

The Connected Corridor Advancement Initiative

Business Plan
2026 - 2030



Introduction

In 2026, the United States marks the 250th anniversary of its founding. Transportation and transportation corridors have been at the center of what has become our national heritage. The Connected Corridor Advancement Initiative (CCAI) looks to continue the legacy of transportation as the integral part of our growing heritage by deploying, at national-scale, a collection of public and private technology assets and systems that quickly, securely, and resiliently exchange or use data and information to improve the transportation system for travelers, businesses, and agencies. We call this collection of assets and systems **Roadway Digital Infrastructure (RDI)**.

Corridor Focus

Today, the Interstate System is physically connected across state boundaries. However, the digital systems that support operations along those corridors often remain organized within individual jurisdictions. Real time traveler information, traffic incident management, emergency management, work zone management, freight data, truck parking availability, and oversized and overweight permitting systems frequently operate without consistent multi-state interoperability. As freight demand increases and operational complexity grows, this fragmentation limits corridor performance and limits the ability to make public and private investments to address these challenges. CCAI is structured to address this condition through state led collaboration focused on outcome based deployment.

Transportation corridors concentrate traffic volume, freight movement, economic activity, and operational complexity. They are also where jurisdictional boundaries intersect. Inconsistent digital systems and operational practices are most visible along these routes. Federal transportation policy has historically reinforced corridor prioritization. The 1921 limitation to a designated primary system demonstrates that effective national strategy depends on focusing resources where interstate impact is greatest. The designation and construction of the Interstate Highway System institutionalized that principle through a defined national network for defense and commerce. CCAI applies this established policy logic to the digital environment. Rather than attempting to standardize every roadway or system, CCAI concentrates on interstate corridors where coordinated digital capabilities can produce measurable improvements in safety, reliability, and freight performance. Focused collaboration will also provide the necessary tools and knowledge to expand operating strategies to the entire National Highway System and beyond.

Transportation Corridors Our National Heritage



1753 - Post Road

Deputy Postmaster Benjamin Franklin, at the direction of the Continental Congress, installs stone markers to standardize postal rates on Post Road between Boston and New York. Later in 1783, the same route carried America's first long-distance stagecoach service.



1806 - National Road

Congress passes an Act authorizing the construction of the National Road between Cumberland Maryland and Vandalia, Illinois.



1921 - Primary Highway System

Federal Highway Act requires states to designate a primary highway system, limited to seven percent of total roadway mileage introducing formal corridor prioritization.



1926 - Route Numbering System

The US route numbering system is adopted to standardized interstate route numbering under AASHTO (now AASHTO) coordination to improved national route continuity and traveler clarity.



Current Federal Innovation Context

The Federal Highway Administration's *Every Day Counts* program promotes rapid deployment of proven innovations through state adoption. In Every Day Counts Round 8 (EDC-8) for the 2026 to 2027 cycle, Connected Corridors has been identified as an innovation area. This designation reflects federal recognition that corridor level digital coordination and interoperable information exchange are deployable practices capable of improving system performance. In February 2026, leadership from the United States Department of Transportation Office of the Assistant Secretary for Research and Technology (USDOT OST-R) addressed the AASHTO Washington Briefing and emphasized the importance of accelerating digital infrastructure deployment and strengthening corridor coordination across states and in doing so called for a "Declaration of Innovation." The remarks highlighted the need for innovation focused on digital systems and corridor integration. While not a formal directive, the statement reflects sustained national attention to digital corridor performance. CCAI aligns with this federal innovation context while remaining a state-led initiative governed by participating members.

State Authority

CCAI is structured as a voluntary, state led collaboration. It does not alter statutory authority, regulatory responsibility, or operational control of any participating state. Transportation operations remain governed by individual state laws, policies, and administrative procedures. CCAI does not preempt those authorities. Instead, it provides a framework for coordinated action where states choose to align digital systems and operational practices along shared interstate corridors.

National corridor development has historically been accomplished through cooperative federalism rather than federal preemption. The Federal Aid Road Act of 1916 established a funding partnership without transferring roadway ownership to the federal government. The Interstate Highway program authorized in 1956 relied on state implementation within federal design standards. The National Highway System designation in 1995 identified nationally significant routes without altering state operational authority. CCAI follows this cooperative model. It facilitates interoperability through voluntary adoption of shared data standards, coordinated governance structures, agreed operational protocols for interstate events, and scalable technical architecture that respects jurisdictional control.

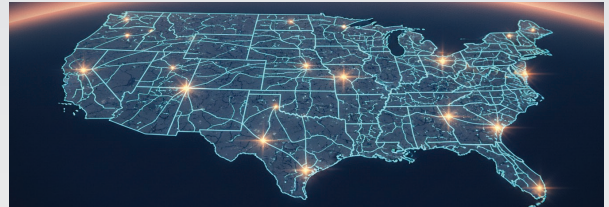


Transportation Corridors Our National Heritage



1956 - Interstate Highway System

The Federal Highway Act authorizes construction of the Interstate Highway System at national scale for defense and commerce.



1995 - National Highway System

The National Highway System Designation Act formally designates the National Highway System, including the Interstate System and other principal arterials of national significance.



2025 - National Digital Infrastructure System

Connected Corridors Advancement Initiative (CCAI) is approved creating a collaboration mechanism for members of the I-80 Corridor Coalition, I-35 Advancement Alliance and others to pursue deployment of the National Transportation Digital Infrastructure System.



2026 - Declaration of Innovation

Federal Highway Administration includes Connected Corridors as a focus area of the Every Day Counts 8 (EDC-8) program, calling for a "Declaration of Innovation" that results in urgency of deploying safe, secure, and resilient technology to improve multi-state corridor operations.

Supporting National Performance Outcomes

CCAI is designed to support existing federal interstate performance objectives established under 23 CFR Part 490 and related statutory requirements. Corridor level digital coordination can contribute to measurable improvements in several areas.

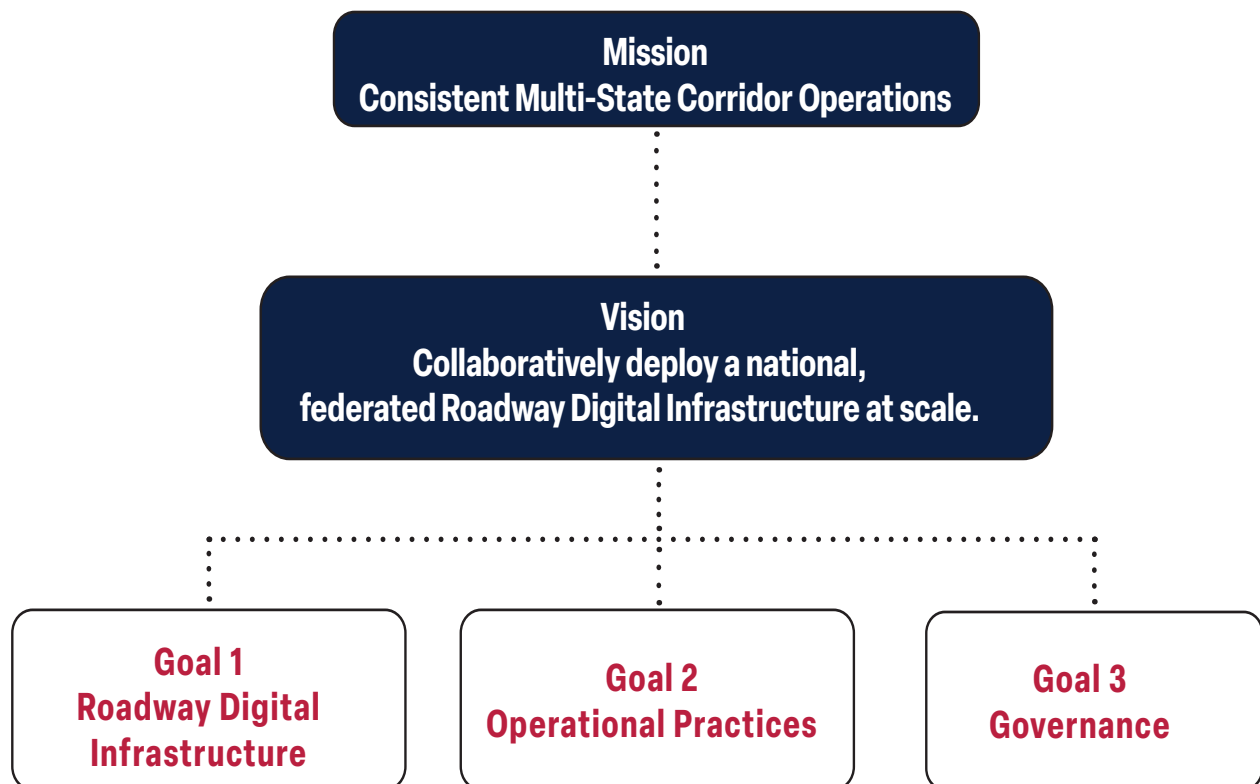
- **Safety** performance measures may benefit from improved incident detection, coordinated response, and reduction of secondary crashes.
- Interstate **reliability** measures, including Travel Time Reliability and Truck Travel Time Reliability, may benefit from harmonized incident management, improved work zone coordination, and consistent traveler information across state lines.
- **Freight movement performance** may benefit from coordinated corridor operations, improved truck parking information, and consistent disruption reporting.
- **Translated data** may improve reporting accuracy and timeliness for required federal performance submissions.

Detailed alignment between CCAI goals, use cases, and specific performance measures is described in subsequent sections of this plan.

As the United States marks 250 years of independence, CCAI advances the next phase of corridor integration by addressing digital interoperability and coordinated multi-state operations along interstate corridors. The desired result is practical and measurable.

Business Plan

CCAI has set mission, vision, and goals to achieve for the initial five-year investment period. These items will be supported by annual work plans that include objectives and actions. The graphic below presents the focused attention of scaling proven research and experimentation for the benefit of our nation.



Mission

The mission of CCAI is to **enable consistent operational performance across interstate corridors** that span multiple state jurisdictions. Consistency in this context does not require identical technologies, policies, or operational structures within each state. Instead, it refers to the ability of participating states to coordinate corridor operations in ways that produce predictable outcomes for travelers, freight operators, and emergency responders regardless of state boundaries.

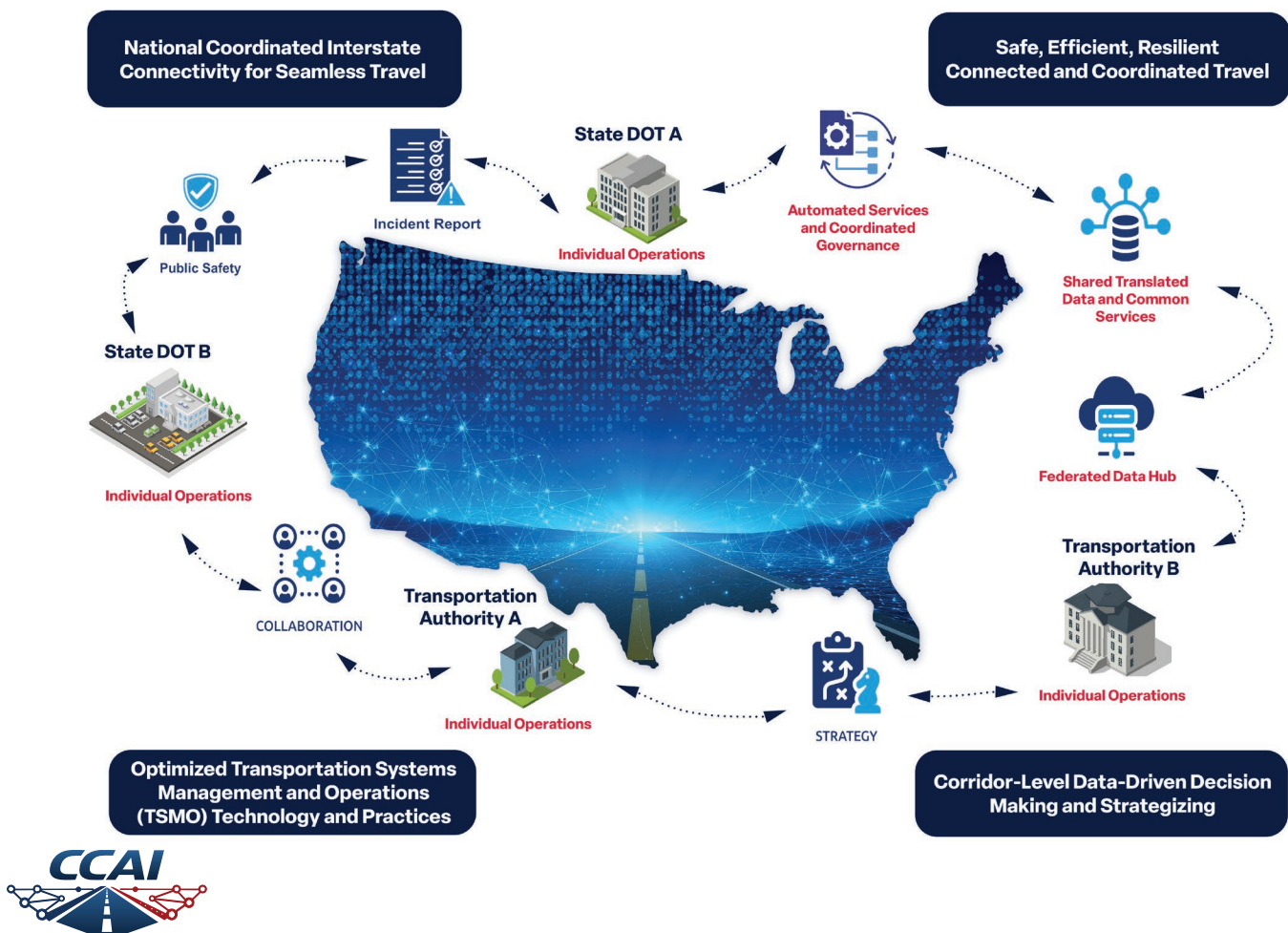
Consistent operations are achieved through improved information sharing, coordinated operational practices, and interoperable digital systems that allow transportation agencies to detect conditions, communicate disruptions, and manage corridor events across jurisdictions. CCAI advances this mission by supporting collaborative deployment of digital capabilities and coordinated operational practices that improve corridor safety, travel time reliability, and freight performance across the interstate system.

Vision

The vision emphasizes four characteristics.

- **National.** The infrastructure supports interstate corridors that connect the national highway network and cross multiple state jurisdictions.
- **Federated.** Digital systems remain owned and operated by individual agencies but are designed to share translated data structures, common services, and coordinated governance. This federated model allows states to retain operational authority while participating in a corridor-wide digital environment.
- **Roadway Digital Infrastructure.** The focus is on the physical infrastructure, data, and software that enables transportation systems management and operations, connected vehicle applications, and corridor-level decision making.
- **At-Scale.** Deployment occurs broadly across interstate corridors rather than remaining limited to isolated pilot projects or research demonstrations.

Roadway Digital Infrastructure (RDI) At Scale: A Federated Integrated System



Five Year Goals

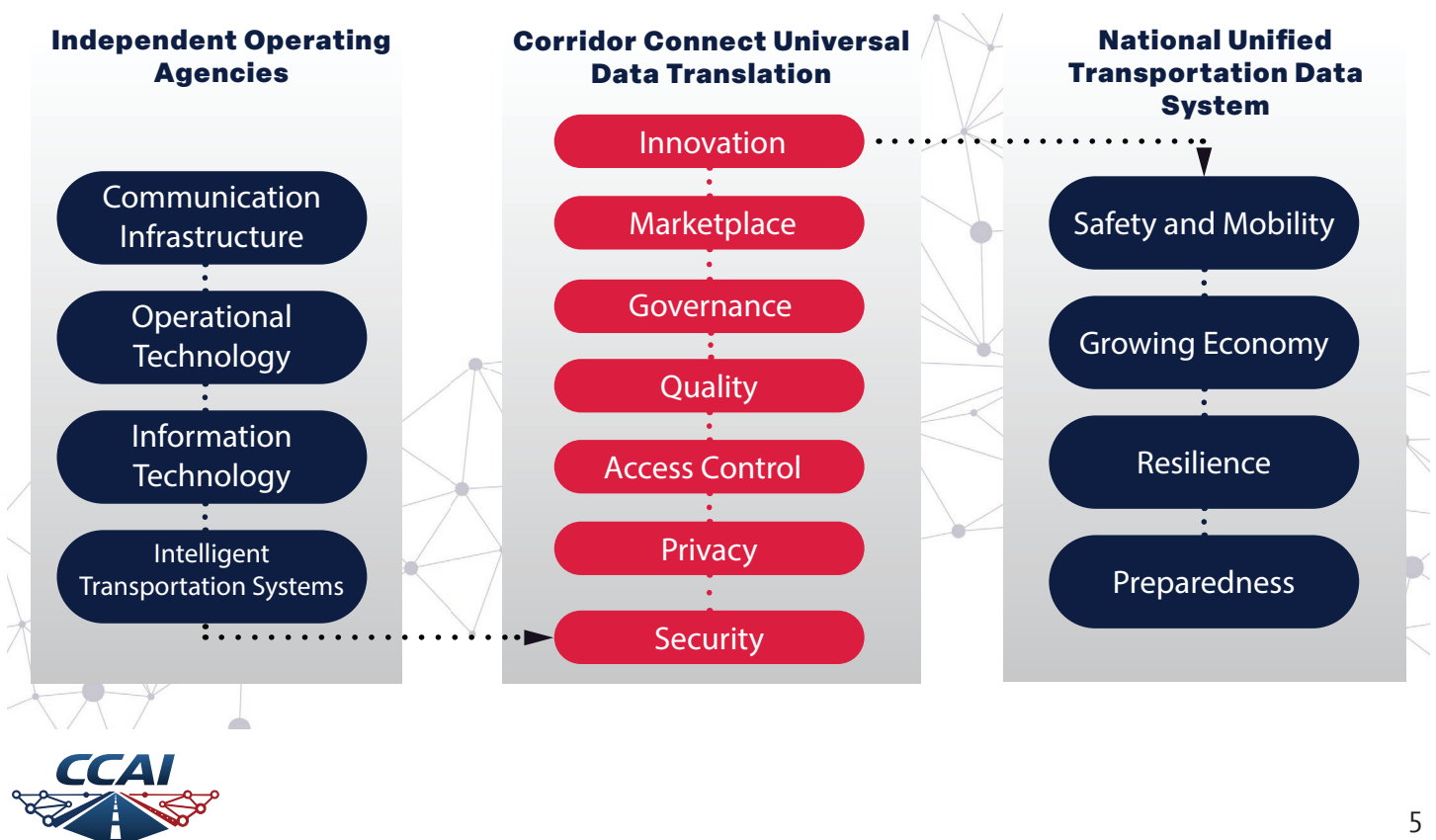
The mission defines the operational outcome CCAI seeks to achieve. The vision describes the digital infrastructure environment required to support that outcome. The five-year goals define the deployment actions necessary to move from concept to implementation. To advance the mission and vision of CCAI, participating members have identified three goals focused on deployment of **Corridor Connect**, advancing operations, and expanding collaboration by scaling USDOT research innovation associated with the Network Operational Digital Environment (NODE). **The graphic below shows that Corridor Connect plays the role of universal data translator between local systems and the national unified transportation data system.** Corridor Connect will not be a new software platform, it will build on the established USDOT framework for web-based operational data sharing via NODE. These goals reflect the three components necessary to enable consistent multi-state corridor operations: the digital capabilities that allow information to move across jurisdictions, the operational practices that allow agencies to coordinate corridor management, and the governance structures that sustain interoperability across participating states and partners.

Goal 1: Roadway Digital Infrastructure

RDI focuses on the deployment of interoperable technology that supports coordinated corridor operations across state boundaries. RDI includes the physical, digital, and communications assets that generate, exchange, process, and use transportation data to support operations across interstate corridors.

Key capability areas include roadside digital infrastructure, connected vehicle communications, interoperable traveler information systems, corridor-level data exchange services, and scalable digital architecture that allows systems operated by different agencies to exchange operationally relevant information. Deployment under this goal emphasizes scalable implementation of RDI across interstate corridors rather than isolated technology pilots or research demonstrations. The objective is to enable participating states and corridor partners to share operational information in real time and coordinate corridor management through interoperable digital systems.

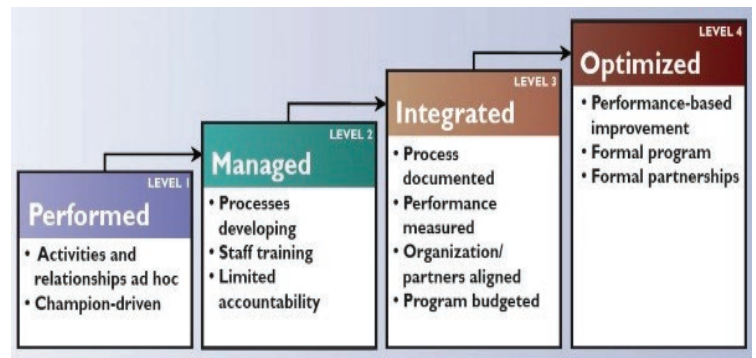
Corridor Connect: The Next Chapter of Our Shared National Heritage



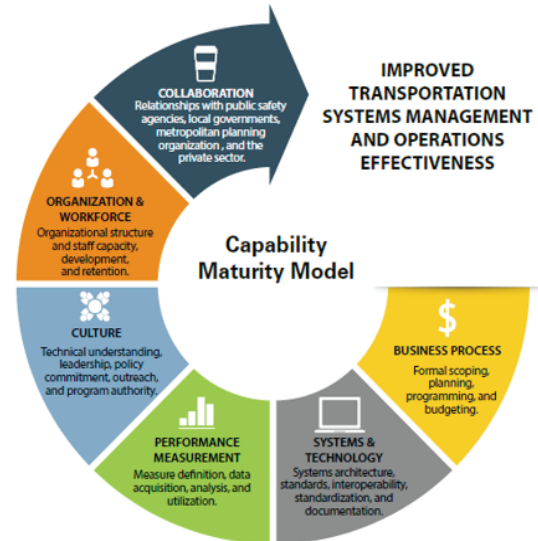
Goal 2: Operational Practices

Goal 2 focuses on the same activity the industry has been pursuing for sometime, advancement in TSMO capability. It's useful to remind ourselves about both the classic and the more modern TSMO capability maturity models offered by USDOT and shown to the right, although the lens is now applied at the national level. In the classic model, CCAI seeks to move from level 2 to level 3 while approaching level 4. In the modern model, CCAI is focused on all five dimensions. While digital infrastructure enables information exchange, corridor performance ultimately depends on how agencies use that information to manage incidents, communicate disruptions, and coordinate operational decisions.

This goal emphasizes the development and adoption of coordinated operational practices among participating states in areas such as traffic incident management, emergency management, weather operations, work zone coordination, traveler information strategies, truck platooning, AV operations, and freight corridor management. CCAI will benefit from significant existing work across the transportation community that has developed operational knowledge and best practices in these areas. Building on that foundation, CCAI will support interstate communities of operational practice that allow agencies to coordinate corridor-level procedures, share operational strategies, and align response protocols across jurisdictions. Through collaboration and shared operational protocols, participating agencies can respond to corridor conditions in ways that produce more consistent outcomes for travelers and freight operators across state boundaries.



USDOT Classic TSMO Capability Maturity Model



USDOT Modern TSMO Capability Maturity Model

Goal 3: Governance

The Governance goal focuses on establishing the coordination structures and shared frameworks necessary to sustain interoperability and coordinated operations across participating states and partners. Because CCAI operates through a federated model in which participating agencies retain authority over their own systems and operations, governance mechanisms are necessary to support collaboration while respecting jurisdictional control. **Governance under CCAI focuses on practical coordination rather than centralized control.** These activities may include shared data frameworks, corridor coordination agreements, collaborative planning structures, processes for managing technical architecture, operational protocols across participating members, and shared procurements.

Governance will also support transparent decision-making processes that allow participating agencies to coordinate deployment responsibilities, determine where shared digital services may be hosted, and resolve differing perspectives when corridor partners pursue common operational objectives. Participation in CCAI activities may occur at different levels depending on corridor priorities, agency readiness, and available resources. Governance mechanisms will allow states and partners to engage in specific deployments or operational initiatives without requiring uniform adoption across all participating members.

