



Shifting International Trade Routes: Highway and Rail Infrastructure from a Multi-State Corridor Perspective



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I-95 Corridor Coalition**

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I-95 Corridor Coalition

Who We Are:

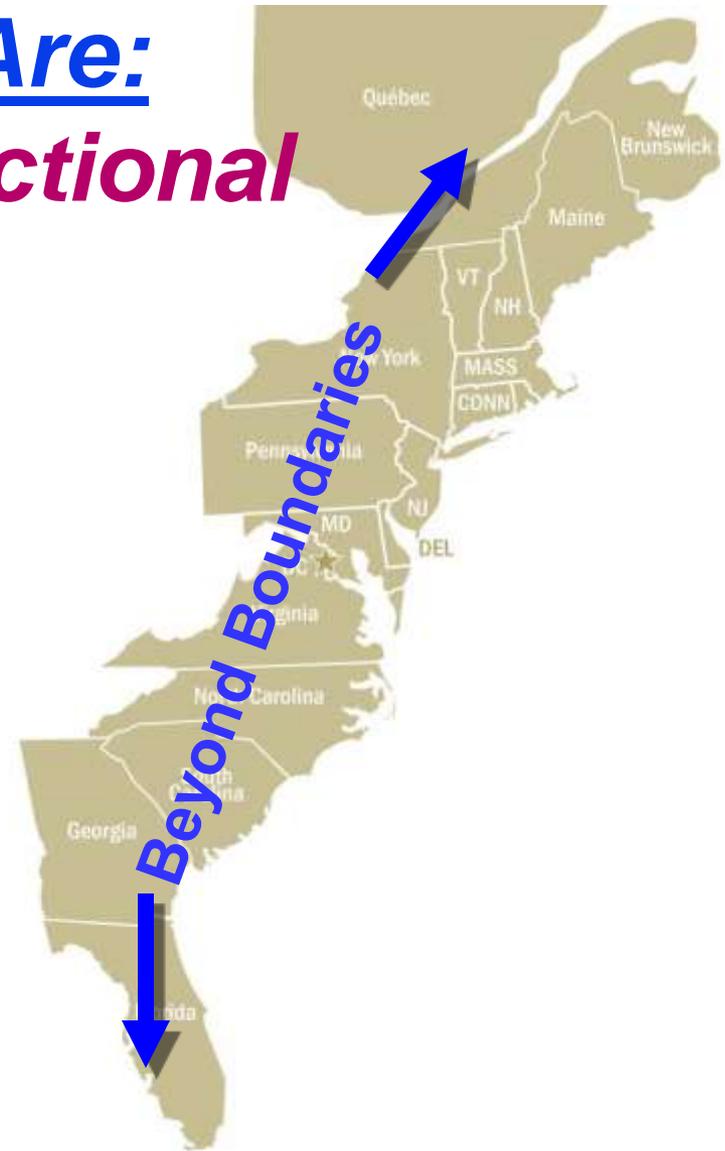
- A partnership of transportation agencies, toll authorities and related organizations
- A forum for key decision and policy makers to address transportation issues of common interest





Who We Are: *Multi-Jurisdictional*

- 2 Canadian Provinces
(Quebec, New Brunswick)
- 16 States, the District of Columbia
 - ➔ \$4.5 trillion economy (40% of US GDP)
 - ➔ 21% of nation's road miles; 35% of nation's VMT
 - ➔ 5.3 billion tons of freight shipments annually





Who We Are: *Multi-Modal*

Focus is on long distance
passenger travel and freight movement
both domestically and
internationally (US-Canada)





Who We Are: *Multi-Disciplinary*

Public Agency:
Federal, State, MPO, Local

Port Authorities

Railroads

I-95 Corridor Coalition

Planning/Operations

Trucking

Public Safety/
Law Enforcement



***Continuing a
“Business as Usual”
Approach to
Transportation Will Lead
to Dire Consequences***





Many Major Highways Along the East Coast will be Completely Clogged in Peak Periods

- 70% increase in VMT
- Dramatic increases in congestion levels
 - ➔ 84% delay increase on urban Interstate
 - ➔ 49% all systems





Cost of Goods will Increase with the Doubling of Truck Freight Movement along Congested Highways

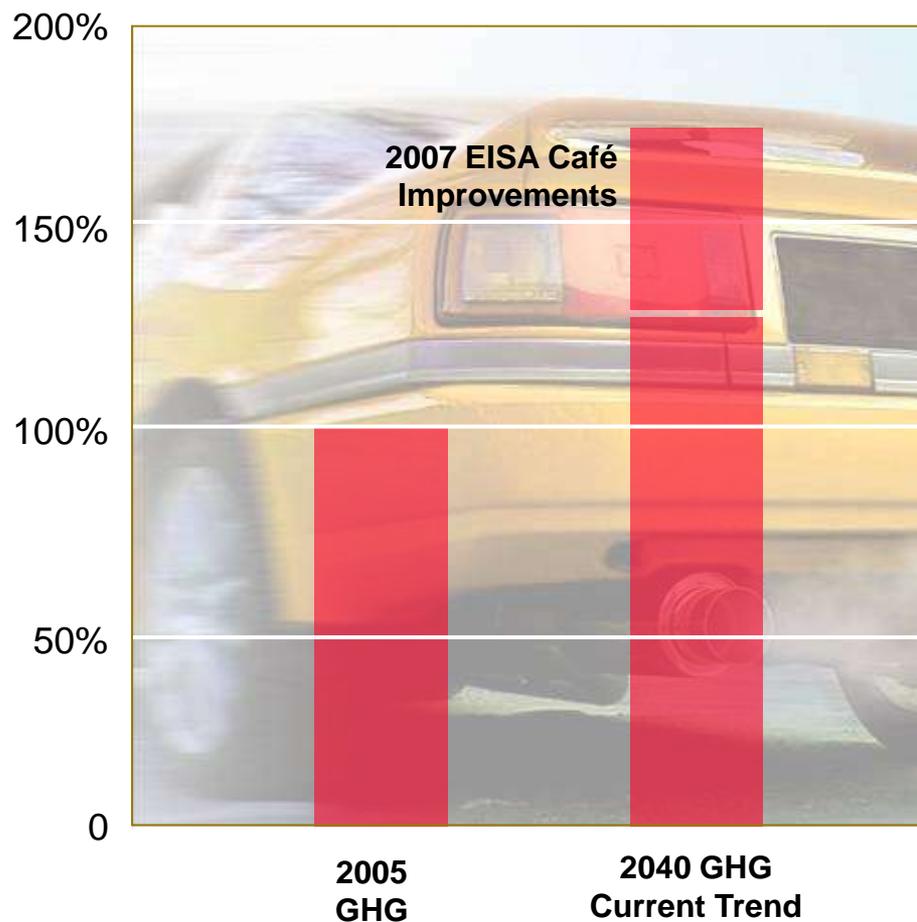
- Loss of mode share by freight rail and marine shipping
- Doubling of freight carried on trucks





Large Growth in Travel will Lead to Increased Greenhouse Gas Emissions

- 34% increase in fuel consumption and greenhouse gas (GHG) emissions (in spite of more stringent fuel efficiency standards)





A Better Way: A Strategic Vision for Transportation in the Region in 2040

- Significant change is needed to support continuing economic growth in a Carbon Constrained Environment





2040 Strategic Vision Study: FRAMEWORK FOR THE FUTURE





A Set of Consensus Policy Principles Guided Development of the 2040 Vision

- Support continuing economic growth
- Support sustainable environmental and energy policies
- Support sustainable land use practices
- Provide a balanced multimodal transportation system





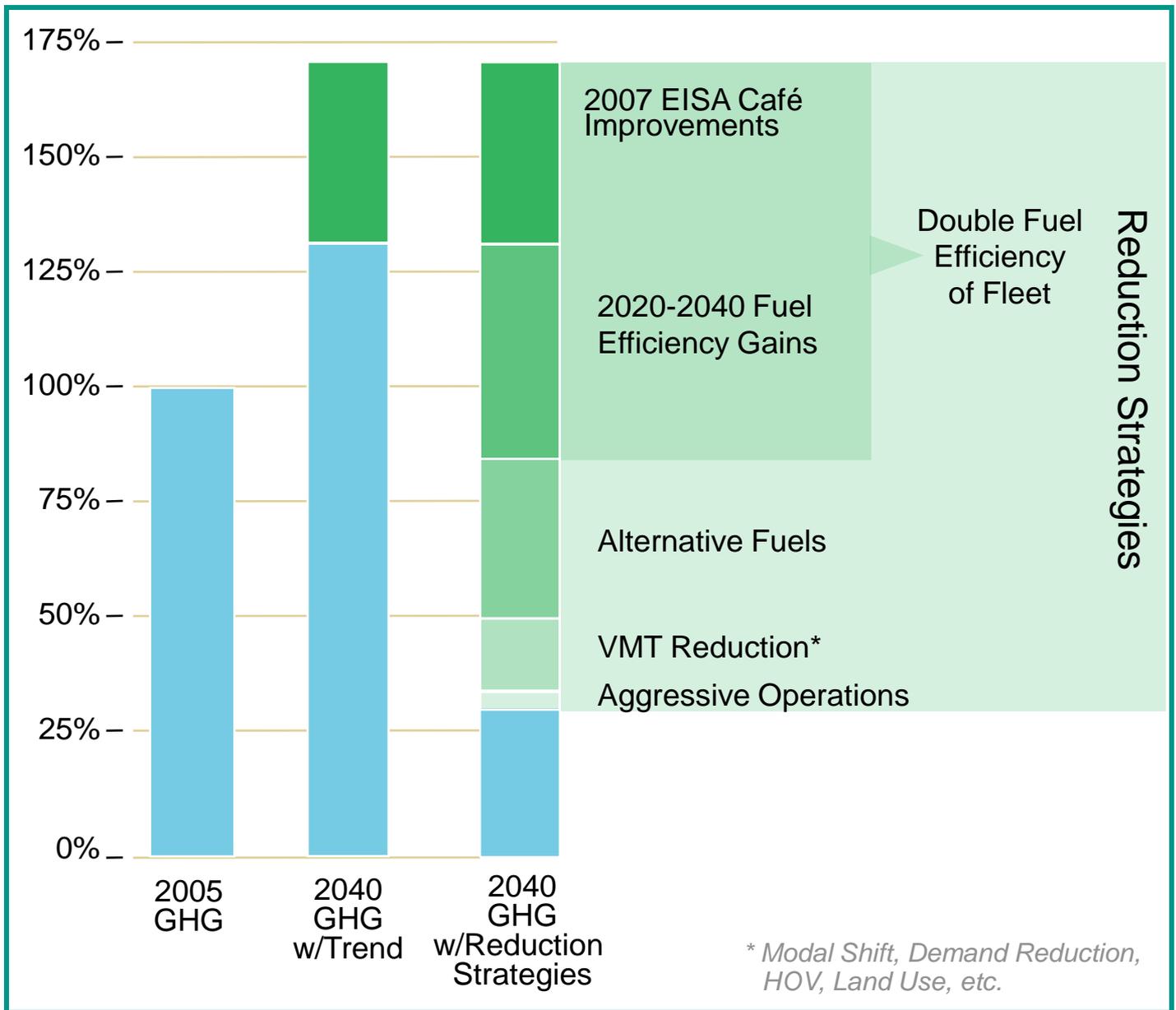
What Will it Take to Achieve a Balanced Multimodal Transportation System?

- Freight rail ton miles increase 20% over trend projection
- **A marine highway network reduces the number of trucks on the region's highways**
- **Improved port access enhances intermodal connectivity**
- An array of highway system improvements will complement the additional capacity:
 - ➔ Major reconstruction of aging infrastructure
 - ➔ Bottleneck elimination





A 60-80% Reduction in 2005 Greenhouse Gas Emission Levels will be Achieved





Implementing the Vision: Freight Transportation Systems

Northeast Region

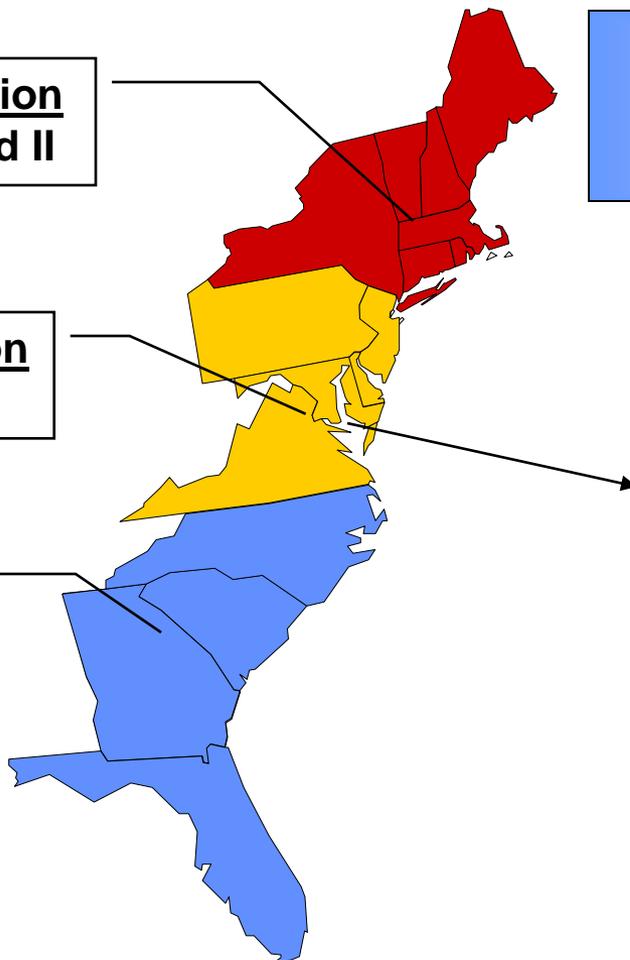
- NEROps I and II

Mid-Atlantic Region

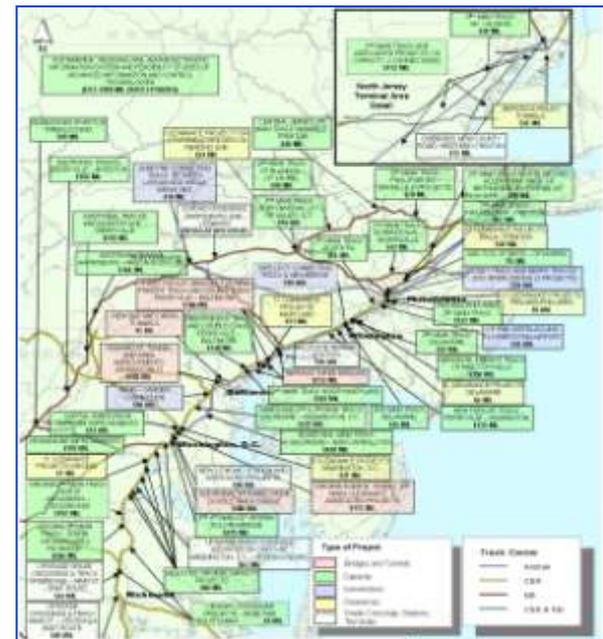
- MAROps I and II

Southeast Region

- SEROps I and II



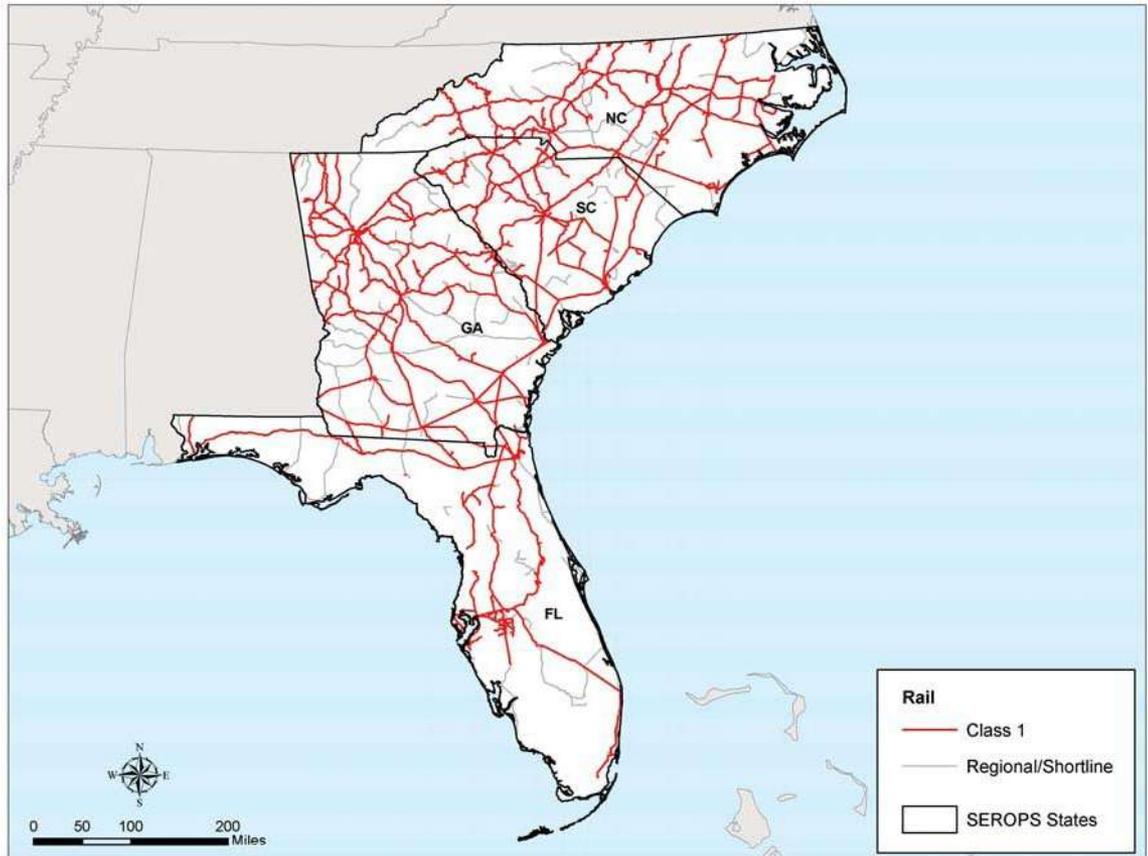
Regional Rail Operations Studies





Southeast Rail Operations Study

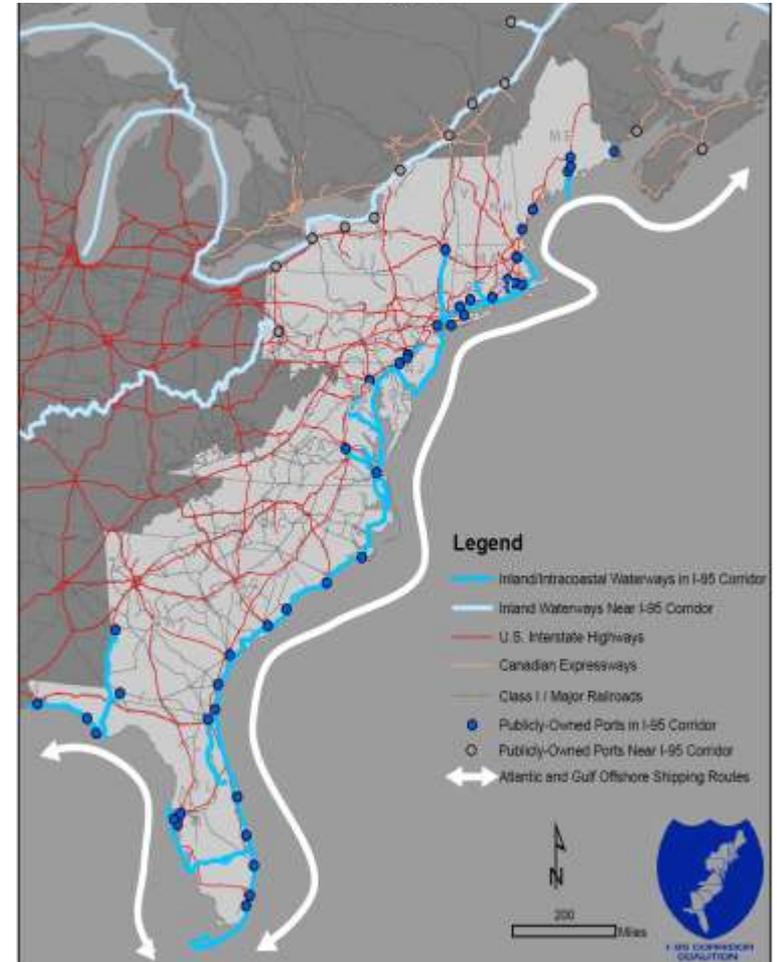
- Phase I: Key rail issues, activities and initiatives
- Phase II: Further identification of chokepoints and institutional constraints





Marine Highway Network: Critical for Strategic Vision

- Exploring possible port pairs for intermodal opportunities
- Application to MARAD for designation as a Marine Highway Corridor





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