

FHWA Corridors and Gateway Concept

presented to

Joint Annual Freight Meeting

presented by

**Cambridge Sytematics, Inc.
Texas Transportation Institute.**

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Project Objective

Identify and document multimodal gateway and corridor needs, trends and opportunities to ensure U.S. and North American competitiveness for consideration in the development of future national infrastructure plans.

Conducting Research on Corridors and Gateway Concept

Stakeholder Input

Research on Driving Trends

International Literature Review and Comparisons

Input from Public/Academic Forum

Major Trends Impacting Future Needs

Logistics

- Changes in sourcing patterns and distribution networks
- Energy availability and costs

Economic

- Socio-demographic changes
- Global trade and geopolitical climate

Policy

- Regulations – trucking and security
- Energy policy

Infrastructure

- Passenger/freight interaction
- Increase use of intermodal
- Mode specific constraints impact whole system

Input from Public/Academic Forum

Key Considerations for Developing a National Plan

Action oriented
plan

Quantification of
performance gains

Nationally
organized, locally
executed

Focus on fewer,
nationally
significant projects

True multimodal
approach

Trade-off
identification and
mitigation

PRIVATE SECTOR OUTREACH

Summary of Outreach Events

Where

- Newark Indianapolis
- Houston Anaheim

When

- June to November 2012

Who

- Carriers Shippers
- Facility operators

Outreach Participants

Newark	Indianapolis	Houston	Anaheim
Canadian Pacific	Koch Fertilizer, LLC	BNSF	Port of Tacoma
New Jersey DOT	TPG Marine	Greater Houston Port Bureau	Hawks Logistics, Inc.
CSXT	Indiana DOT	Port of Houston Authority	Container Port Group
PANYNJ	Purdue University	Air Liquide	ABL Logistics - 3PL
NYC DOT	Indianapolis Airport Authority	Lyondell Basell Industries	Port of Long Beach
Norfolk Southern	TTX Company	M&G Polymers	Container Ports Group
Oakland Transportation	MD Logistics	Couch Lines	Plum Creek Marketing
A&P NYA Railway	Norgren	HR Green	True Value Company
DVRPC	Canadian National Railway	Weatherford International	Quality Transportation Services
SJPC/GCIA	Indianapolis MPO	Union Pacific	ABF Freight
East of the Hudson Development	Conexus Indiana	Port of Galveston	Presto Geosystems
HCIA	Integrated Distribution Services, Inc.	Gulf Coast Rail District	Bison Transport
NJIPA		Transport Handling Specialist	SNX Advance
		Railserv Inc	MOL America
		Mediterranean Shipping	Port of Virginia
			Florida East Coast Railway
			NS Thoroughbred Direct Intermodal
			Alliance Shippers
			US Transportation Command
			World Trade 100
			Port of San Diego
			Port of San Diego
			RailPro

Four Areas of Input

- **What are current conditions and needs?**
- **What are future needs given current trends?**
- **What are future needs given alternative futures?**
 - » **Future Freight Flows scenarios**
 - » **No brainers, no regret, contingent**
- **Federal role and key considerations**

Current Conditions and Needs

- Broadly examine corridor investments and emphasize non-traditional infrastructure such as specialized labor and communication technologies
- Take into account the entire supply chain systemwide from point of origin to point of destination
- Follow private money
- Tackle existing bottlenecks and urban area congestion
- Emphasize importance of cross border gateways, border operations, and waterways
- Address policy disconnects between metropolitan, state, and national organizations
- Redundancy

Future Needs Based on Current Trends

- Need to focus on ports national but with emphasis on east coast
- Resurgence of Mexico
- Increasing need for additional rail investment – passenger vs. freight
- Address bottlenecks at last mile
- Labor shortage – truck drivers
- Harmonization of policies across different modes
- Restrictions on truck size and weight
- Growing near-shoring activities
- Existing transportation policies such as Jones Act inhibiting U.S. competitiveness
- Align public private needs and policy predictability

Four Future Freight Flow Scenarios



Key Ideas



Fast paced, Interconnected, Chaotic, Minimal Government intervention, Commercial



Heavy handed, Regulated, Slower pace, Feel of 1970's PBS broadcast, Strong government



Self-Reliance, Merging cultures, Trading Blocs, Re-domestication of manufacturing



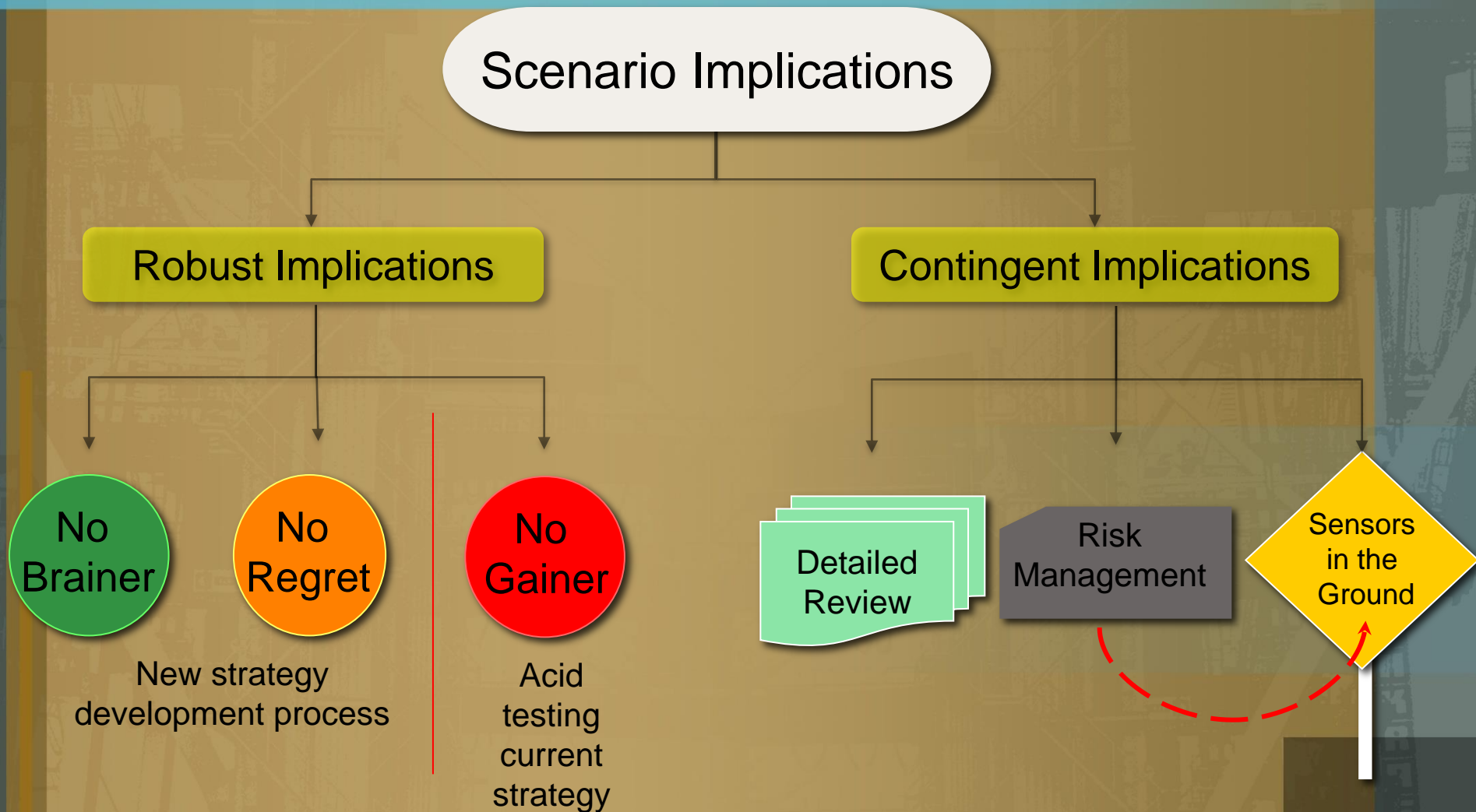
Mfg. clusters, Make close to consumption, Dispersed demographics, Nuclear renaissance

Differences Between Scenarios

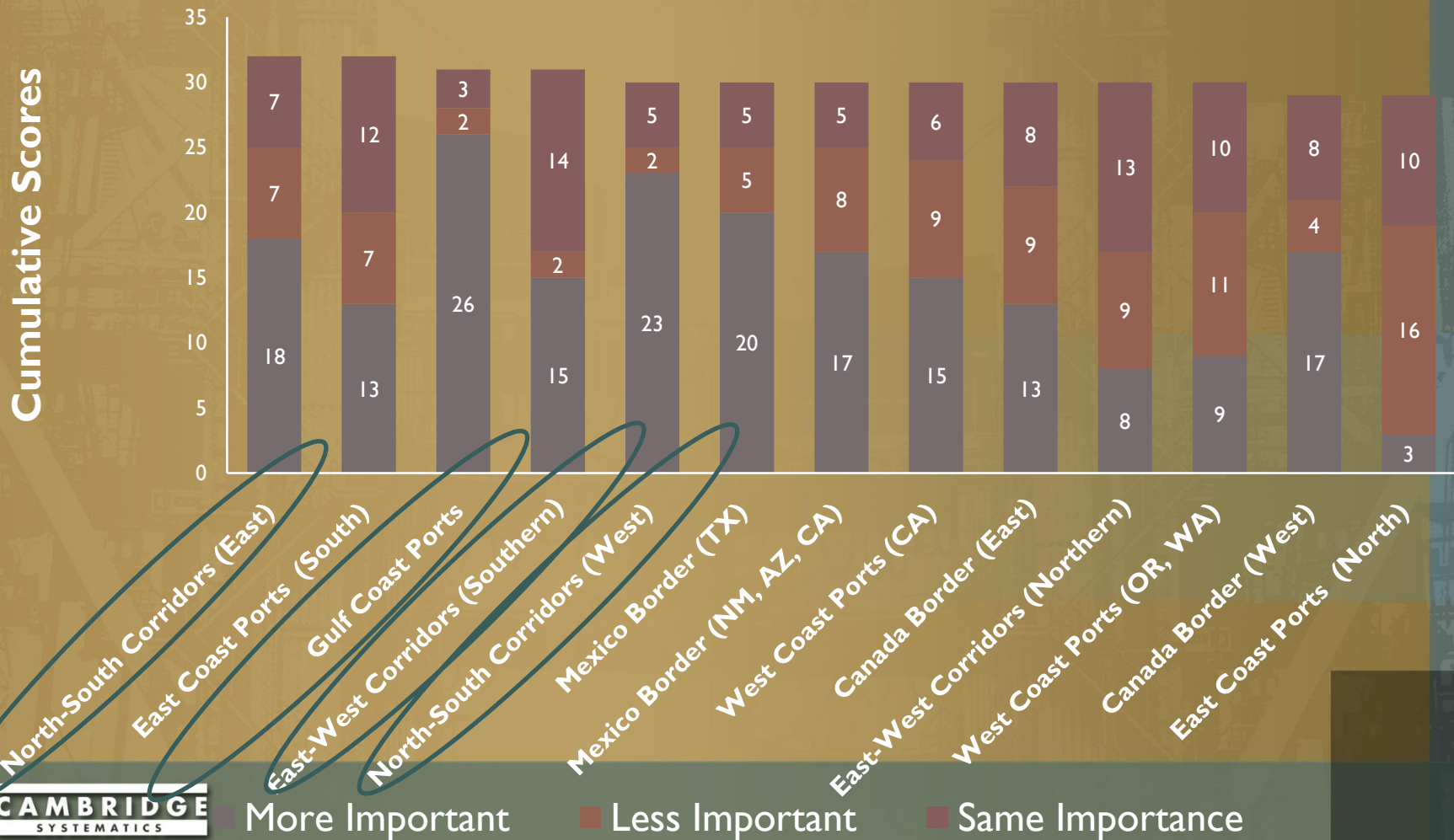


Global Trade	Low	High	High	Low (physical)
Resource Availability	Low	Low	High	High
Energy Cost Level	High	High	Low	Low
Energy Cost Variability	Low	High	High	Low
Level of Environmental Awareness	Same as Today	High	Low	High
Population Dispersion	Growth in SW	Growth in Biggest Cities	Growth in Biggest Cities	Rise in Mid Tiered Cities
Energy Sources	Majority NA	Mix Foreign & Domestic	Majority Foreign	Majority Domestic
Level of Migration	High w/in Bloc, Low between	High	High	Low
Migration Policy	High	High	Low	Low
Currency Fluctuations	Low w/in Bloc	High	Moderate	Low

Cross-Scenario Comparisons



Cross Scenario Comparisons



Cross-Scenario Comparisons

No brainers

- Gulf Coast ports
- North-south corridors
- Southeastern border crossings

No regrets

- Southeastern ports and east-west corridors
- Northwestern border crossings
- Southwestern border crossings

Contingent

- Northern east-west corridors
- Northeastern Coast ports and land borders
- West Coast ports

Federal Role

- Federal role importance is divided among the participants at each event
- Overarching sentiment of need for policies to harmonize across modes

NATIONAL GATEWAY AND CORRIDOR CONCEPT DEVELOPMENT

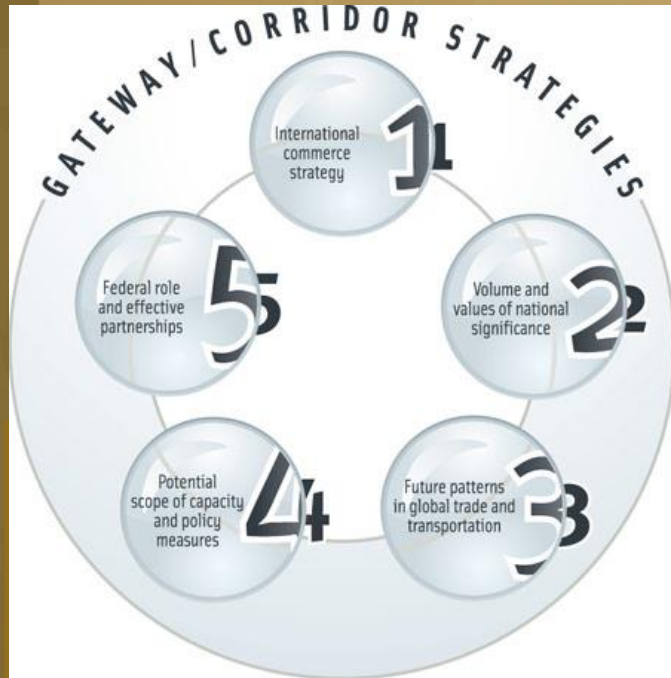
International Gateways and Corridors Plans

Canada

Mexico

Europe

Canada- The National Gateway Plan



Building Canada Infrastructure Plan (2007-2014)

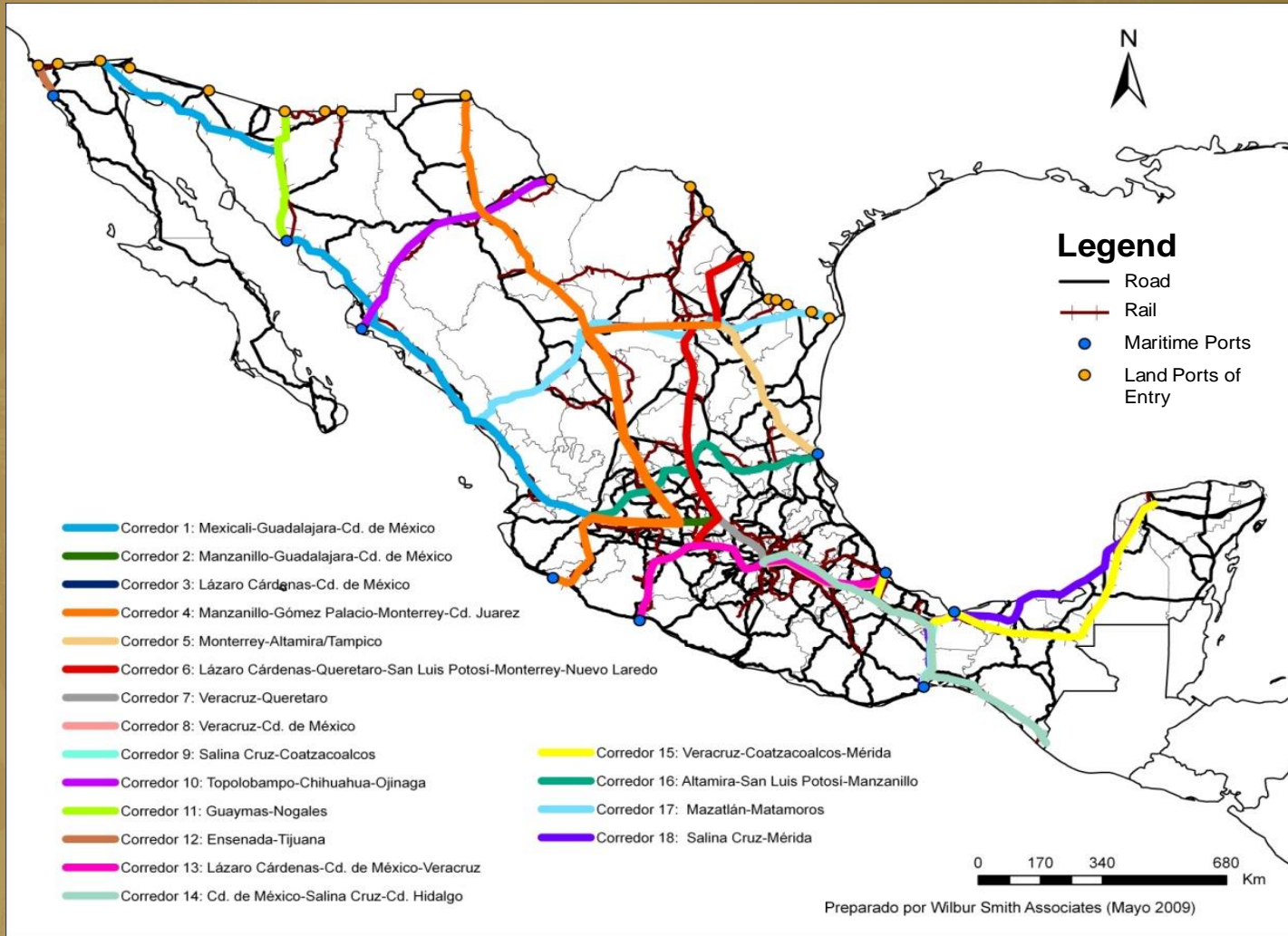
National Policy Framework for Gateway and Corridor Strategies (2007)

Asia-Pacific Gateway and Corridor Initiative (2006)

The Ontario-Quebec Continental Gateway Strategy (Under Development)

The Atlantic Gateway and Trade Corridor Strategy (2010)

Mexico- Multimodal Freight Corridor Masterplan



European Trans European Transport Network (TEN-T)

- 83 main European ports with rail and road links
- 37 key airports with rail connections into major cities
- 15,000 km of railway line upgraded to high speed
- 35 cross border projects to reduce bottlenecks



Private Sector Input on Key Considerations

Most Important Considerations

- Volume
- Export chains
- Energy production/distribution

Important Considerations

- Agriculture production/distribution
- Key import and export commodities
- Emerging trade lanes and partners
- Existing trade lanes and partners

Neutral

- Redundancy in system
- Value of freight

Project Outcomes

- **Private sector input on**
 - » **Current needs**
 - » **Future needs based on alternative futures**
 - » **Key considerations for evaluation of national priorities**
- **Insights on potential and private sector differences**
- **Building block for development of national gateway and corridor plan**

Next Steps



Draft report
April 2013

Final report
May 2013