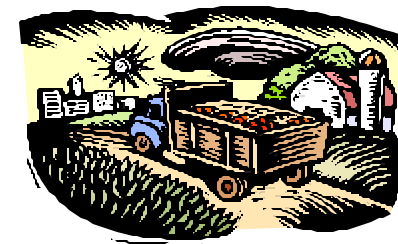


## Multi-Jurisdictional Freight Studies/Programs

	<b>I-10 National Freight Corridor Study</b>	<b>NASTO Freight Service and Investment Study</b>	<b>Latin American Trade and Transportation Study</b>	<b>I-95 Corridor Coalition</b>
<b>Purpose</b>	Freight movement; describe physical condition of interstate; identify operational problems; identify improvements to ease congestion and enhance safety	Identify freight facilities; develop strategies, programs, and projects to improve freight flow; identify key constraints physical and regulatory; identify national and international freight trends	Evaluate trade with Latin America and determine transportation infrastructure to capitalize on such trade	Offer a neutral forum for discussion of transportation issues that are important to the corridor and the nation
<b>Study Area</b>	Corridor study: extreme southern portion of the U.S. from coast-to-coast.	Area study: New England, Mid Atlantic, and Eastern Canada	Area study: Southeastern U.S.	Corridor study: East coast (Maine to Virginia) plus Canada
<b>Study Costs</b>	\$2 million	Could not be determined	Could not be determined	Could not be determined
<b>Funding Sources</b>	8 DOTs,	Could not be determined	FHWA and states	State funding
<b>Modes</b>	Highway, rail, marine, air, pipeline, and inter-modal	Highway, rail, marine, air, and inter-modal	Highway, rail, marine, and air	Began with highways and evolved to multi-modal and inter-modal



# I-10 National Freight Corridor Study

## **Purpose**

“The study seeks to gather information about freight movement, inventory the physical condition of the interstate, identify operational problems for all motorists on I-10, and determine what improvements can be made to ease congestion and enhance safety.”

## **Study Area**

The “Study Area” should be the area within which the transportation solutions will be found. This definition will allow the study to focus on the existing I-10 facility, as well as key impact points where north-south interstates and highways intersect and at major urban centers.

Follows I-10 in the extreme southern portion of the United States, going from coast to coast. States included in this route are: California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida. The state with the most mileage of I-10 is Texas at 879 miles. Mississippi and Alabama combine for only 144 miles of the freeway’s throughway.

**Impact Region** - The “Impact Region” will be larger and include those parts of the nation that could be impacted by the various Study Area solutions.

## **Sponsoring Organizations**

DOTs from California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida. The Texas DOT is serving as the contract administrator.

## **Time Frame**

October 2001 – March 2003

## **Study Cost**

\$2 million (estimate)

## **Sources of funding**

Eight state Department of Transportations (DOTs) along I-10 are contributing to this study. These are DOTs from California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida. The Texas DOT is serving as the contract administrator.

## **Sources of data**

Purchasing commercial data, including TRANSEARCH, PIERS, WEFA forecasts

## **Modes Examined**

Highway, Rail, Marine, Aviation, Pipeline and the transfer of goods between these modes

## **Study Governance Organization**

Steering Committee and Technical Advisory Committee

## **Issues Studied**

The I-10 study resembles the Upper Midwest proposal in that both look at the existing conditions and then make recommendations for improvements based on a needs assessment. The I-10 study was broken up into more than ten tasks. The first four examined the existing condition of the corridor, including infrastructure, ITS deployment and freight flows. Task five identified issues related to freight transportation. Those included institutional, infrastructure, operational, and regulatory issues.

At this point, different scenarios are to be developed from needs of these issues. A scenario is an improvement plan for the corridor. Three scenarios will be chosen as finalists, with one being recommended towards the end of the study.

## **Current Status**

The study, according to Wilbur Smith, is at the point of developing solutions or improvement scenarios for the corridor. The most recent newsletter gave a solid update regarding the tasks related to public outreach and characteristics of the freight movements.

### **Current Contacts for more information**

Website: [www.i10freightstudy.org](http://www.i10freightstudy.org)

Phone: 1-866-4-I-10-FWY (1-866-441-0399)

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# Northeast Association of State Transportation Officials (NASTO)

## Freight Service and Investment Study

### Purpose

Identify and describe existing freight facilities in the region including freight operations occurring on that infrastructure, develop strategies, programs, and projects to improve the flow of freight in the region, outline state, federal, and provincial regulations that govern freight movement in the region, identify key constraints, both physical and regulatory, that hinder freight movement in the region, and identify national and international freight trends and issues that affect freight movement in the region.

### Study Area

NASTO Subregions:

- Northern New England (Maine, Vermont, New Hampshire)
- Southern New England (Massachusetts, Rhode Island, and Connecticut)
- New York/New Jersey
- Mid Atlantic (Pennsylvania, Delaware, Maryland, Washington D.C.)
- Canada (Nova Scotia, Newfoundland/Labrador, New Brunswick, Prince Edward Island, and Quebec)

### Sponsoring Organizations

Study initiated by: the New England Governors/Eastern Canadian Premiers Trade and Globalization Committee; Maine and New York Departments of Transportation had oversight responsibility

### Study Costs & Sources of Funding

Could not determine

### Sources of Data

- To a large extent, from existing data and information provided by NASTO members
- Reebie Associates' TRANSEARCH database
- Freight flow data from the Bureau of Transportation Statistics (BTS) Commodity Flow Survey (CFS)
- US and Canada from BTS Transborder Surface Freight Data (TSFD)
- Federal Aviation Administration (FAA)
- Airport Council International North America (ACI-NA)
- Statistics Canada
- Association of American Railroads (AAR)
- Metropolitan Planning Organizations (MPOs)

### Modes Examined

Airport, highway, rail, and water systems as well as intermodal issues

### Study Governance Organization

Project sponsors: Maine and New York Departments of Transportation;  
Prepared by: Cambridge Systematics, Inc., 150 Cambridge Park Drive, Suite 4000, Cambridge, Massachusetts 02140

### Issues Studied

- Infrastructure: address the physical condition of the region
- Operating: address the existing capacity and level of service of the transportation network
- Regulatory/Policy: address governmental regulations, incentives, or disincentives that impact freight movements
- Institutional: address the mandatory and resource constraints that prevent transportation planning agencies from conducting effective freight planning

### Current Status

As of June 2002, a final draft report was available.

### Current Contacts for more information

Cambridge Systematics, Inc.  
150 Cambridge Park Drive, Suite 4000  
Cambridge, Massachusetts 02140;  
<http://www.camsys.com/>

# Latin America Trade and Transportation Study

## Purpose

“To evaluate opportunities for **trade with Latin America**, and to determine transportation infrastructure investment needs for the Alliance to capitalize on such trade.”

## Study Area

For purposes of this study, the U.S. was divided into regions – 14 alliance members, plus four other US regions North Atlantic, Central, Northwest, and Southwest. Latin America, (including Mexico, Central America, the Caribbean, and South America) was divided into 19 countries of combinations of countries. The Alliance states included VA, WV, NC, SC, GA, FL, KY, TN, AL, MS, AR, LA, TX and Puerto Rico. The Central Region, which is closest to our study included Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas, and Oklahoma. The study focused on the Alliance.

## Sponsoring Organizations

Mississippi DOT managed the work as a pooled fund study, SASHTO states provided working level guidance, Mississippi DOT under the leadership, encouragement, and support of Kenneth I. Warren and W. Hugh Long administered the contract.

## Study Costs

Could not determine.

## Sources of Funding

“FHWA agreed to provide significant funding,” SASHTO states provided funding

## Sources of Data

Journal of Commerce’s Port Import Export Report Service (PIERS) for sea borne trade. Bureau of Transportation Statistics’ Trans-border Surface Freight Database for cross-border trade with Mexico, and Department of Commerce, Bureau of the Census for air cargo trade.

## Modes Examined

Airport, highway, rail, and water systems

## Study Governance Organization

Wilbur Smith, lead consultant; Mississippi, overall management; Participating states, manage the work. Other consultants included DRI/McGraw-Hill, R.K Johns, VZM/Transystems, HNTB Corporation, WHM Transportation.

## Issues Studied

- Latin American trade opportunities
- Trade by commodity group and by mode
- Infrastructure improvements needed for all modes
- Transportation investment needs
- Strategies for growth leading to better jobs, mobility, and quality of life

## Current Status

Final report was available in March 2001. The website identified in the next section indicates this is phase 1. From examining the website, it does not appear that projects based on this report have been initiated.

## Current Contacts for more information

Information available on website.  
<http://www.wilbursmith.com/latts/>

# I-95 Corridor Coalition

## Purpose

The I-95 Coalition offers a neutral forum for discussion of transportation issues that are important to the corridor and the nation.

## Study Area

The study area is in the northeastern portion of the country and encompasses a 268,000 square mile region that extends along the U.S. east coast from Maine to Virginia; with affiliate members in Canada. The study area includes approximately 75 million people and 45 major metropolitan areas.

## Sponsoring Organizations

State, regional, and local transportation agencies and authorities, departments of transit and rail, intercity passenger rail and freight providers, motor vehicle agencies, law enforcement and public safety, USDOT, industry associations (35 full members, 16 affiliates, and 3 associate members).

## Study Cost

Formed as a coalition, costs are assessed on a project-by-project basis, and as costs associated with the operation of the coalition.

## Sources of funding

ISTEA and TEA-21 - Since the Coalition was formed in the early 1990's ISTEA and TEA-21 have provided \$52.2 million (through FFY01). TEA-21 provided \$5 million/year from ITS Deployment Program which has been used to leverage state, local and private investments averaging a total of \$10 million/year.

Members have provided over \$79 million in matching funds through FFY01. Member matching funds are project specific matches or are contributed to a pooled fund that supports general activities such as the Coalition's web site, information exchange conference and training activities.

## Sources of data

Members of the coalition, Coalition staff responsible for day-to-day operations, consultant efforts, and specific projects.

## Modes Examined

Evolved from a highway focus to an all mode focus – to enable the efficient transfer of goods and people between modes. Information management is seen as the underpinning of their efforts to provide seamless operation across modes and jurisdictions.

## Study Governance Organization

No formal agreement exists. The Coalition operates through procedural guidelines and is supported through agency participation of member agency volunteers. The Coalition structure includes an Executive Board, Steering Committee, Program Track Committees, and Coalition Staff.

Program Track Committees oversee annual programs of projects in areas of program management, inter-regional multi-modal traveler information, and electronic payment services. The Steering Committee is comprised of member agency senior management and operations officials. They coordinate the work of the Program Track Committees. The Executive Board is comprised of member agency chief executives whose primary role is to establish policy and programmatic guidance. Coalition Staff, Support Team, and Project Teams (selected through member agency procurement process) conduct projects and activities of the Coalition.

## Issues Studied

Transportation systems management and operations of corridor facilities and services through the study, testing and deployment of ITS strategies to address areas of concern for the corridor and nation including: congestion, long distance travel, mobility, emergency response, incident management, and security.

## Current Status

10-year partnership is strong and growing. Seeking funding under Reauthorization (*Testimony of the I-95 Corridor Coalition*, Submitted to the Subcommittee on Transportation, Infrastructure and Nuclear Safety of the senate Environment and Public Works Committee, May 10, 2002).

## Current Contacts for more information

[www.i95coalition.org](http://www.i95coalition.org)

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