficient use of public resources supporting nationally significant transportation infrastructure.

Section 8. Rule of Construction

Nothing contained in this chapter shall be construed as creating a new Federal funding entitlement, guaranteeing future appropriations, or limiting the authority of Congress to determine funding levels for transportation programs.

Likewise, nothing in this chapter shall require participating States to adopt a particular financing mechanism or investment strategy. States shall retain discretion to develop financial plans appropriate to their individual transportation systems, provided such plans remain consistent with the purposes of this Act and support the long-term stewardship of designated National Strategic Infrastructure Corridors.

CHAPTER 13 - National Interest Index

Section 1. Establishment of the National Interest Index

The Secretary shall establish and maintain a National Interest Index to support the evaluation, designation, management, and periodic review of National Strategic Infrastructure Corridors.

The National Interest Index shall serve as a comprehensive decision-support framework for assessing the overall contribution of designated corridors to the enduring national interests of the United States. The Index is intended to provide a consistent methodology for evaluating strategic significance while recognizing that nationally important transportation corridors often serve functions that cannot be adequately measured through traditional transportation performance metrics alone.

Congress intends that the National Interest Index improve transparency, consistency, and long-term planning without diminishing the professional judgment of the Secretary or participating States.

Section 2. Purpose

The National Interest Index is established to provide a standardized framework for evaluating the strategic importance of transportation corridors and for informing decisions made under this Act.

The Index shall assist the Secretary and participating States in identifying transportation corridors whose continued operation is essential to national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, Arctic operations, emergency preparedness, infrastructure resilience, and other nationally significant public interests identified by Congress.

The Index is intended to improve planning, investment prioritization, interagency coordination, and long-term infrastructure stewardship. It shall not be interpreted as a mandatory funding formula or as the sole basis for any designation or investment decision.

Section 3. Evaluation Framework

The National Interest Index shall evaluate each designated or proposed corridor through a comprehensive assessment of the national interests supported by that corridor.

In developing the Index, the Secretary shall consider the corridor's contribution to national security, economic resilience, strategic freight movement, domestic energy systems, critical mineral supply chains, military readiness, emergency response capability, Arctic access,

infrastructure resilience, environmental stewardship, and other nationally significant functions consistent with the purposes of this Act.

The Secretary may assign relative weighting to these considerations where appropriate, provided that the methodology remains transparent, objective, and consistent with the congressional findings established by this Act.

Section 4. Methodology

The Secretary shall develop and periodically update the methodology used to calculate the National Interest Index in consultation with participating States and appropriate Federal agencies.

The methodology should incorporate both quantitative information and qualitative professional judgment. Engineering analyses, transportation performance data, infrastructure condition assessments, operational experience, national security considerations, economic analyses, and other relevant information may all be considered in determining a corridor's overall strategic significance.

Congress recognizes that no single metric can fully measure the national value of transportation infrastructure. Accordingly, the Index shall be applied as an integrated evaluation framework rather than as a simple mathematical calculation.

Section 5. Application

The National Interest Index shall be used to support corridor designation, periodic program reviews, updates to Corridor Management Plans, long-term investment planning, and other activities authorized under this Act.

Participating States shall utilize the Index when evaluating significant changes affecting designated corridors and when preparing updates to the National Interest Assessment required by this Act.

The Secretary may also consider Index results when identifying research priorities, technical assistance needs, resilience initiatives, and opportunities for enhanced interagency coordination.

Section 6. Periodic Review

The Secretary shall periodically review the National Interest Index to ensure that it continues to reflect current national priorities, evolving transportation needs, emerging strategic challenges, and advances in infrastructure planning.

Reviews should consider changes affecting national defense, domestic energy production, critical mineral development, transportation technology, infrastructure resilience, emergency preparedness, Arctic operations, and other matters influencing the long-term strategic value of designated corridors.

Any significant revisions to the methodology shall be published together with an explanation of the reasons supporting the changes.

Section 7. Transparency

The Secretary shall make publicly available a general description of the National Interest Index methodology sufficient to promote transparency and consistency in program administration.

Nothing in this section shall require disclosure of information protected by law, including classified national security information, Critical Infrastructure Information protected under Federal law, proprietary commercial information, or other information exempt from public disclosure.

Congress intends that the methodology remain understandable to participating States and the public while preserving the confidentiality of information whose release could adversely affect national security or critical infrastructure.

Section 8. Rule of Construction

Nothing contained in this chapter shall be construed as requiring every corridor to satisfy identical evaluation criteria or achieve a predetermined numerical score in order to qualify for designation.

The National Interest Index is intended to inform decision-making by providing a structured evaluation of national significance. Final designation decisions shall remain within the discretion of the Secretary, consistent with the purposes, findings, and policies established by this Act.

Likewise, nothing in this chapter shall prohibit the Secretary from considering additional information relevant to a corridor's national importance where such information advances the objectives of this Act.

CHAPTER 14 - National Interest Assessment

Section 1. Requirement for a National Interest Assessment

Each State seeking designation of a transportation corridor as a National Strategic Infrastructure Corridor shall prepare a National Interest Assessment as part of its nomination package.

The National Interest Assessment shall provide a comprehensive evaluation of the manner in which the proposed corridor supports the enduring national interests of the United States. The Assessment shall serve as the principal analytical document supporting designation and shall provide the Secretary with sufficient information to evaluate the corridor using the National Interest Index established under this Act.

Congress intends that the National Interest Assessment present a complete picture of the corridor's strategic value rather than simply documenting transportation characteristics or traffic conditions.

Section 2. Purpose

The purpose of the National Interest Assessment is to demonstrate the relationship between the proposed corridor and the national interests identified by Congress.

The Assessment shall explain how the continued operation of the corridor contributes to national defense, homeland security, domestic energy production, critical mineral development, interstate and international commerce, Arctic operations, emergency preparedness, infrastructure resilience, and any other nationally significant interests supported by the corridor.

The Assessment should also identify the consequences that would reasonably result from a substantial disruption of transportation services and explain why continued preservation of the corridor advances the long-term interests of the Nation.

Section 3. Content of the Assessment

Each National Interest Assessment shall be prepared using objective information, sound engineering judgment, and documented analysis appropriate to the complexity of the proposed corridor.

The Assessment should include a description of the corridor's operational function, the strategic infrastructure and industries it serves, existing transportation conditions, infrastructure

constraints, operational risks, and the corridor's contribution to regional and national transportation systems. It should also evaluate current and reasonably foreseeable transportation demand, anticipated economic development, military or emergency response functions where applicable, and the corridor's role in supporting resilient national supply chains.

The Secretary may prescribe guidance regarding the preparation of National Interest Assessments to encourage consistency while preserving sufficient flexibility for States to address unique regional circumstances.

Section 4. Supporting Evidence

The findings contained within the National Interest Assessment shall be supported, to the maximum extent practicable, by credible information obtained from Federal agencies, State agencies, Tribal governments, local governments, infrastructure owners, academic institutions, publicly available research, and other reliable sources.

Where quantitative information is unavailable or insufficient, professional engineering judgment, operational experience, and documented technical analyses may be used to support the conclusions presented within the Assessment.

Congress recognizes that many nationally significant transportation corridors serve remote regions where conventional transportation datasets may be limited. The absence of complete statistical information shall not, by itself, diminish the strategic importance of a corridor where other evidence reasonably demonstrates its contribution to the national interest.

Section 5. Secretary's Evaluation

The Secretary shall review each National Interest Assessment as part of the designation process established under this Act.

In conducting the review, the Secretary shall evaluate the completeness, credibility, and overall quality of the Assessment together with the results of the National Interest Index and any additional information obtained through interagency consultation or technical review.

The National Interest Assessment shall inform, but not dictate, the Secretary's determination regarding corridor designation. Final decisions shall continue to reflect the totality of the evidence presented throughout the evaluation process.

Section 6. Updates

Following designation, participating States shall periodically review and update the National Interest Assessment whenever significant changes occur affecting the strategic importance or operational characteristics of the corridor.

Updates should reflect changes in infrastructure, economic activity, military missions, energy development, critical mineral production, transportation demand, emergency preparedness, or other factors influencing the national interests served by the corridor.

Updated Assessments shall be incorporated into periodic reviews of the National Interest Index and the Corridor Management Plan to ensure that planning decisions remain consistent with current national priorities.

Section 7. Relationship to Other Planning Documents

The National Interest Assessment shall complement, rather than duplicate, the Corridor Management Plan, Future Demand Assessment, Asset Management Program, and other planning documents required under this Act.

While those documents focus primarily upon infrastructure management, transportation planning, operational performance, and financial stewardship, the National Interest Assessment is intended to evaluate the broader national significance of the corridor. Together, these documents provide the Secretary with a comprehensive basis for evaluating designation, guiding long-term investment, and supporting periodic program reviews.

Section 8. Rule of Construction

Nothing contained in this chapter shall be interpreted as requiring a State to demonstrate every national interest identified by this Act in order to qualify for designation.

Likewise, the absence of any single category of supporting evidence shall not automatically disqualify a proposed corridor where the overall record demonstrates substantial and continuing support for one or more significant national interests.

It is the intent of Congress that the National Interest Assessment provide a comprehensive, evidence-based evaluation while preserving sufficient flexibility to recognize the diverse strategic functions performed by transportation corridors throughout the United States.

CHAPTER 15 - Performance Measurement and Continuous Improvement

Section 1. Performance Management

The Secretary shall establish a performance management framework for the National Strategic Infrastructure Corridor Program to evaluate whether designated corridors continue to support the national interests for which they were designated and whether the objectives established by this Act are being effectively achieved.

The performance management framework shall emphasize long-term infrastructure stewardship, operational reliability, resilience, fiscal responsibility, and continuous improvement. Performance evaluation shall support informed decision-making and encourage the adoption of practices that improve the long-term effectiveness of designated corridors without creating unnecessary administrative burdens for participating States.

Congress intends that performance management under this Act complement existing Federal transportation performance requirements while recognizing that National Strategic Infrastructure Corridors serve strategic national purposes extending beyond traditional transportation measures.

Section 2. Performance Objectives

Each participating State shall establish performance objectives consistent with its approved Corridor Management Plan and the national policies established by this Act. These objectives shall reflect the unique characteristics of the designated corridor while supporting its continued contribution to the national interests identified during designation.

Performance objectives should address the long-term condition and reliability of transportation infrastructure, the effectiveness of lifecycle asset management practices, resilience to natural and operational disruptions, continuity of transportation services, and the efficient use of public resources. States are encouraged to periodically review these objectives to ensure they remain aligned with evolving transportation needs, infrastructure conditions, and national priorities.

Section 3. Performance Evaluation

Participating States shall periodically evaluate the performance of each designated corridor using information derived from infrastructure inspections, operational experience, maintenance

activities, emergency events, asset management systems, and other reliable sources of information.

Performance evaluations should consider both measurable data and professional engineering judgment. Congress recognizes that the strategic value of nationally significant transportation corridors cannot always be fully expressed through numerical performance indicators alone. Accordingly, evaluations should examine the corridor's overall ability to provide safe, reliable, resilient, and continuous transportation service in support of the national interests identified under this Act.

Section 4. Continuous Improvement

Performance management shall serve as a process of continuous improvement rather than a system of regulatory compliance. Information obtained through performance evaluations should be incorporated into updates of the Corridor Management Plan, Lifecycle Asset Management Program, National Interest Assessment, and other planning documents prepared pursuant to this Act.

Participating States are encouraged to identify opportunities to improve engineering practices, maintenance strategies, operational procedures, resilience planning, emergency preparedness, and investment prioritization based upon lessons learned through operational experience. The Secretary shall support these efforts by facilitating technical assistance, research, peer exchanges, and the dissemination of nationally recognized best practices.

Section 5. Program Performance Reviews

The Secretary shall periodically conduct program-level reviews to evaluate the effectiveness of the National Strategic Infrastructure Corridor Program in advancing the purposes of this Act.

These reviews shall consider the overall condition and performance of designated corridors, the effectiveness of Federal-State coordination, the implementation of Corridor Management Plans, the application of the National Interest Index, and the extent to which the Program has improved the preservation, resilience, and long-term stewardship of nationally significant transportation infrastructure.

The results of program reviews should inform future guidance, administrative practices, and recommendations to Congress regarding the continued improvement of the Program.

Section 6. Adaptive Management

Congress recognizes that transportation systems, infrastructure technologies, economic conditions, and national priorities will continue to evolve over time. Accordingly, participating States and the Secretary shall employ adaptive management principles when implementing this Act.

Adaptive management shall encourage the periodic refinement of engineering practices, performance objectives, investment strategies, and planning methodologies in response to new information, technological advancements, changing environmental conditions, and lessons learned through program administration. The objective of adaptive management is to strengthen long-term corridor performance while preserving the flexibility necessary to respond to changing national needs.

Section 7. Relationship to the National Interest Index

Performance information collected under this chapter shall support the periodic review of the National Interest Index established under Chapter 13 and the National Interest Assessment required under Chapter 14.

Operational experience, infrastructure performance, resilience improvements, maintenance outcomes, and other relevant information may be considered by the Secretary when updating evaluation methodologies or reviewing the continued strategic significance of designated corridors. Congress intends that performance management provide a continuous feedback mechanism ensuring that the National Interest Index remains informed by real-world operating conditions rather than static assumptions.

Section 8. Rule of Construction

Nothing contained in this chapter shall be construed as establishing mandatory national performance standards for every designated corridor or requiring participating States to achieve identical performance outcomes.

Performance shall be evaluated in light of the unique geographic, operational, environmental, and strategic characteristics of each corridor. It is the intent of Congress that performance management support informed decision-making, encourage continuous improvement, and strengthen the long-term stewardship of nationally significant transportation infrastructure without creating unnecessary regulatory burdens or duplicating existing Federal performance management requirements.

CHAPTER 16 - Program Oversight and Accountability

Section 1. Congressional Oversight

Congress declares that effective oversight is essential to ensuring that the National Strategic Infrastructure Corridor Program remains consistent with the purposes established by this Act and continues to advance the enduring national interests of the United States.

Oversight under this chapter is intended to promote transparency, accountability, and continuous improvement while preserving the cooperative Federal-State partnership upon which the Program is founded. The objective of congressional oversight is not to impose unnecessary administrative requirements, but to ensure that nationally significant transportation infrastructure continues to receive prudent stewardship and that public resources are administered responsibly.

Section 2. Responsibilities of the Secretary

The Secretary shall oversee the administration of the National Strategic Infrastructure Corridor Program and shall periodically evaluate whether the Program is achieving the objectives established by Congress.

In carrying out these responsibilities, the Secretary shall review the implementation of Corridor Management Plans, evaluate the effectiveness of the National Interest Index, assess the quality of Federal-State coordination, examine the long-term condition and resilience of designated corridors, and identify opportunities to improve program administration.

The Secretary shall also monitor emerging national priorities, technological developments, and infrastructure challenges that may affect the future operation of designated corridors and may recommend appropriate administrative or legislative improvements to Congress.

Section 3. Program Evaluation

The Secretary shall periodically conduct comprehensive evaluations of the National Strategic Infrastructure Corridor Program to determine its overall effectiveness in advancing transportation reliability, infrastructure stewardship, resilience, and the national interests identified by this Act.

Program evaluations should examine the extent to which designation has improved long-term planning, encouraged preventive maintenance, strengthened infrastructure resilience, enhanced interagency coordination, and supported informed investment decisions. These evaluations

should also consider whether the Program continues to provide meaningful benefits to participating States without creating unnecessary administrative burdens.

Congress recognizes that the value of nationally significant transportation infrastructure cannot always be measured through traditional transportation statistics alone. Accordingly, program evaluations shall consider both quantitative performance information and qualitative assessments of strategic national value.

Section 4. Reports to Congress

The Secretary shall submit a comprehensive report to Congress at intervals not to exceed four years describing the implementation and effectiveness of the National Strategic Infrastructure Corridor Program.

The report shall summarize the status of designated corridors, significant changes affecting national strategic infrastructure, implementation of the National Interest Index, progress achieved through Corridor Management Plans, infrastructure resilience initiatives, and any recommendations for improving the administration of the Program.

To the maximum extent practicable, reports prepared under this section shall rely upon information already collected through existing Federal transportation programs in order to minimize duplicative reporting requirements.

Section 5. Independent Review

The Secretary may request independent technical reviews of the National Strategic Infrastructure Corridor Program whenever such reviews would improve program administration or assist Congress in evaluating the effectiveness of this Act.

Independent reviews may be conducted by appropriate Federal agencies, federally funded research and development centers, institutions of higher education, transportation research organizations, or other qualified entities possessing expertise in transportation infrastructure, engineering, economics, national security, or public administration.

The purpose of independent review is to provide objective recommendations for improving the Program rather than to duplicate routine program administration.

Section 6. Transparency

The Secretary shall administer the National Strategic Infrastructure Corridor Program in a manner that promotes transparency and public confidence while protecting information exempt from disclosure under applicable Federal law.

Program guidance, designation decisions, non-sensitive methodologies, and other appropriate information should be made publicly available to encourage understanding of the Program and to support consistent implementation among participating States.

Nothing contained in this section shall require disclosure of classified information, Critical Infrastructure Information protected by Federal law, proprietary commercial information, or any information whose public release could reasonably be expected to compromise national security or infrastructure security.

Section 7. Corrective Action

When the Secretary determines that a participating State is experiencing significant difficulties implementing the objectives of this Act, the Secretary shall, whenever practicable, first provide technical assistance and an opportunity to address identified deficiencies before considering any administrative action affecting the corridor's designation.

Congress intends that corrective action emphasize cooperation, technical assistance, and continuous improvement rather than punitive enforcement. Administrative remedies should be proportionate to the circumstances and should preserve the long-term national interests served by the designated corridor whenever reasonably possible.

Section 8. Rule of Construction

Nothing contained in this chapter shall be construed as expanding the regulatory authority of the Secretary beyond that otherwise authorized by law or as creating new Federal enforcement powers over State-owned transportation infrastructure.

Oversight established under this chapter is intended to support sound program administration, encourage accountability, and strengthen Federal-State cooperation. It shall not be interpreted as authorizing routine Federal supervision of State transportation operations or diminishing the authority of participating States to manage their transportation systems consistent with State law.

CHAPTER 17 - Administrative Authorities and Rulemaking

Section 1. Administrative Authority

The Secretary is authorized to take such actions as may be necessary to implement and administer the National Strategic Infrastructure Corridor Program consistent with the purposes of this Act and the authorities provided under Title 23, United States Code.

In carrying out this responsibility, the Secretary shall ensure that the Program is administered in a manner that promotes transparency, consistency, efficiency, and sound stewardship of nationally significant transportation infrastructure. Administrative actions shall emphasize cooperation with participating States and shall be designed to facilitate, rather than unnecessarily burden, the implementation of this Act.

The Secretary may delegate administrative responsibilities to the Federal Highway Administration or to other organizational components of the Department of Transportation, provided that overall responsibility for implementation of the Program remains with the Secretary.

Section 2. Rulemaking Authority

The Secretary may promulgate such regulations as are necessary to carry out the provisions of this Act.

Regulations adopted pursuant to this chapter shall establish procedures governing corridor nominations, designation decisions, preparation of National Interest Assessments, implementation of the National Interest Index, Corridor Management Plans, periodic reviews, and other administrative matters necessary for the effective administration of the Program.

To the greatest extent practicable, regulations shall remain performance-based and shall avoid unnecessarily prescriptive requirements that limit innovation or the flexibility of participating States to address unique geographic, operational, or environmental conditions.

Section 3. Program Guidance

The Secretary may issue policy guidance, technical manuals, engineering recommendations, best practice documents, interpretive guidance, and other administrative materials necessary to assist participating States in implementing this Act.

Such guidance is intended to promote consistent administration while encouraging innovation and the exchange of proven engineering and management practices. Guidance documents issued under this section shall not create independent legal obligations beyond those established by statute or regulation unless otherwise authorized by law.

Whenever practicable, the Secretary should consult participating States, relevant Federal agencies, Tribal governments, transportation organizations, industry representatives, and other stakeholders before issuing significant program guidance.

Section 4. Interagency Agreements

The Secretary may enter into memoranda of understanding, cooperative agreements, interagency agreements, and other administrative arrangements with Federal departments and agencies for the purpose of coordinating activities affecting National Strategic Infrastructure Corridors.

Such agreements may address transportation planning, infrastructure resilience, emergency preparedness, national security coordination, research activities, data sharing, technical assistance, and other matters that advance the purposes of this Act.

Congress encourages interagency cooperation recognizing that transportation corridors designated under this Act frequently support missions extending beyond the jurisdiction of the Department of Transportation.

Section 5. Research, Innovation, and Technical Development

The Secretary shall encourage research and the development of technologies that improve the planning, preservation, operation, resilience, and long-term performance of National Strategic Infrastructure Corridors.

Research activities may include advancements in infrastructure materials, engineering practices, remote sensing, digital asset management, predictive maintenance, intelligent transportation systems, climate adaptation, Arctic engineering, freight mobility, emergency response, and other innovations that improve the stewardship of nationally significant transportation infrastructure.

The Secretary shall encourage collaboration among Federal agencies, institutions of higher education, national laboratories, transportation research organizations, and private industry to accelerate the development and deployment of proven technologies.

Section 6. Pilot Projects and Demonstration Programs

To encourage innovation, the Secretary may authorize pilot projects or demonstration initiatives designed to evaluate new engineering methods, management practices, technologies, financing approaches, or operational strategies applicable to National Strategic Infrastructure Corridors.

Pilot projects should be structured to produce measurable results that may improve future program guidance and should be conducted in cooperation with participating States whenever practicable.

The results of pilot projects may be incorporated into future regulations, guidance, and best practices where demonstrated to improve long-term corridor performance.

Section 7. Administrative Flexibility

In administering this Act, the Secretary shall seek to reduce unnecessary duplication among existing Federal transportation planning and reporting requirements.

Whenever existing planning documents, engineering analyses, or administrative procedures substantially satisfy the purposes of this Act, the Secretary may permit participating States to incorporate such materials by reference rather than requiring preparation of duplicative documents.

Congress intends that the National Strategic Infrastructure Corridor Program complement existing Federal transportation programs while minimizing administrative costs and improving governmental efficiency.

Section 8. Judicial Review

Administrative actions taken by the Secretary pursuant to this Act shall be subject to judicial review only to the extent otherwise provided by applicable Federal law.

Nothing contained in this Act shall be construed as creating a new private right of action, expanding existing causes of action, or authorizing judicial review beyond that otherwise available under Federal law.

Section 9. Rule of Construction

Nothing contained in this chapter shall be interpreted as granting the Secretary authority to regulate matters reserved to the States under existing Federal law or to assume ownership, operation, or routine management of State transportation infrastructure.

The authorities established under this chapter are intended solely to facilitate the effective administration of the National Strategic Infrastructure Corridor Program and to strengthen coordination among participating governments while preserving the respective responsibilities of Federal and State transportation agencies.

CHAPTER 18 - Authorization of Appropriations and Program Implementation

Section 1. Authorization of Appropriations

There are authorized to be appropriated such sums as may be necessary to carry out the purposes of this Act.

Amounts appropriated pursuant to this authorization shall remain available until expended unless otherwise provided by an Act of Congress and may be used by the Secretary to administer the National Strategic Infrastructure Corridor Program, provide technical assistance to participating States, conduct research, support interagency coordination, develop administrative guidance, maintain the National Interest Index, perform program evaluations, and carry out other activities authorized by this Act.

Nothing contained in this section shall be construed as creating an entitlement to Federal funding or requiring Congress to appropriate any specific amount for the Program.

Section 2. Use of Existing Authorities

Congress intends that, to the greatest extent practicable, the National Strategic Infrastructure Corridor Program be implemented using authorities already available under Title 23, United States Code, and other applicable provisions of Federal law.

Designation under this Act shall not replace, duplicate, or diminish existing Federal transportation programs. Rather, the Program is intended to improve coordination among those programs by recognizing the broader national significance of designated transportation corridors and encouraging more strategic investment decisions.

The Secretary shall administer the Program in a manner that complements existing transportation planning, asset management, resilience initiatives, freight programs, and discretionary grant opportunities while minimizing unnecessary administrative duplication.

Section 3. Future Congressional Action

Congress recognizes that nationally significant transportation corridors may require additional investment strategies as transportation demands, national priorities, and infrastructure needs evolve.

Nothing contained in this Act shall prohibit Congress from authorizing additional appropriations, establishing dedicated funding mechanisms, creating discretionary grant programs, or providing other financial assistance specifically supporting National Strategic Infrastructure Corridors through subsequent legislation.

Designation under this Act establishes the policy framework through which future investment decisions may be considered but does not predetermine the form or amount of future Federal assistance.

Section 4. Program Implementation

The Secretary shall begin implementation of the National Strategic Infrastructure Corridor Program as soon as practicable following the effective date of this Act.

Initial implementation activities shall include the development of administrative procedures, publication of interim guidance, establishment of the National Interest Index methodology, preparation of nomination procedures, consultation with participating States and Federal agencies, and such other administrative actions as are necessary to initiate the Program.

Congress encourages the Secretary to implement the Program in phases, allowing participating States sufficient opportunity to prepare planning documents and develop nomination packages while ensuring consistent national administration.

Section 5. Initial Designation Period

During the initial implementation of this Act, the Secretary may prioritize review of transportation corridors whose continued operation supports particularly significant national interests or where designation would substantially improve long-term Federal-State coordination.

Congress recognizes that a limited number of transportation corridors currently perform functions of exceptional national importance. Early implementation should therefore focus on establishing successful administrative practices while demonstrating the broader value of the National Strategic Infrastructure Corridor Program.

Nothing contained in this section shall be interpreted as establishing permanent priorities for future designations.

Section 6. Relationship to Future Transportation Authorization Acts

Congress intends that the National Strategic Infrastructure Corridor Program become an enduring component of the Federal surface transportation program.

Future transportation authorization legislation may expand, modify, or refine the authorities established by this Act based upon operational experience, infrastructure needs, technological advancement, national priorities, and recommendations submitted by the Secretary or Congress.

The establishment of the Program through this Act provides the long-term statutory framework upon which future transportation policy may continue to build.

Section 7. Administrative Transition

The Secretary may undertake such administrative actions before the effective date of this Act as are necessary to facilitate orderly implementation immediately upon enactment.

Such actions may include consultation with participating States, preparation of draft regulations, development of administrative guidance, establishment of interagency coordination procedures, and other preparatory activities that do not obligate Federal funds beyond those otherwise available by law.

Congress intends that these preparatory efforts reduce implementation delays while ensuring that participating States have adequate opportunity to prepare for participation in the Program.

Section 8. Rule of Construction

Nothing contained in this chapter shall be interpreted as modifying existing Federal funding formulas, reducing the authority of Congress over future appropriations, or requiring the obligation of Federal funds beyond those expressly provided by law.

Likewise, nothing in this Act shall prevent Congress from expanding, modifying, or supplementing the National Strategic Infrastructure Corridor Program through future legislation as national transportation priorities continue to evolve.

CHAPTER 19 - Effective Date, Transition, and General Provisions

Section 1. Effective Date

Except as otherwise expressly provided in this Act, this Act and the amendments made by this Act shall take effect on the date of enactment.

The Secretary may undertake administrative actions before and immediately following enactment as necessary to ensure the orderly implementation of the National Strategic Infrastructure Corridor Program.

Section 2. Transition

The Secretary shall administer the transition to the National Strategic Infrastructure Corridor Program in a manner that minimizes disruption to existing Federal transportation programs and preserves continuity of transportation planning and project delivery.

During the transition period, participating States may continue to utilize existing transportation planning documents, engineering analyses, asset management programs, resilience strategies, freight plans, and other approved planning documents to satisfy the requirements of this Act where the Secretary determines such materials substantially fulfill the purposes of the Program.

Congress intends that implementation occur through an orderly and cooperative transition rather than through unnecessary duplication of planning requirements.

Section 3. Savings Provision

Nothing contained in this Act shall be construed to repeal, supersede, diminish, or otherwise modify any authority provided under Title 23, United States Code, or any other applicable provision of Federal law unless expressly provided by this Act.

Designation of a National Strategic Infrastructure Corridor shall not alter existing ownership, maintenance responsibilities, operational authority, permitting requirements, environmental review obligations, or jurisdiction over transportation facilities except as specifically authorized by law.

The authorities established by this Act are intended to supplement and strengthen existing transportation programs while preserving the statutory responsibilities of Federal, State, Tribal, and local governments.

Section 4. Relationship to Other Federal Laws

Implementation of this Act shall be carried out in a manner consistent with all other applicable Federal statutes, including laws governing environmental protection, civil rights, procurement, emergency management, national security, Tribal consultation, historic preservation, and fiscal accountability.

Nothing in this Act shall be interpreted as exempting any project or activity from otherwise applicable Federal legal requirements unless expressly authorized by an Act of Congress.

Section 5. Severability

If any provision of this Act, or the application of any provision to any person, governmental entity, or circumstance, is held invalid, the remainder of this Act and the application of its remaining provisions shall not be affected.

It is the intent of Congress that each provision of this Act operate independently to the maximum extent permitted by law.

Section 6. Conforming Amendments

The Secretary shall recommend to Congress any technical or conforming amendments to Title 23, United States Code, or other Federal statutes that may be appropriate to improve the administration of the National Strategic Infrastructure Corridor Program.

Nothing contained in this section shall authorize the Secretary to amend Federal law except through recommendations submitted to Congress.

Technical corrections necessary to implement this Act administratively may be addressed through regulations and guidance issued pursuant to Chapter 17.

Section 7. No Creation of New Property Rights

Nothing contained in this Act shall be construed to create any right, title, or interest in real property, water rights, mineral interests, easements, or other property rights, nor shall designation under this Act affect existing ownership interests or lawful property rights.

Designation as a National Strategic Infrastructure Corridor recognizes the national strategic importance of a transportation corridor and does not constitute a Federal acquisition, reservation, or encumbrance of property.

Section 8. Construction of the Act

This Act shall be liberally construed to advance its purposes of strengthening the identification, preservation, resilience, and long-term stewardship of transportation corridors that serve significant national interests.

In interpreting this Act, consideration should be given to the broad national objectives identified by Congress, including economic security, national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic accessibility, infrastructure resilience, and the efficient movement of people and goods.

Nothing contained in this section shall be interpreted as expanding Federal jurisdiction beyond that expressly authorized by this Act or other applicable provisions of law.

Section 9. Sense of Congress

It is the sense of Congress that the long-term prosperity, security, and resilience of the United States depend upon a transportation network capable of reliably supporting the Nation's strategic interests under both routine operations and extraordinary circumstances.

Congress further finds that strategic transportation corridors constitute essential national assets whose preservation requires sustained cooperation among Federal, State, Tribal, territorial, and local governments, private infrastructure owners, industry partners, and the American public.

The National Strategic Infrastructure Corridor Program established by this Act provides a durable framework for recognizing those corridors whose continued operation is indispensable to the Nation's economic competitiveness, energy security, military readiness, emergency response capabilities, and long-term national resilience.

APPENDIX A - Proposed Federal Legislative Text

NATIONAL STRATEGIC INFRASTRUCTURE CORRIDOR ACT OF 2026

TITLE I—GENERAL PROVISIONS

SEC. 101. SHORT TITLE.

This Act may be cited as the “National Strategic Infrastructure Corridor Act of 2026”.

SEC. 102. TABLE OF CONTENTS.

The table of contents for this Act is as follows:

TITLE I—GENERAL PROVISIONS

Sec. 101. Short title.

Sec. 102. Table of contents.

Sec. 103. Congressional findings.

Sec. 104. Purposes.

Sec. 105. Definitions.

Sec. 106. Rule of construction.

TITLE II—AMENDMENTS TO TITLE 23, UNITED STATES CODE

Sec. 201. Establishment of chapter 7.

Sec. 202. Clerical amendment.

TITLE III—PROGRAM ADMINISTRATION

Sec. 301. Regulations.

Sec. 302. Technical assistance.

Sec. 303. Reports to Congress.

TITLE IV—AUTHORIZATION OF APPROPRIATIONS

Sec. 401. Authorization of appropriations.

TITLE V—GENERAL PROVISIONS

Sec. 501. Effective date.

Sec. 502. Transition.

Sec. 503. Savings provision.

Sec. 504. Severability.

SEC. 103. CONGRESSIONAL FINDINGS.

Congress finds the following:

- (1) A safe, reliable, and resilient national transportation system is essential to the economic security, national defense, homeland security, emergency preparedness, and general welfare of the United States.
- (2) Certain transportation corridors provide indispensable access to nationally significant energy resources, critical mineral deposits, military installations, Arctic infrastructure, ports, industrial facilities, pipelines, and other strategic assets.
- (3) The interruption or degradation of transportation service along such corridors could adversely affect national security, interstate commerce, domestic energy production, emergency response capabilities, supply chain continuity, and the overall economic resilience of the Nation.
- (4) Existing Federal transportation programs provide substantial support for transportation infrastructure but do not consistently recognize or evaluate the broader strategic national significance of transportation corridors serving enduring national interests.
- (5) Long-term infrastructure stewardship, lifecycle asset management, preventive maintenance, and resilience planning improve transportation reliability, reduce lifecycle costs, and protect investments of national significance.
- (6) Effective stewardship of nationally significant transportation corridors requires cooperation among the Federal Government, States, Tribal governments, territorial governments, local governments, and private-sector stakeholders.
- (7) Establishing a nationally consistent framework for identifying and evaluating strategically significant transportation corridors will improve long-term transportation planning, investment decisions, and infrastructure resilience.
- (8) It is in the national interest to establish a National Strategic Infrastructure Corridor Program within title 23, United States Code.

SEC. 104. PURPOSES.

The purposes of this Act are—

- (1) to establish the National Strategic Infrastructure Corridor Program;
- (2) to provide a nationally consistent process for identifying and designating transportation corridors that substantially advance one or more national interests;

- (3) to improve coordination among Federal, State, Tribal, territorial, and local governments regarding nationally significant transportation infrastructure;
- (4) to encourage comprehensive corridor management planning;
- (5) to promote lifecycle asset management, infrastructure preservation, and resilience;
- (6) to establish the National Interest Assessment and National Interest Index as decision-support tools for corridor designation and long-term planning;
- (7) to strengthen the long-term reliability and operational continuity of transportation corridors serving significant national interests; and
- (8) to establish a durable statutory framework supporting future Federal transportation policy concerning nationally significant transportation infrastructure.

SEC. 105. DEFINITIONS.

In this Act:

- (1) Corridor means a highway or multimodal transportation corridor proposed for designation under this Act.
- (2) Corridor Management Plan means the planning document required under chapter 7 of title 23, United States Code.
- (3) Designated Corridor means a National Strategic Infrastructure Corridor designated by the Secretary pursuant to chapter 7 of title 23, United States Code.
- (4) National Interest Assessment means the analytical evaluation prepared by a participating State demonstrating the national strategic significance of a proposed corridor.
- (5) National Interest Index means the evaluation methodology established by the Secretary pursuant to chapter 7 of title 23, United States Code.
- (6) Secretary means the Secretary of Transportation.
- (7) State has the meaning given the term in section 101(a) of title 23, United States Code.
- (8) Strategic Infrastructure means transportation facilities and associated infrastructure whose continued operation substantially advances one or more national interests identified under this Act.

SEC. 106. RULE OF CONSTRUCTION.

Nothing in this Act, or the amendments made by this Act, shall be construed—

- (1) to alter the ownership of transportation infrastructure;

- (2) to transfer maintenance or operational responsibility from a State or other public authority to the Federal Government;
- (3) to modify existing Federal-aid highway apportionment formulas or funding allocations under title 23, United States Code;
- (4) to establish a Federal ownership interest in any transportation facility designated under this Act;
- (5) to create a private right of action against the United States, a State, or any political subdivision thereof;
- (6) to expand the regulatory authority of the Secretary beyond that expressly provided by this Act; or
- (7) to diminish the authority of States to own, operate, maintain, improve, or manage transportation infrastructure consistent with Federal law.

TITLE II—AMENDMENTS TO TITLE 23, UNITED STATES CODE

SEC. 201. AMENDMENT TO TITLE 23, US CODE

Title 23, United States Code, is amended by inserting after Chapter 6 the following:

CHAPTER 7—NATIONAL STRATEGIC INFRASTRUCTURE CORRIDOR PROGRAM

§701. Establishment.

(a) **In General.**—The Secretary shall establish and administer a National Strategic Infrastructure Corridor Program to identify, evaluate, designate, preserve, maintain, and improve transportation corridors that substantially advance one or more national interests of the United States.

(b) **Objectives.**—The objectives of this chapter are—

to identify transportation corridors of national strategic importance;

to promote long-term infrastructure stewardship;

to strengthen transportation system resilience;

to improve Federal-State coordination;

to encourage lifecycle asset management;

to support national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, and other national interests; and

to establish a permanent statutory framework for nationally significant transportation corridors.

(c) **Administration.**—The Secretary shall administer the Program through the Federal Highway Administration.

§702. Definitions.

In this chapter:

(1) **Corridor** means a highway or multimodal transportation corridor nominated for designation under this chapter.

(2) **Designated Corridor** means a National Strategic Infrastructure Corridor designated by the Secretary.

(3) **National Interest Assessment** means the analytical evaluation prepared by a participating State supporting designation.

(4) **National Interest Index** means the evaluation methodology established by the Secretary pursuant to this chapter.

(5) **Secretary** means the Secretary of Transportation.

(6) **State** has the meaning given in section 101 of this title.

(7) **Strategic Infrastructure** means transportation infrastructure whose continued operation substantially advances one or more national interests.

§703. Program Authority.

The Secretary may—

designate National Strategic Infrastructure Corridors;

issue regulations and guidance;

provide technical assistance;

conduct research;

establish pilot programs;

enter into cooperative agreements; and

perform all other actions necessary to carry out this chapter.

§704. National Strategic Infrastructure Corridor Designation.

(a) The Secretary may designate a transportation corridor as a National Strategic Infrastructure Corridor upon application by a State.

(b) Designation shall recognize the strategic national significance of the corridor while preserving State ownership, jurisdiction, and operational responsibility.

(c) Designation shall remain in effect until modified or withdrawn pursuant to this chapter.

§705. Eligibility.

A transportation corridor may be designated when the Secretary determines that the corridor substantially advances one or more national interests identified in this chapter.

The Secretary shall evaluate eligibility considering—

the National Interest Assessment;

the National Interest Index;

engineering analyses;

operational experience;

transportation planning documents;

interagency consultation; and

any other information determined appropriate.

§706. National Interests.

National interests recognized under this chapter include—

national defense;
homeland security;
domestic energy production and transportation;
critical mineral development;
interstate commerce;
international trade;
Arctic transportation;
emergency preparedness;
disaster response;
economic security;
supply chain resilience; and
other strategic national interests recognized by Congress.

§707. State Nominations.

Only a State may nominate a transportation corridor for designation.

Each nomination shall include—

a National Interest Assessment;
a Corridor Management Plan;
maps of the proposed corridor;
engineering documentation;
a Future Demand Assessment; and
other information required by the Secretary.

§708. National Interest Assessment.

Each nomination shall include a National Interest Assessment demonstrating how the proposed corridor advances one or more national interests.

The Assessment shall include—
a description of the corridor;
infrastructure served;
transportation characteristics;
operational significance;
future demand;
resilience considerations;
economic impacts;
national security considerations, where applicable; and
supporting documentation.

§709. National Interest Index.

The Secretary shall establish and maintain a National Interest Index to provide a nationally consistent methodology for evaluating transportation corridors nominated under this chapter.

The Index shall—

support designation decisions;
remain adaptable to changing national priorities;
be periodically reviewed; and
not establish mandatory numerical thresholds for designation.

§710. Designation Decisions.

Following review of a nomination submitted under this chapter, the Secretary shall issue a written determination approving or denying designation.

Each determination shall identify the national interests supporting the decision and summarize the principal findings upon which the determination is based.

TITLE III—IMPLEMENTATION

SEC. 301. REGULATIONS.

Not later than 18 months after the date of enactment of this Act, the Secretary shall promulgate such regulations as are necessary to carry out the amendments made by this Act.

In promulgating regulations under this section, the Secretary shall consult, as appropriate, with—

- (1) State departments of transportation;
- (2) Tribal governments;
- (3) metropolitan planning organizations;
- (4) Federal agencies with responsibilities relating to transportation, national defense, homeland security, energy, commerce, emergency management, or public lands; and
- (5) other stakeholders determined appropriate by the Secretary.

To the maximum extent practicable, regulations issued under this section shall minimize administrative burden while promoting nationally consistent implementation of chapter 7 of title 23, United States Code.

SEC. 302. INTERIM GUIDANCE.

Pending the issuance of final regulations under section 301, the Secretary may issue interim guidance necessary to facilitate the timely implementation of this Act.

Interim guidance issued under this section shall not impose requirements inconsistent with this Act or other applicable provisions of law.

SEC. 303. INITIAL IMPLEMENTATION.

The Secretary shall initiate implementation of chapter 7 of title 23, United States Code, as soon as practicable after the date of enactment of this Act.

Initial implementation activities may include—

- (1) development of administrative procedures;

- (2) establishment of nomination procedures;
- (3) development of the National Interest Index;
- (4) preparation of guidance documents;
- (5) consultation with participating States and Federal agencies;
- (6) establishment of administrative records; and
- (7) such other actions as the Secretary determines necessary for the orderly administration of the Program.

SEC. 304. TECHNICAL ASSISTANCE DURING TRANSITION.

During the initial implementation period, the Secretary shall provide technical assistance to participating States, upon request, to facilitate preparation of National Interest Assessments, Corridor Management Plans, and other materials required under chapter 7 of title 23, United States Code.

The Secretary shall encourage the use of existing transportation planning documents whenever such documents substantially satisfy the requirements of chapter 7.

SEC. 305. INITIAL NOMINATIONS.

The Secretary may establish procedures for accepting and reviewing nominations submitted during the initial implementation period.

In establishing such procedures, the Secretary may prioritize nominations involving transportation corridors that substantially advance significant national interests or where early designation would materially improve Federal-State coordination.

Nothing in this section shall be construed as establishing permanent priorities for future designations.

SEC. 306. IMPLEMENTATION REPORT.

Not later than two years after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report describing—

- (1) implementation activities completed under this title;
- (2) regulations and guidance issued;
- (3) nominations received;
- (4) designations completed;
- (5) recommendations for improving implementation; and
- (6) any legislative recommendations considered appropriate by the Secretary.

TITLE IV—GENERAL PROVISIONS

SEC. 401. EFFECTIVE DATE.

Except as otherwise expressly provided in this Act, this Act and the amendments made by this Act shall take effect on the date of enactment.

The Secretary may undertake such administrative actions before and immediately following the date of enactment as are necessary to facilitate the orderly implementation of this Act.

SEC. 402. TRANSITION.

(a) **Continuation of Existing Authorities.**—Nothing in this Act shall be construed to interrupt or delay the administration of any Federal transportation program authorized under title 23, United States Code.

(b) **Use of Existing Plans.**—During the transition to the National Strategic Infrastructure Corridor Program, the Secretary may permit participating States to satisfy the requirements of chapter 7 of title 23, United States Code, through the use of existing transportation plans, engineering analyses, asset management plans, freight plans, resilience strategies, or other planning documents, if the Secretary determines that such documents substantially satisfy the requirements of that chapter.

(c) **Orderly Implementation.**—The Secretary shall administer the transition to the National Strategic Infrastructure Corridor Program in a manner that minimizes duplication of effort and promotes continuity in transportation planning and project delivery.

SEC. 403. SAVINGS PROVISION.

(a) **Existing Authorities.**—Nothing in this Act, or the amendments made by this Act, shall be construed to repeal, supersede, diminish, or otherwise modify any authority provided under title 23, United States Code, or any other applicable provision of Federal law, except as expressly provided by this Act.

(b) **Ownership and Jurisdiction.**—Designation of a National Strategic Infrastructure Corridor shall not alter the ownership, jurisdiction, maintenance responsibility, or operational authority of any transportation facility.

(c) **Funding.**—Nothing in this Act shall be construed to create an entitlement to Federal financial assistance or to modify any existing Federal-aid highway apportionment, allocation, or discretionary grant program unless otherwise expressly provided by law.

SEC. 404. RELATIONSHIP TO OTHER FEDERAL LAWS.

(a) **In General.**—Implementation of this Act shall be carried out in a manner consistent with all other applicable Federal laws.

(b) **Applicable Requirements.**—Nothing in this Act shall be construed to exempt any project or activity from otherwise applicable requirements relating to—

- (1) environmental protection;
- (2) civil rights;
- (3) procurement;
- (4) labor standards;
- (5) historic preservation;
- (6) Tribal consultation;
- (7) emergency management;
- (8) national security; or
- (9) fiscal accountability.

SEC. 405. SEVERABILITY.

If any provision of this Act, or the application of such provision to any person or circumstance, is held to be invalid, the remainder of this Act and the application of its remaining provisions to any other person or circumstance shall not be affected.

SEC. 406. NO PRIVATE RIGHT OF ACTION.

Nothing in this Act, or the amendments made by this Act, shall be construed to create any express or implied private right of action against the United States, any State, any political subdivision thereof, or any officer or employee thereof.

SEC. 407. JUDICIAL REVIEW.

Nothing in this Act shall be construed to expand or limit the availability of judicial review beyond that otherwise provided under applicable Federal law.

SEC. 408. CONFORMING AND TECHNICAL AMENDMENTS.

(a) **Clerical Amendments.**—The table of chapters for title 23, United States Code, is amended by inserting after the item relating to chapter 6 the following:

Chapter 7—National Strategic Infrastructure Corridors

(b) **Technical Corrections.**—The Secretary may recommend to Congress such additional technical or conforming amendments to title 23, United States Code, and other Federal statutes as the Secretary determines necessary to improve the administration of the amendments made by this Act.

Nothing in this subsection shall be construed to authorize the Secretary to amend Federal law except through recommendations submitted to Congress.

SEC. 409. RULE OF CONSTRUCTION.

Nothing in this Act, or the amendments made by this Act, shall be construed—

- (1) to authorize Federal ownership of State transportation infrastructure;
- (2) to transfer maintenance or operational responsibility for transportation facilities from a State or other public authority to the Federal Government;
- (3) to create any new Federal land management authority;
- (4) to alter existing property rights, water rights, mineral rights, easements, or rights-of-way;

(5) to modify the jurisdiction of any Federal, State, Tribal, territorial, or local government except as expressly provided by law; or

(6) to expand the regulatory authority of the Secretary beyond that expressly authorized by this Act.

SEC. 410. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) transportation corridors supporting the national defense, homeland security, domestic energy production, critical mineral development, interstate commerce, emergency preparedness, Arctic operations, and other strategic national interests constitute essential national infrastructure;

(2) preserving the long-term reliability, resilience, and operational continuity of such corridors is a matter of national importance;

(3) effective stewardship of strategically significant transportation infrastructure is best achieved through cooperation among Federal, State, Tribal, territorial, and local governments and private-sector stakeholders; and

(4) the National Strategic Infrastructure Corridor Program established by this Act provides a durable framework for identifying, evaluating, and preserving transportation corridors whose continued operation is essential to the long-term security, prosperity, and resilience of the United States.