

# *Freight Corridors & Freight Coalitions: Moving Beyond Borders*

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Talking Freight – May 18, 2016



# *Today's Agenda*

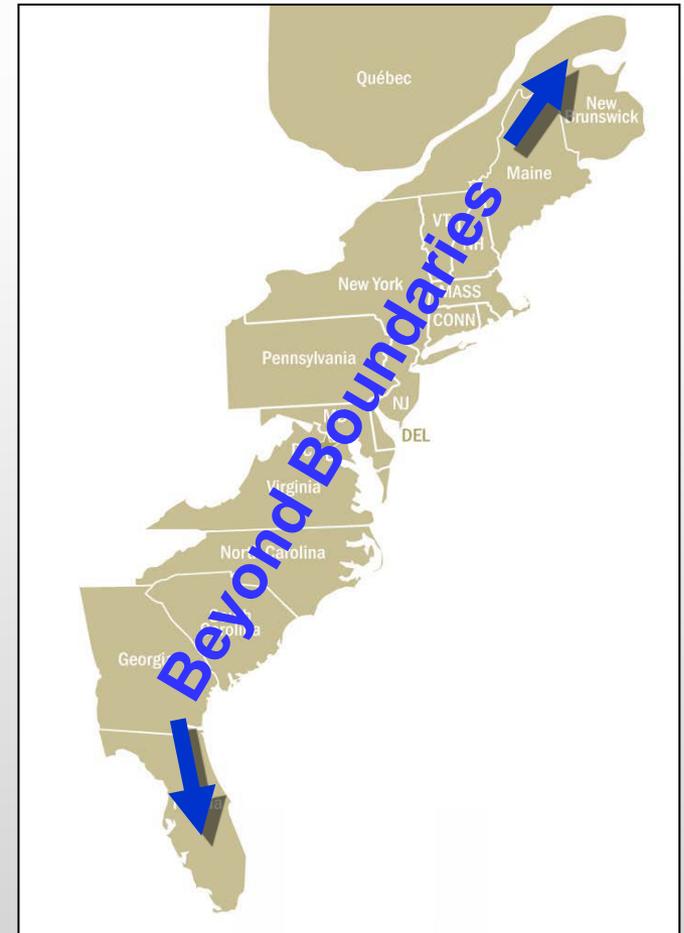
- Overview of I-95 Corridor Coalition and Freight activities
- Brief Case Study of a multi-state freight project
- Challenges for multi-state ‘Freight Coalitions’
- Lessons Learned for “Freight Coalitions”
- Lessons learned as Multi-State Organization



## *The I-95 Corridor Coalition is....*

A partnership of multi-state, multi-modal public agencies working together to create a seamless and efficient transportation system

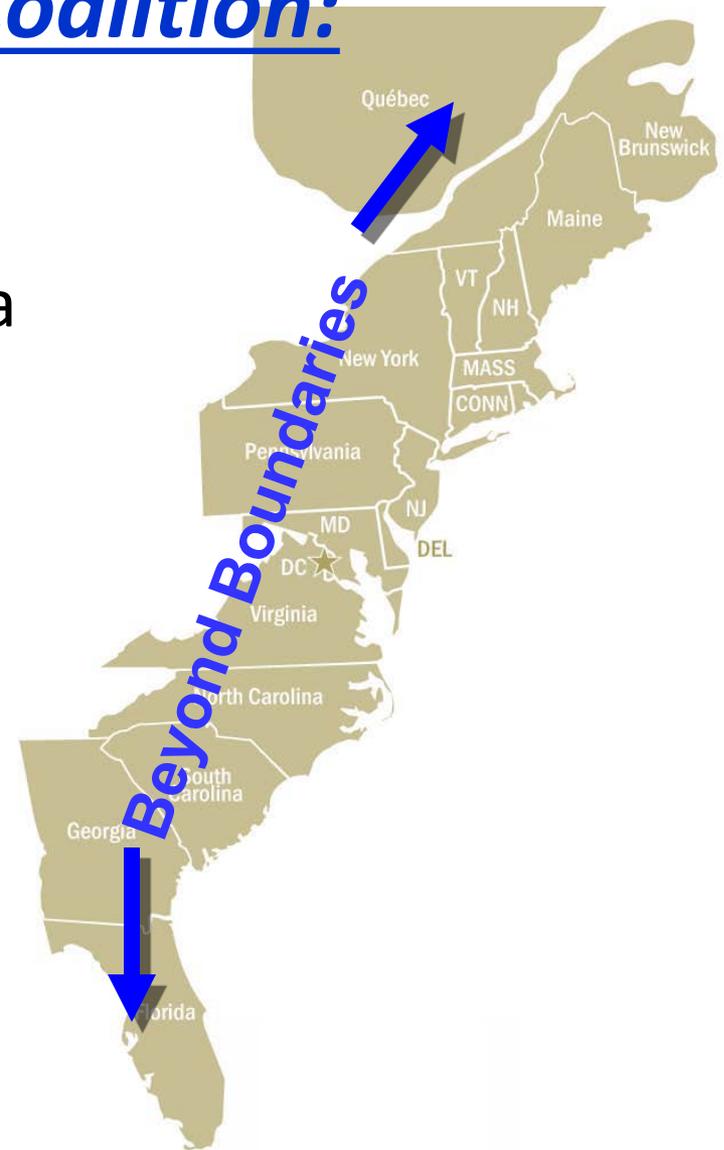
Established early 1990s to address multi-state coordination of operations for incidents/events...evolved





# A Multi-Jurisdictional Coalition:

- 16 States, the District of Columbia
  - DOTs, Transportation/Port/Bridge Authorities
- 2 Canadian Provinces
  - Quebec, New Brunswick
- Several “Mega-Regions”
  - Many MPO and regional entities
- 46 Ports





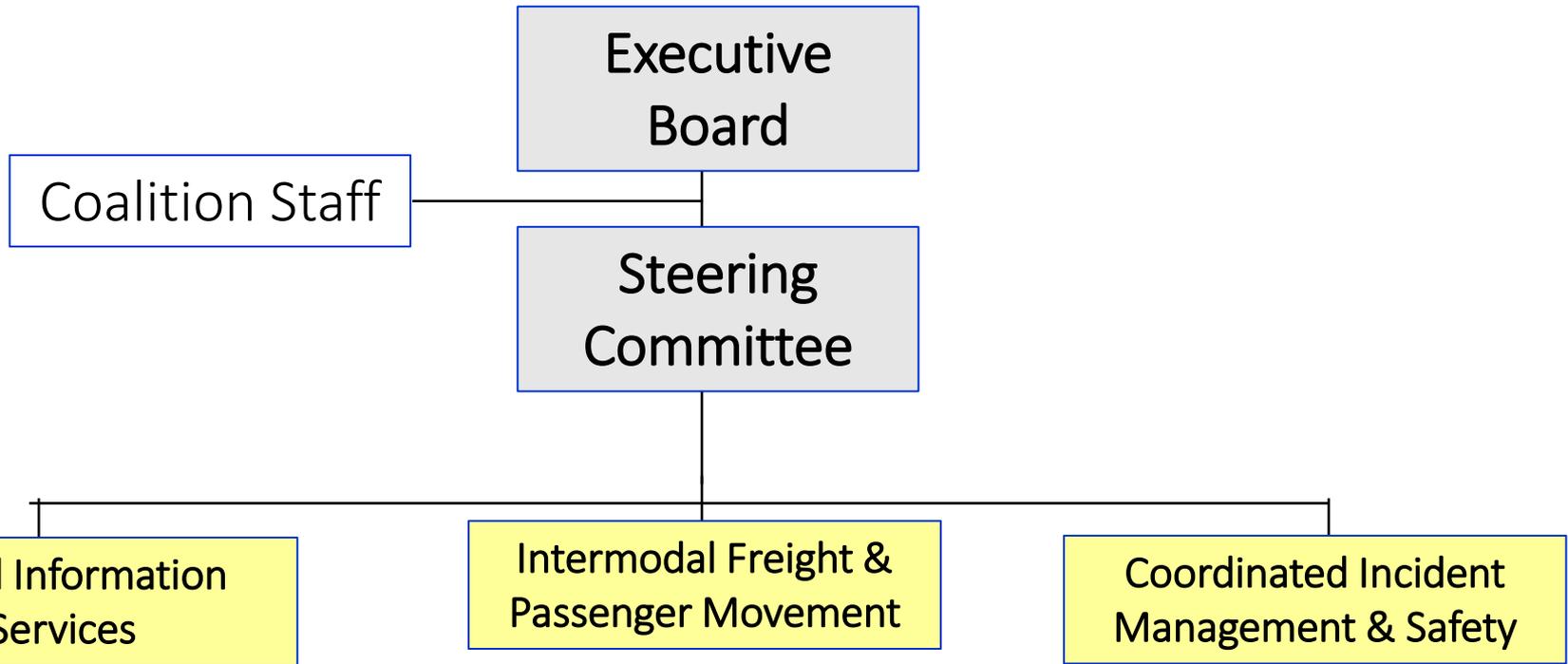
# *A Multi-Modal Coalition:*

**The Coalition region is served by all transportation modes – rail, marine, air, highway – and encompasses freight movements both domestic and international**





# A Multi-Programmatic Coalition:



# Business Model

## Originally...

- Member Agency Driven Program
- Goal:
  - Accelerate transportation system improvements for long-distance freight movement and passenger travel
- Recognition:
  - National model for multi-jurisdictional coordination
- **Funding Source:**
  - Surface Transportation Legislation

## Today (effective 2013)...



Member Agency Driven Program



Goal:

- Accelerate transportation system improvements for long-distance freight movement and passenger travel



Recognition:

- National model for multi-jurisdictional coordination



**Funding Source:**

- Member agency support
- 100% participation Years 1,2 & 3  
16 States & District



# *What We Have Done:* *Freight Transportation*

- 1999 – Established an Intermodal Freight and Passenger Movement Program Track Committee
  - Rail Operations Studies:
    - ◆ Mid-Atlantic
    - ◆ Northeast
    - ◆ Southeast
  - Bottleneck Studies
    - ◆ Mid-Atlantic Truck Operations Study:
  - Port Access/Marine Highway Studies
    - ◆ AMHS “M-95” Marine Highway Designation
  - Truck Parking Initiative
    - ◆ Real Time Parking Information Test Deployment
  - Freight Professional Capacity Development
    - ◆ “Freight Academy”



## ***Why A Multi-State and Multi-Modal Perspective?***

Given:

- Supply chains and freight flows vary by commodity, industry, supply and demand, and origins and destinations and are rarely limited to a single jurisdiction.
- International markets continue to emerge for imports and exports, and with expansions of the Panama and Suez Canals, the port-airport-rail-highway system in the I-95 Corridor remains one of the most critical components of the US freight network.

Accordingly:

- Transportation freight plans are best approached by a multi-faceted perspective of trade lanes, key commodities, or key industries in the U.S. and neighboring trade partners (i.e. Latin America and Canada), rather than simply from a state's geography.
- Agencies can recognize and support the need for collaboration in freight planning within regional jurisdictions and across economic corridors, enhancing mobility at the local, state, multi-state, and national level.



# *Shared freight issues in the Corridor*

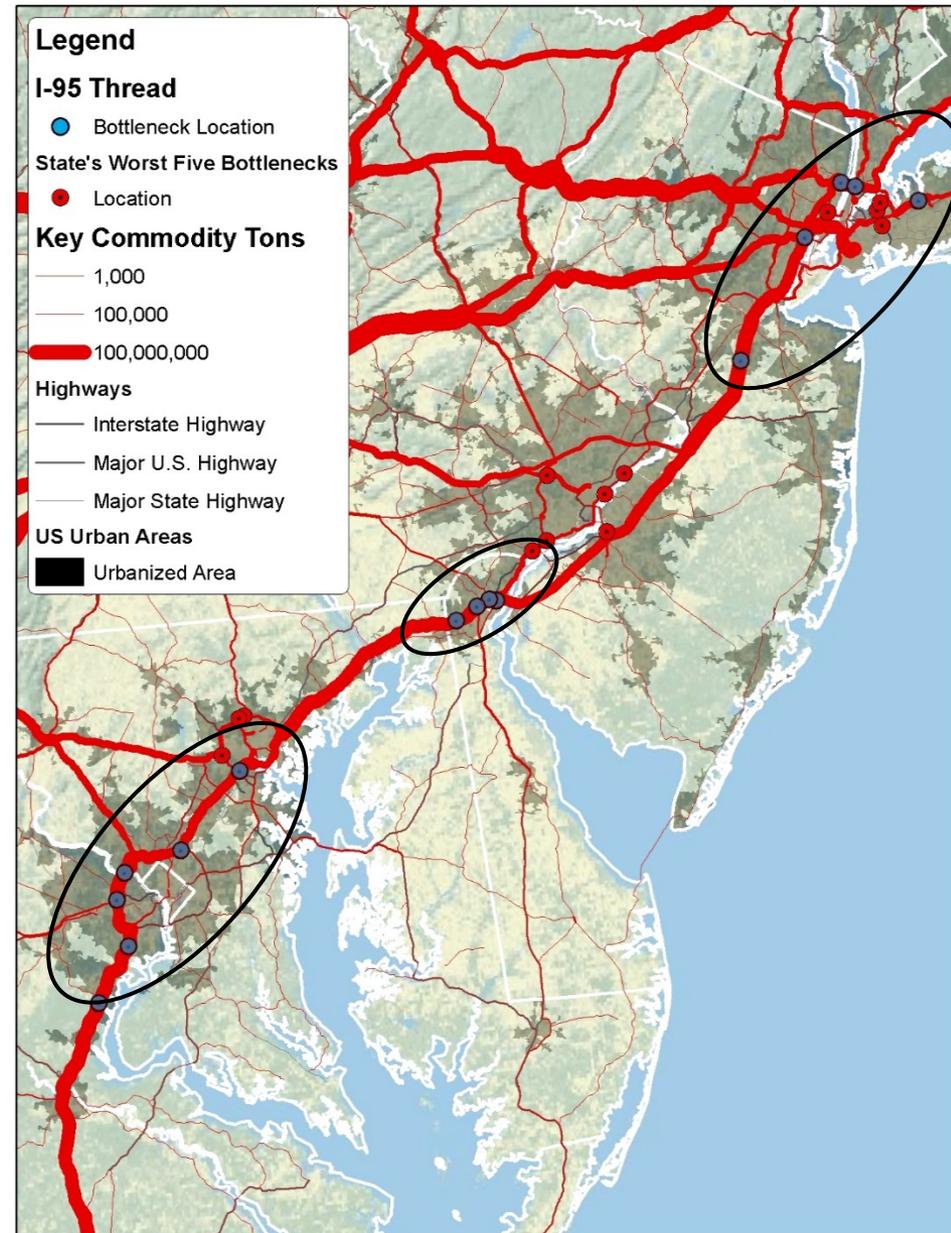
- Increasingly congested highways
- Limited freight and passenger rail and highway capacity to meet demand/sustain growth
- Continued shifts in distribution centers and freight flows as a result of changes in trade patterns and logistics
- Asia, South America, Africa, *and now*, US energy production
- Need to reduce greenhouse gases (CO<sub>2</sub>) and mitigate climate change continues
- Revenue pressure on transportation agencies and carriers to do more with less



# ***Freight Corridors are interconnected ... and often, so are the problems***

- Bottlenecks along freight corridors often are in strings

Source: I-95 Corridor Coalition Mid-Atlantic Truck Study





# ***A Case for Freight Corridor Coalitions & Planning: The “MAROps” Story***

What:

Mid-Atlantic Rail Operations Studies (“MAROps”) A compendium of studies to assess rail bottlenecks and chokepoints along the I-95 Corridor Mid-Atlantic region and identify potential improvements

Why:

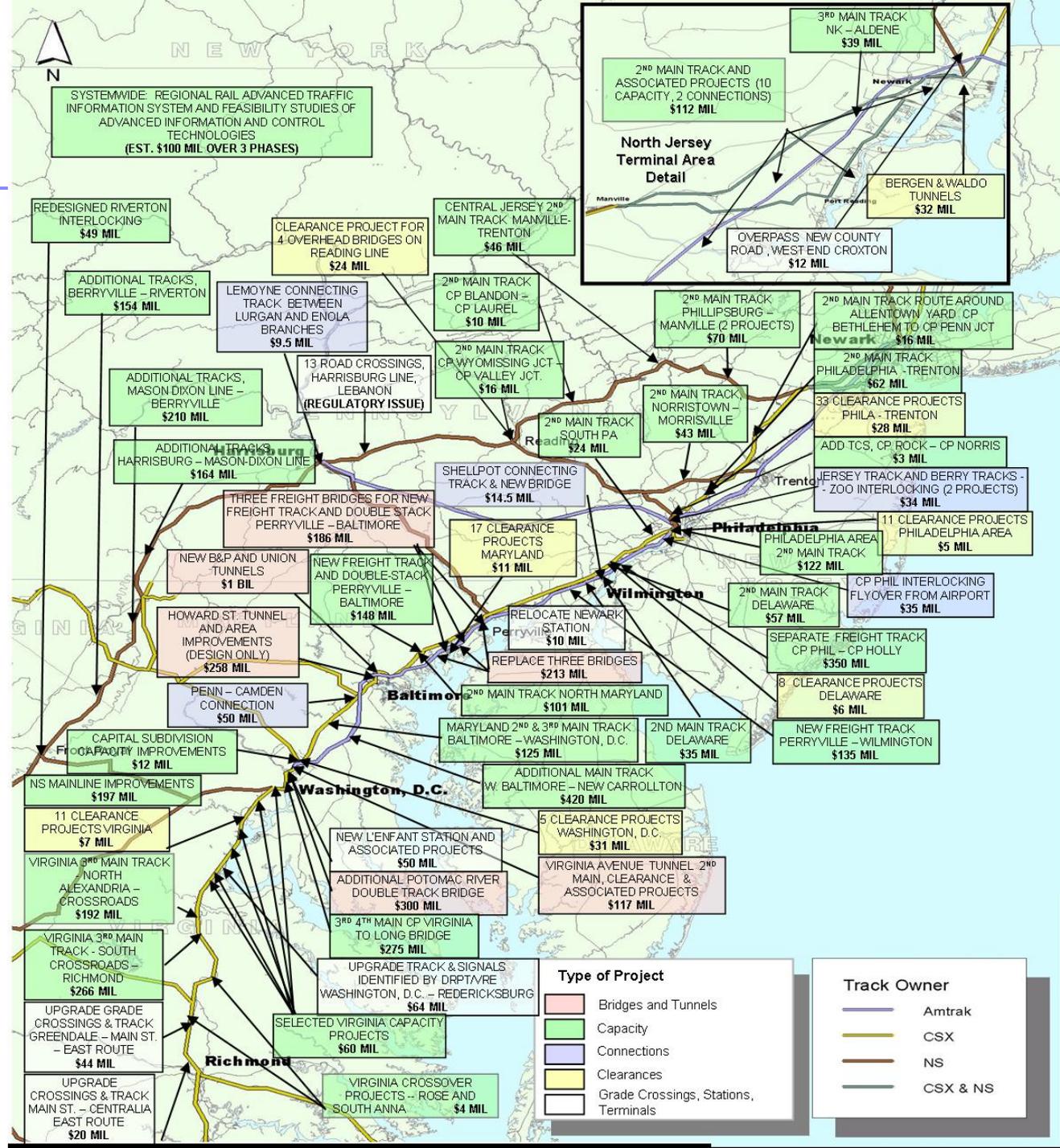
Consider ability to use rail to address freight capacity constraints on highway



# *The “MAROps Story”*

- The Characters:
  - ➔ A Champion to start the narrative
    - ◆ Then DeIDOT Secretary Anne Canby
  - ➔ Five States in Mid-Atlantic Region:
    - ◆ MD, VA, DE, PA, NJ
  - ➔ Three Class 1 Railroads
    - ◆ 2 Freight Railroads: CSX, Norfolk Southern
    - ◆ 1 Passenger Railroad AMTRAK (shared track with freight railroads)
  - ➔ The I-95 Corridor Coalition
    - ◆ The “honest and neutral broker”

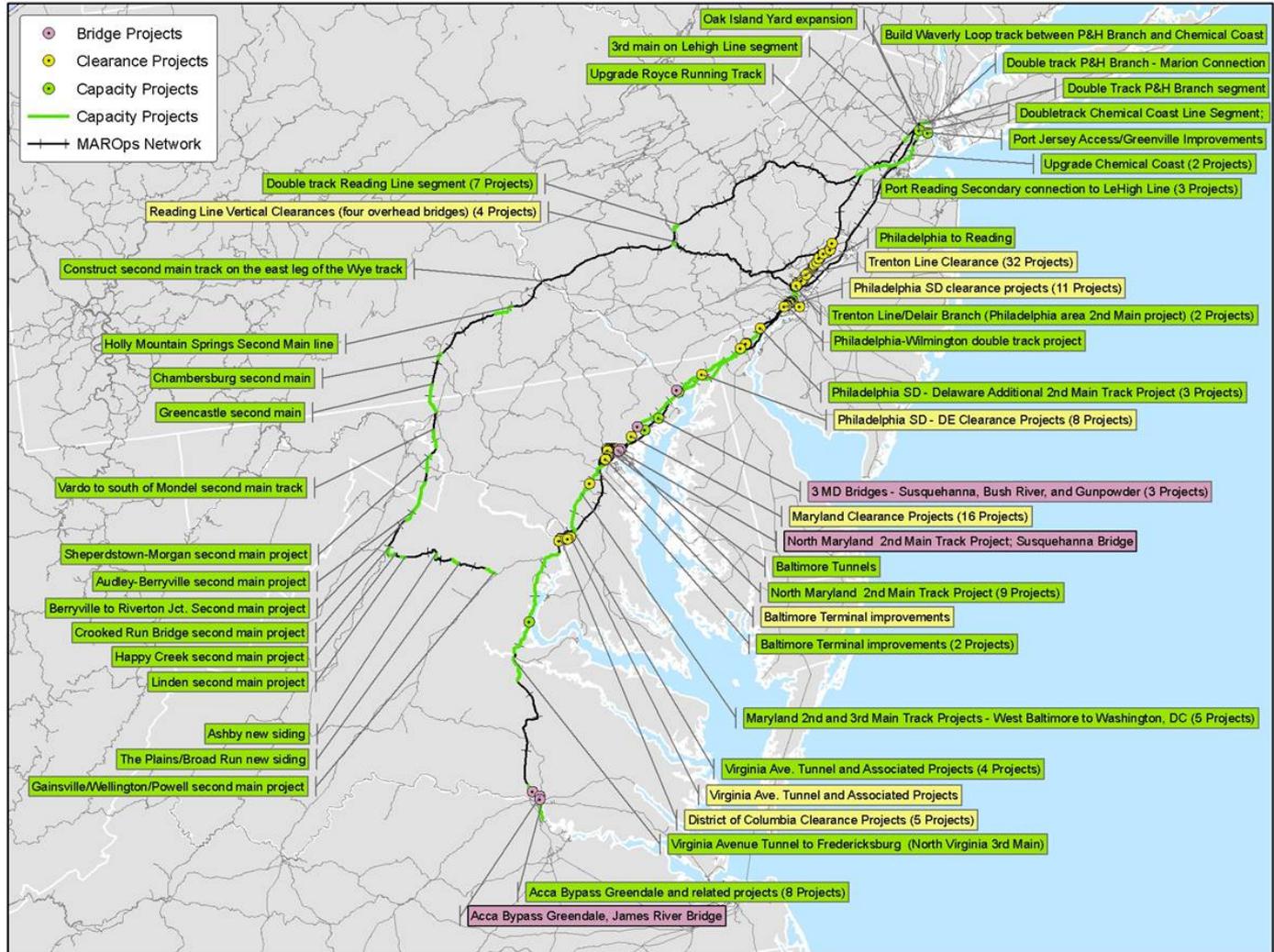
# MAROps I Program





# Mid-Atlantic Rail Operations II Study: “Priority” Projects

The study identified a smaller set of priority projects judged to be critical path projects that would yield the highest near-term benefits





# ***MAROps Lessons Learned***

- Demonstrated to agencies that freight movement have impacts that may originate, terminate or simply occur as a “pass through” in their state and why it is important to understand them
- Improved relationships between states and private sector
- Supported strategic planning efforts by railroads and states on major corridor initiatives (Heartland Corridor, Crescent Corridor, National Gateway, Liberty Corridor)
- Increased the profile of rail projects to address state and regional freight needs
- Has provided additional freight capacity in corridor



# Challenges for “Freight Coalitions”

- Agencies face pressure to “solve problems at home”
- Agency staffing – ability to participate, to manage projects
- Establishing a list of multi–state projects
  - ➔ “Prioritizing” projects can be difficult if not a “show stopper”
  - ➔ Determining /Quantifying benefits to decide:
    - ◆ Who pays for improvements – private, public? How much?
  - ➔ Determining who pays when project is within a single jurisdiction but benefits accrue more in another jurisdiction
- Establishing Performance Measures for freight
- \$\$\$\$\$.....to fund Coalitions, studies, freight projects...





# **Value of a “Freight Coalition”**

- Helps to maintain a system perspective in assessing freight transportation demand and movement;
- Can focus attention on bottlenecks, implementing capital, operating, pricing, and information strategies to reduce delays
- Can provide a portfolio approach to transportation investments, considering all modes and investing to gain the greatest benefits from each mode;
- Increases potential for better public and private investment in the transportation system to expand capacity and mode share,
- Value in having established list of projects defined as “necessary” when opportunities arise
  - ➔ Grants: “TIGER”, “FAST” etc.,



# ***“Coalition” Lessons Learned***

- To advance/maintain a coalition, must have commitment of top leadership in agencies
- Must maintain involvement of agency program staff to keep focus area of programs/projects relevant and for continuity
- Dedicated public sector based coalition staff can limit “multi-state coordination” work burden on agencies
- Consistent, sustained funding to undertake projects allows for greater collaboration, and more capability to have a list of “multi-state” projects to advance
- Having common interests, visions, goals and outcomes is important to sustain commitment



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