



Communicating the Benefits of Trade Gateways and Corridors: *The I-95 Corridor Coalition Model*



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Who We Are:

- A partnership of transportation agencies, including ports, toll authorities, metropolitan planning 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





Our Transportation System: *Multi-Modal*

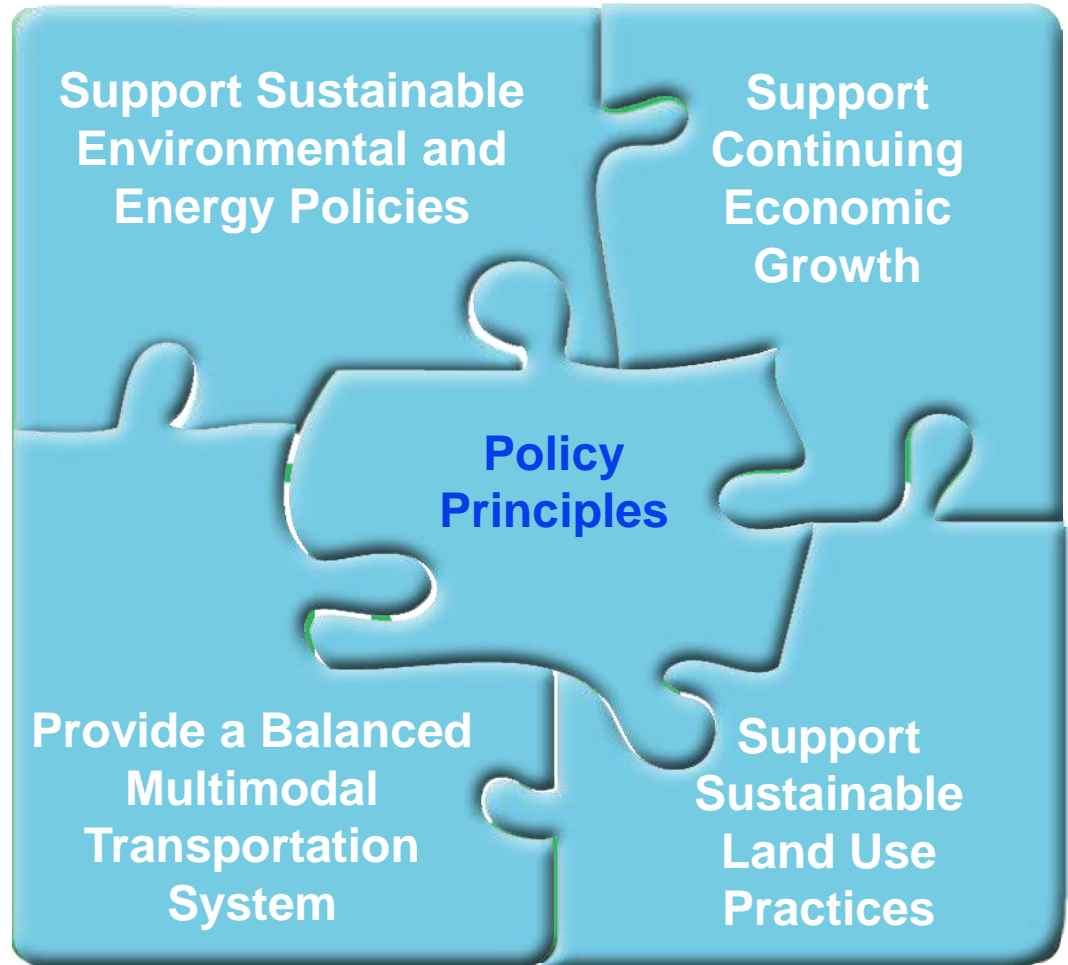
- 40,000 National Highway System Miles
- 22,000 miles of Class I rail mileage
- 46 major seaports*
- 103 commercial airports

Focus is on freight and passenger movement
across all modes





2040 Strategic Vision Study: Framework for the Future





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





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





What will it take to Achieve the Vision?

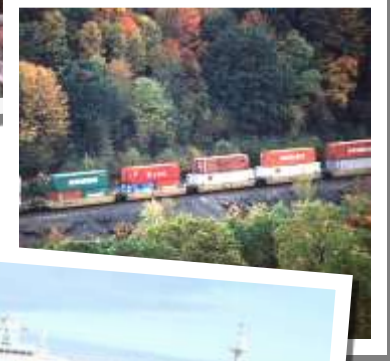
- **Greater use of alternative modes**
- Increased vehicle fuel efficiency
- Increased use of alternative fuels
- Reduced rate of VMT growth
- Aggressive transportation system management
- Additional highway capacity





A Multimodal Transportation System Enables Greater Use of Non-Highway Modes

- **A marine highway network reduces the number of trucks on the region's highways**
- **Improved port access enhances intermodal connectivity**
- Transit ridership is tripled in concert with transit oriented development
- Passenger rail ridership increases 8-fold
 - Reduces aviation and highway congestion
- Freight rail ton miles increase 20% over trend projection





Coalition “Education” on MHS/Maritime as Modal Option

● (2003) I-95 Coalition Multi-Client Port Access Study:

- Identified MHS as a possible modal option for I-95 Corridor
- Identified barriers/obstacles that could hinder the more widespread use of maritime/short sea solutions for coastal, and inland shipping operations within the corridor/U.S., including:
 - ◆ Infrastructure issues;
 - ◆ Operational issues;
 - ◆ Policy issues; and
 - ◆ Institutional issues.

● (2006) I-95 Coalition Short-Sea and Coastal Shipping Options Study:

- Identified need for state departments of transportation (DOT) and metropolitan planning organizations (*MPO*) to better understand how short sea shipping (Marine Highways) may fit into local, state-wide and regional transportation planning effort.



AMHS: “M-95” Marine Highway Corridor Designation

August 2010:
I-95 Coalition Corridor designated by USDOT-MARAD as the “M-95” Marine Highway Corridor which stretches from Maine to Florida and links ports, harbors, and the inland and intracoastal waterways along the Atlantic Coast.



M-95 Marine Highway Corridor

Sponsor: Interstate-95 Corridor Coalition

Supporters: Council of State Governments' Eastern Regional Conference, Commonwealth of PA, NJDOT, CT DOT, CT Maritime Commission, Florida DOT, East Central FL RPC, Space Coast Transportation Planning Authority, Economic Development Commission of Florida's Space Coast, DE Valley RPC, DE River & Bay Authority, SE Regional Planning & Economic Dev Commission, Richmond Regional RPC, NJ Transportation Planning Authority, NY Metropolitan Transportation Council, NYCDOT, NYSDOT, Port of Baltimore, NC Ports, Port of Mass., Port of New Bedford, MA, City of New London, CT, Philadelphia Regional Port Authority, MD Port Commission, Philadelphia Regional Port Authority, ME Port Authority, Port Authority of NY & NJ, Port Canaveral, FL, SC State Port Authority, VA Port Authority, Port of Davisville, RI, Jaxport, FL, and the Maritime Association of the Port of New York & New Jersey.

Landside Corridor Served: Interstate-95

Corridor Description:

The M-95 Corridor includes the Atlantic Ocean coastal waters, Atlantic Intracoastal Waterway, and connecting commercial navigation channels, ports, and harbors. It stretches from Miami, FL to Portland, ME and spans 15 states. It connects to the M-87 Connector and the M-90 Corridor near New York City, and the M-64 Connector at Norfolk, VA.

Attributes:

The 1,925 mile-long I-95 Corridor is the major North-South landside freight corridor on the East Coast. The U.S. Department of Transportation identified more than a dozen major freight truck bottlenecks along this route, along with significant critical rail congestion along the upper portions. Projections of future freight volumes indicate increasing freight congestion challenges, with limited opportunity to increase landside capacity.

The Corridor is home to 15 of the largest 50 marine ports in the United States (as ranked by total throughput). These ports handle approximately 582 million short tons of cargo, or 26 percent of the national total. Much of this freight begins or ends its journey with an I-95 transit. Fortunately, the East Coast also possesses a host of waterways, bays, rivers, and the Atlantic coast itself. The Corridor is also lined with less congested, smaller niche ports that could play a vital part in the developing marine highway service network. While several Marine Highway operations already serve this corridor, there is significant opportunity for expansion to help address growing congestion, reduce greenhouse gas emissions, conserve energy, and lower landside infrastructure maintenance costs.

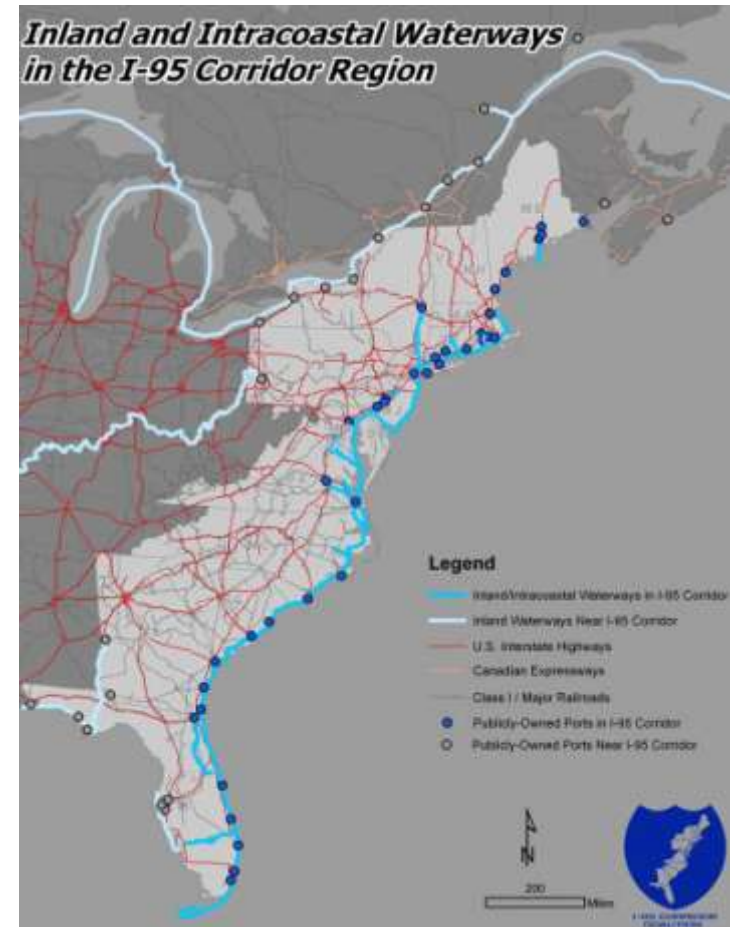




Marine Highway Corridor Designation: I-95 Corridor Coalition Role

- Facilitate coordination of studies, projects and services
 - serve as a “table” to convene inter-regional parties and to educate DOTs, MPOs, others on AMHS
- Information exchange on commodity flows and potential markets
- Assist MARAD/DOTs, MPOs to identify and establish performance measures

NOT to pick “winners/losers” or prioritize Marine Highway projects





Challenges to Public Sector on Freight Issues including Maritime

- Competition for resources
 - Many demands for freight transportation improvement projects
 - ◆ Highway, rail, port/port access/marine highway
 - Freight projects “compete” with other transportation projects
- Cost of projects
 - Many more projects are now “mega-projects”
 - Limited resources force choices in projects
 - ◆ Need to evaluate, prioritize
 - Demand models and/or market data have challenges (i.e., available data)
 - ◆ Cost and benefits (public and private) analysis drive project decisions
- *Limited Public Sector Staff available/qualified/trained to assess needs and solutions*
 - *In all freight areas, particularly with respect to maritime*



Public Agency Freight Training Needs and Considerations

- Need public sector staff with multi-disciplinary skill sets including:
 - Strategic economic thinking
 - Ability to work closely with all stakeholders
- Need fundamental understanding of the freight system
 - All modes, including maritime/port operations
 - View freight projects as “system” solution and investment



One Effort to Address Public Sector Education/Training Needs including Maritime:

I-95 Corridor Coalition “**Freight Academy:**”
A Training Program in the Goods Movement System
for Public Sector Management Staff





Freight Academy Goals

- Offer a unique educational experience
- Promote freight movement as a single, integrated system
- Move staff up the learning curve quickly and cost effectively
- Establish a common terminology and on-going dialogue
- Involve private sector freight executives in instruction – create interaction
- Build peer relationships across agencies and jurisdictions – create relationships



Freight Academy Course Elements

- Introduction to Multimodal Freight, Logistics and the Global Supply Chain
- How each mode works (Highway/Trucking, Rail, Port/Marine)
 - Industry structure and context
 - Management
 - Regulatory, financial, technologies and other considerations
 - Public and private sector viewpoints (instruction, facility tours)
 - ◆ ***“Port Day” – Full day dedicated to educational program and tour of major load center port***
 - ◆ ***Instructors from port and terminal operations, shippers***
 - ***Provide education on operations and key Issues***
 - ***Port Access, security, linkage to outside transportation systems, labor, Customs, HMT, Jones Act)***
- Shipper and industry needs – relationship to economic development
- Community and public needs – best practices for integrating freight operations with public goals



Program Outcomes: What we are Finding?

- Participants leave program with “eyes wide open” about goods movement
- Better understanding of freight as a system
- Greater recognition and understanding of importance and interdependence of transportation system on all modes and on linkage of modes
 - Recognize greater need for DOTs, MPOs and Ports to work together
- *Port Day provides a key program element for many attendees*
 - *Many attendees have not experienced “on the ground” view of ports, port operations*

“Moving Freight? Who Knew?!”

“I work as a Freight Planner for a DOT, and this is my first time visiting a port”

“I recognize now that my port is only so competitively advantaged as the reliability of the transportation systems we have outside our gates”



What Needs to be Done

- Continue to conduct and/or enhance public sector freight training efforts that reflect all modes, including maritime
 - i.e., Freight Academy, FHWA Freight Professional Development programs
- Increase recognition of maritime solutions in freight planning
 - State freight plans include/better emphasize maritime
 - State/MPO Freight Advisory Committees include or link to more stakeholders with maritime considerations (shippers, port/terminal/maritime operators, etc.)
- Improve data
 - to allow for economic/market assessments for maritime transportation investments for/comparative to other freight modal investments



Questions?