

ITEM 9 - Information

October 17, 2007

Briefing on I-95 Corridor Coalition Activities in the Washington Region
Including the Mid-Atlantic Rail Operations (MAROps) Study

Staff

Recommendation: Receive briefing on the Coalition and its activities, notably the MAROps study Phase I identification of railroad capacity issues (both freight and passenger rail), a new Phase II of this study, and a new Strategic Vision Study for the I-95 Corridor Coalition.

Issues: None

Background: At the May 16 and July 18 TPB meetings, the Board reviewed the Freight Railroad Relocation Study conducted by the National Capital Planning Commission. The I-95 Corridor Coalition (of which the TPB is a member) was identified as a potential partner in following up on the rail relocation study.



I-95 Corridor Coalition

Overview

The I-95 Corridor Coalition is a partnership of transportation agencies, toll authorities, and related organizations, including law enforcement, port, transit and rail organizations, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually.

Although the Coalition has no direct investment or operating authority, its members look to it to provide professional analysis of issues, and a forum for discussing and identifying consensus solutions to transportation problems that transcend individual organizations.

Regional Characteristics

The economy of the Coalition region – measured as “gross regional product” – exceeds \$4.5 trillion, nearly 40 percent of United States gross domestic product (GDP) of \$11.8 trillion. If the 16 states and the District of Columbia that make up the Coalition region were a separate country, they would constitute the second largest economy in the world.

The Evolution of the I-95 Corridor Coalition

The Coalition has evolved to meet its members’ complex transportation management challenges and needs. The Coalition began in the early 1990’s as an informal group of transportation professionals working together to more effectively manage major highway incidents that impacted travel across jurisdictional boundaries. In 1993, the Coalition was formally established to enhance transportation mobility, safety and efficiency in the region. The Coalition now develops annual work plans in several program areas:

- Safety
- Policy & strategic planning
- Travel information services
- Coordinated incident management
- Commercial vehicle operations
- Intermodal transportation (passenger and freight)
- Electronic payment systems

Under the last three Federal-aid highway program authorization acts (ISTEA, TEA-21, and SAFETEA-LU), the Coalition received federal funds to support its continuing efforts. That funding has varied over the years and generally falls in the \$5 to \$7 million range. The Coalition has, in recent years, focused its resources in two areas:

1. Addressing Critical Bottlenecks, and
2. Establishing Information Sharing Systems

I-95 Corridor Coalition

Membership

State & Local DOT's

Connecticut
 Delaware
 District of Columbia
 Florida
 Georgia
 Maine
 Maryland
 Massachusetts
 New Hampshire
 New Jersey
 New York City
 New York
 North Carolina
 Pennsylvania
 Rhode Island
 South Carolina
 Vermont
 Virginia

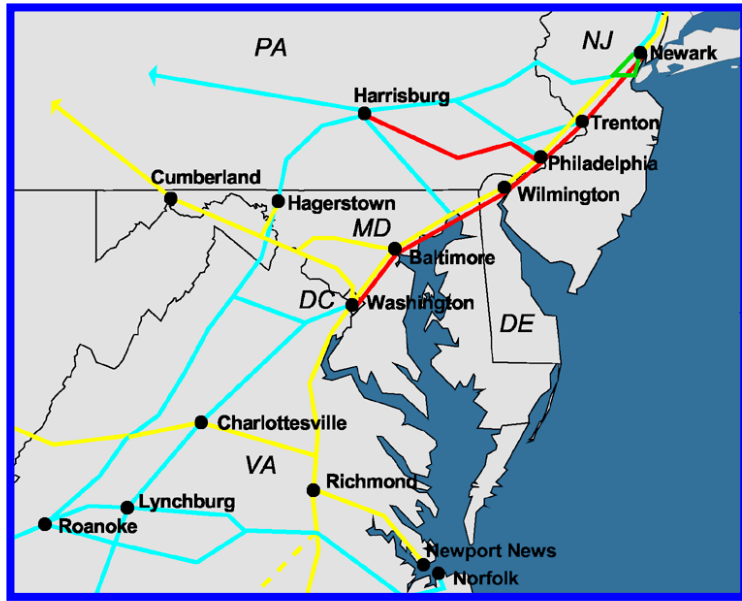
Transportation Authorities

Delaware River & Bay Authority
 Delaware River Jt Toll Bridge Comm.
 Delaware River Port Authority
 Federal Highway Administration
 Federal Maritime Administration
 Federal Motor Carrier Safety Admin.
 Federal Railroad Administration
 Federal Transit Administration
 Maine Turnpike Authority
 Maryland Transportation Authority
 Massachusetts Turnpike Authority
 Metropolitan Transportation Authority
 MTA Bridges & Tunnels
 New Jersey Transit
 New Jersey Turnpike Authority
 New York State Thruway Authority
 Pennsylvania Turnpike Commission
 Port Authority of NY& NJ
 South Jersey Transportation Authority

Related Organizations

AAA Foundation for Traffic Safety
 American Assoc. of MVA
 American Bus Association
 American Public Transportation Association
 American Trucking Associations
 Amtrak
 Association of American Railroads
 Baltimore Metropolitan Council
 Coalition of NE Governors
 Delaware Valley Reg'l Planning
 E-ZPass Interagency Group
 Governors Highway Safety Association
 Intermodal of North America
 IBTTA
 ITS AMERICA
 National Capital Region TPB
 National Industrial Transportation League
 National Private Truck Council
 New York Metropolitan Transportation Council
 Niagara Int'l Trans Tech Coalition
 North Jersey Transportation Planning Authority
 Seaport Advisory Council (MA)
 Towing & Recovery Assn of America
 TRANSCOM
 Georgia Regional Transportation Auth.
 Greater Bridgeport (CT) Transit Auth.
 New Brunswick (Canada) DOT
 New York State Bridge Authority
 Quebec Ministry of Transport





I-95 Corridor Coalition

EXCERPT

Mid-Atlantic Rail Operations Study *Summary Report*



April 2002

Mid-Atlantic Rail Operations Study

Summary Report

Prepared for:

I-95 Corridor Coalition

Sponsored by:

Amtrak
CSX Transportation
Norfolk Southern

Delaware Department of Transportation
Maryland Department of Transportation
New Jersey Department of Transportation
Pennsylvania Department of Transportation
Virginia Department of Transportation

I-95 Corridor Coalition

Prepared by:

Cambridge Systematics, Inc.
Parsons Brinckerhoff Quade and Douglas, Inc.

April 2002

Summary Report

This study is an initiative of the I-95 Corridor Coalition, five Mid-Atlantic states, and three railroads to address regional transportation as a system. The study recognizes the need to manage system capacity; build system-oriented institutional relationships; and develop system-responsive funding strategies. The Mid-Atlantic Rail Operations Study is a necessary turning point in the region's approach to transportation investments and operations.

■ Introduction

The Nation's Transportation System: Dramatic Growth and Change

Over the last two decades, passenger and freight movements on the nation's transportation system have increased dramatically. Vehicle-miles-of-travel by passenger cars and trucks grew by 72 percent while road-lane-miles grew by only one percent (Federal Highway Administration data). Over the same period, ton-miles-of-freight moving over the nation's railroads increased by 55 percent while system mileage actually declined (Eno Foundation data). Some of this growth has been accommodated by taking actions that improved the efficiency of the transportation system.

Within the public sector, the Intermodal Surface Transportation Efficiency Act (ISTEA, 1991) returned transportation decision-making to the states and metropolitan regions, promoted improved intermodal connections among transportation modes, and funded aggressive use of intelligent transportation system (ITS) technologies. The Transportation Equity Act for the 21st Century (TEA-21, 1998) reinforced these initiatives, paid for better maintenance and targeted infrastructure improvements, and emphasized the need to re-link transportation investment to economic development and trade strategies.

Within the private sector, an expanding economy and economic deregulation of the trucking, railroad, airline, and ocean shipping industries triggered explosive growth in productivity. Competition increased; firms were consolidated, merged, and restructured; investments were made in larger trucks, double-stack trains, bigger containerships, and modern terminal facilities; and new and better-coordinated services were introduced.

Congestion and Security Challenges Require Planning "Across Boundaries"

However, the nation is seeing diminishing returns from the transportation initiatives of the last decades. Capacity and congestion problems today are eroding the productivity of the transportation system. Travel time and cost are increasing, service reliability is

decreasing, and the ability of the system to recover from emergencies and disruption of service is severely taxed. The capacity and congestion problems are apparent at the Coalition region's international freight gateways, across its metropolitan regions, and along its national transportation routes.

Layered on top of these concerns is a renewed mandate for contingency planning that will protect the freight and passenger transportation systems from terrorism as well as from natural disasters and criminal activity. The public and private sectors have just begun to address the issue of how to balance the need for open, cost-effective, transportation flows to encourage economic development and trade with the need for closely controlled flows and redundant transportation infrastructure to ensure national security and public safety.

Solving these problems in the coming decade will require a willingness to plan and fund transportation system improvements across boundaries – across the jurisdictional boundaries between states and cities, across the interest boundaries between the public agencies and private firms, and across the financial boundaries between highway and rail programs.

Study Recommends a Targeted \$6.2 Billion Rail Investment Program and Public-Private Partnership

The Mid-Atlantic Rail Operations Study begins to address these barriers. It is the result of a cooperative process to identify transportation solutions across boundaries. It is the joint product of five states (Delaware, Maryland, New Jersey, Pennsylvania, and Virginia), the I-95 Corridor Coalition (representing these five states and eight others in the Northeast Corridor), and three railroads (Amtrak, CSX, and Norfolk Southern). The study examines the deteriorating performance of the Mid-Atlantic's highway, aviation, and rail systems. It focuses on the region's rail system (Figure 1). The study identifies opportunities to better utilize the region's existing rail assets; formulates a program of systemwide rail investments in all five states; and recommends a public-private partnership to fund and implement the improvements. The most important findings are:

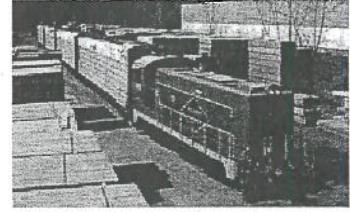
- The Mid-Atlantic rail system is constrained by significant choke points that must be eased if the region's increasing demands for passenger and freight movements are to be met. A program of 71 infrastructure and information system improvements must be implemented across the five states and the District of Columbia over the next 20 years to relieve these choke points. The estimated cost of these improvements is \$6.2 billion dollars. However, neither the railroads nor the states can bear the financial burden of these improvements entirely on their own.
- These rail improvements serve a public purpose by helping to relieve the pressure on the region's highway system and meeting the region's social, economic, and quality-of-life needs. It is in the public interest for all levels of government – federal, state, regional, and local – to work cooperatively with the railroads to plan, finance, and deliver projects that deal with these Mid-Atlantic rail-system choke points.



I-95 Corridor Coalition

Rail Operations Studies

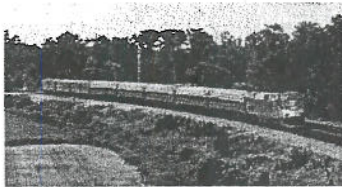
The I-95 Corridor Coalition is assisting its member states in improving transportation across all modes. Currently, the Coalition has several initiatives underway to assist state DOT's and rail stakeholders in addressing regional transportation as a system. These projects are:



Mid-Atlantic Rail Operations Study – Phase II (MAROps II): This project will continue on the ground-breaking work undertaken by New Jersey, Delaware, Pennsylvania, Maryland and Virginia, along with CSX, Norfolk Southern and Amtrak under the original MAROps study completed in 2004. The Phase II project will undertake a more detailed analysis and explanation of the benefits outlined in the Phase I MAROps work. The key objectives of MAROps Phase II are to review improvements since phase I, update the freight demand forecasts for the region, and review the MAROps program; detail the benefits of the revised MAROps program, moving from the regional level analyzed in Phase I to show benefits accruing to individual states, rail/highway corridors, industry sectors, and potentially major metropolitan areas; develop and demonstrate transferable methods of assessing the public benefits of public-private partnerships in financing rail improvements and sustain interest in the rail improvement program; and encourage other states and railroads in the Coalition region to examine and address regional rail needs. **Project Lead State Contact: David Ganovski, Maryland DOT, dganovski@mdot.state.md.us**

Northeast Rail Operations Study (NEROps): The objective of the NEROps study is to lay the groundwork for the development a regional rail improvement program that will identify and make recommendations to eliminate key rail choke points— physical, operational, and information-system—in the Northeast states (Maine, New Hampshire, Vermont, New York, Massachusetts, Connecticut, and Rhode Island) thereby increasing freight-rail and passenger-rail service capacity and relieving congestion on the rail, highway, and air systems. This study will describe the trends and issues affecting freight movements and freight and passenger rail transportation in the NEROps region; describe current and future demand for rail transportation; and identify key physical, operational, and communications chokepoints that hinder rail transportation efficiency in the region.

Southeast Rail Operations Study (SEROps): This is an emerging initiative whose scope of work is currently being developed. It will focus on the Southeastern Coalition region, including NC, SC, FL, GA and VA. The anticipated objective of this SEROps study will be to complete the rail picture in the Coalition region by identifying and describing key rail issues, activities, and initiatives as well as the trends and issues affecting freight movements and freight and passenger rail transportation in the Southeastern states (North Carolina, South Carolina, Georgia, and Florida). This will be accomplished by developing a series of regional profiles addressing transportation trends and issues, industry/logistics patterns and changes, and socio-economic and environmental issues. **Project Lead State Contact, Shirley Williams, North Carolina DOT, srwilliams@dot.state.nc.us**



Question on these projects should be directed to: Marygrace Parker, Program Coordinator, Freight Mobility, Safety & Security at i95mgrp@ttlc.net or 518-436-2817 or visit the Coalition Connection at www.i95coalition.org