

along the length of the project footprint. In both cases, rail grade separation needs no CUFC/CRFC.

Appendix F. Bi-National and Multistate Corridor Efforts

California is an active member of many bi-national, multistate, and multimodal corridor initiatives that include the identification, planning, and implementation of corridor management and operational strategies that improve the effectiveness and efficiency of freight and passenger movement. The goal of these efforts is to bring states together to plan, manage, rehabilitate, and fund the capital and operational improvements needed to operate and maintain select nationally significant freight corridors cooperatively and collaboratively. These efforts consist of the United States-Mexico Joint Working Committee (JWC), United States-Mexico Binational Bridges and Border Crossings Group (BBXG), Interstate 10 Corridor Coalition (I-10), 15 Mobility Alliance (I-15 MA), Interstate 15 Freight Mobility Enhancement Plan (I-15 MEP), Western States Freight Coalition (WSFC), West Coast Collaborative - Alternative Fuel Infrastructure Corridor Coalition (WCC-AFICC), and Marine 5 Highway (M-5) Corridor. The CFMP 2023 is informed by these efforts through engagement and review of the Bi-National and Multistate Corridor effort products.

Bi-National Efforts

The JWC and BBXG are the primary bi-national efforts between the United States and Mexico to improve efficiency and effectiveness, align priorities of the Ports of Entry (POEs), and facilitate transportation across the international border.

UNITED STATES-MEXICO JOINT WORKING COMMITTEE

The JWC facilitates efficient, safe, and economical cross-border transportation movements and cooperates on land transportation planning. The JWC promotes effective communication and coordination, analyzes current and future transportation infrastructure needs, and evaluates transportation demand and infrastructure impacts. The JWC is working with partner agencies to create border-wide regional master plans that encompass comprehensive and prioritized assessment of transportation needs along the border that include POEs. The group is mostly comprised of transportation professionals from the FHWA, Mexico's Secretariat of Communications and Transportation and representatives from the U.S. Department of State, Mexican Ministry of Foreign Affairs of Mexico (Secretaría de Relaciones Exteriores), four U.S. border states DOTs, and six Mexico border States.

UNITED STATES-MEXICO BINATIONAL BRIDGES AND BORDER CROSSINGS GROUP

The BBXG is a forum for a bi-national effort to manage the planning, construction, and maintenance of planned, ongoing, or new border crossing projects and POEs along the 1,952-mile U.S.-Mexico border. The purpose of BBXG's semi-annual meetings is to discuss operational

matters involving existing and proposed bridges, border crossings, related infrastructure, and to exchange views on policy and technical information. Related issues involving facilitation of travel between the two countries, such as border region highways and other infrastructure projects are also discussed. The BBXG is co-chaired by the Department of State and the Mexican Ministry of Foreign Affairs of Mexico and is attended by federal agencies with an interest in border crossings. The ten U.S. and Mexican border states are active participants in these meetings.

Multistate Efforts

INTERSTATE 10 CORRIDOR COALITION

The Interstate 10 Corridor Coalition connects people, businesses, and services across multiple states. Arizona, California, New Mexico, and Texas formed the I-10 Corridor Coalition in 2016. The Coalition's goal is to work together using Intelligent Transportation Systems (ITS) and communications to create safer and more efficient travel for goods and people along a corridor stretching from California through Texas and eventually coast to coast. This includes determining the best ways to create seamless commercial vehicle inspection and permitting operations across the four states and to find the most economical way to complete corridor-level ITS projects.

The I-10 Corridor Coalition is committed to multi-jurisdictional coordination organized around a common vision and is facilitated through a cooperative support structure. The I-10 Corridor Coalition's vision is to create one connected corridor throughout the four states. This corridor utilizes the transportation expertise of the states collectively to enable resource sharing, joint testing, and economies of scale, while applying best practice protocols to improve safety and efficiency, improve freight and passenger movement, expand and coordinate the use of technology along the corridor, and promote cooperative planning.

INTERSTATE 15 MOBILITY ALLIANCE

The I-15 Mobility Alliance is a multistate cooperative alliance between California, Nevada, Arizona, and Utah Departments of Transportation. The Alliance was initially formed in 2007 with the federal designation of the I-15 Corridor of the Future. In 2011, the Alliance was officially established to develop a comprehensive multimodal plan, prioritize projects and policies of interregional significance, and to guide appropriate governance mechanisms for the on-going efficient and effective construction, operation, and maintenance of the Corridor. The effort resulted in the development of the I-15 Corridor System Master Plan in 2012 (and its 2017 update); Multistate I-15 Dynamic Mobility Project (MCOM Grant awarded to the Alliance); I-15 Corridor Alternative Route Study in 2017, and the I-15 Freight Mobility Enhancement Plan (National Economic Partnership Grant awarded to Caltrans and NDOT) in 2020. The Alliance now includes more than 95 public and private transportation and resource agency stakeholders. Throughout 2022, the Alliance hosted a series of issue-based workshops to identify needs and priorities for the multistate corridor, including High-Speed Rail & High-Capacity Transit; Major Infrastructure Projects; Freight Mobility; and Alternative Fuels & Emerging Technologies. In addition, the Alliance will be prioritizing projects and policies of interregional significance; seeking financial and other resources necessary for the implementation of the infrastructure improvements along and/or systemically connected to I-15; and devising appropriate

governance mechanisms for the ongoing efficient and effective construction, operations, and maintenance of the corridor on a more sustainable basis.

INTERSTATE 80 WINTER OPERATION COALITION

The Interstate 80 Winter Operation Coalition is a partnership of the western states of California, Nevada, Utah, Wyoming, and Nebraska who are collaborating on strategies to improve safety, mobility, consistency of travel, and freight movement along the I-80 corridor. The Coalition successfully secured a federal grant through the Multistate Corridor Operations and Management (MCOM) program, which is funding the current program initiatives. The effort aims to improve the quality of information provided to travelers and the quality of real-time information shared among agencies for decision-making. These five states initiated a single strategic planning effort to reach a consensus on how best to link operational processes and data to maximize winter mobility along the I-80 corridor.

The Coalition's objectives include:

- Establishing an institutional structure for coordinating operations on I-80 in the western states.
- Actively engage freight industry stakeholders to help inform priorities and needs that the Coalition can advance.
- Share best practices and winter operations innovations with I-80 Coalition partners.
- Researching innovative practices from other areas of the country facing similar challenges.

WESTERN STATES FREIGHT COALITION

The Western States Freight Coalition (WSFC) is a voluntary partnership of state DOTs from California, Arizona, Colorado, Idaho, Oregon, Nevada, New Mexico, Washington, and Utah, which are committed to multi-jurisdictional coordination, organized around a common agenda, and facilitated through a cooperative support structure. The WSFC mission is to facilitate, through multistate coordination, efficient, safe, sustainable, and forward-looking multimodal freight transport across the Western U.S. that fosters economic opportunities.

The WSFC heavily focused on addressing truck parking issues and sharing information on how each state was addressing needs in its state. Recently, the Western Association of State Highway and Transportation Officials (WASHTO) voted to form a freight committee. Given this recent development, it is likely that the WSFC will disband and join the new committee with the other member states and Canadian provinces of WASHTO.

WEST COAST COLLABORATIVE - ALTERNATIVE FUEL INFRASTRUCTURE CORRIDOR COALITION

Caltrans is an active partner in the West Coast Collaborative - Alternative Fuel Infrastructure Corridor Coalition (WCC-AFICC), a partnership between California, Oregon, and Washington that seeks to accelerate the modernization of west coast transportation corridors by deploying alternative fuel infrastructure for medium and heavy-duty vehicles. The Coalition is in the process of finalizing and implementing its Strategic Plan.

Marine Corridors

MARINE 5 HIGHWAY CORRIDOR

MARAD is working with the western states of California, Oregon, and Washington to explore its development for the purpose of alleviating freight movements and congestion along I-5 from the California–Mexico border region in San Diego to the U.S.–Canada border north of Seattle, Washington. In 2014, the West Coast Corridor Coalition sponsored the M-5 Corridor Study to determine the market and operational viability of marine highway services on the west coast. The study investigated if M-5 services were economically and operationally attractive to shippers and able to obtain sufficient cargo volumes in the marketplace. Operational, utilization, and cost parameters for six potential marine highway services were developed for the study. Caltrans worked with the with the Port of San Diego and the Port of Bellingham (Washington) to have the West Coast Marine Highway 5 (M-5) Coastal Connector Project officially designated by the United States Maritime Administration (MARAD) under their America's Marine Highway (AMH) program. The M-5 Coastal Connector utilizes the movement of goods by waterborne routes that are served by highway or railway, therefore reducing and augmenting land-based transportation, vehicle-miles-traveled, and associated greenhouse gas emissions. One sailing from the Port of Bellingham to the Port of San Diego carrying 6,000 tons of lumber removes an estimated 250 truck trips and 272,500 truck miles traveled; 197,000 of those miles are in California. In addition to air quality benefits, the shift from roadway to waterway goods movement will dramatically decrease roadway maintenance costs. The project designation was officially awarded in August of 2021, allowing Caltrans and our partners to request federal funding for implementation.

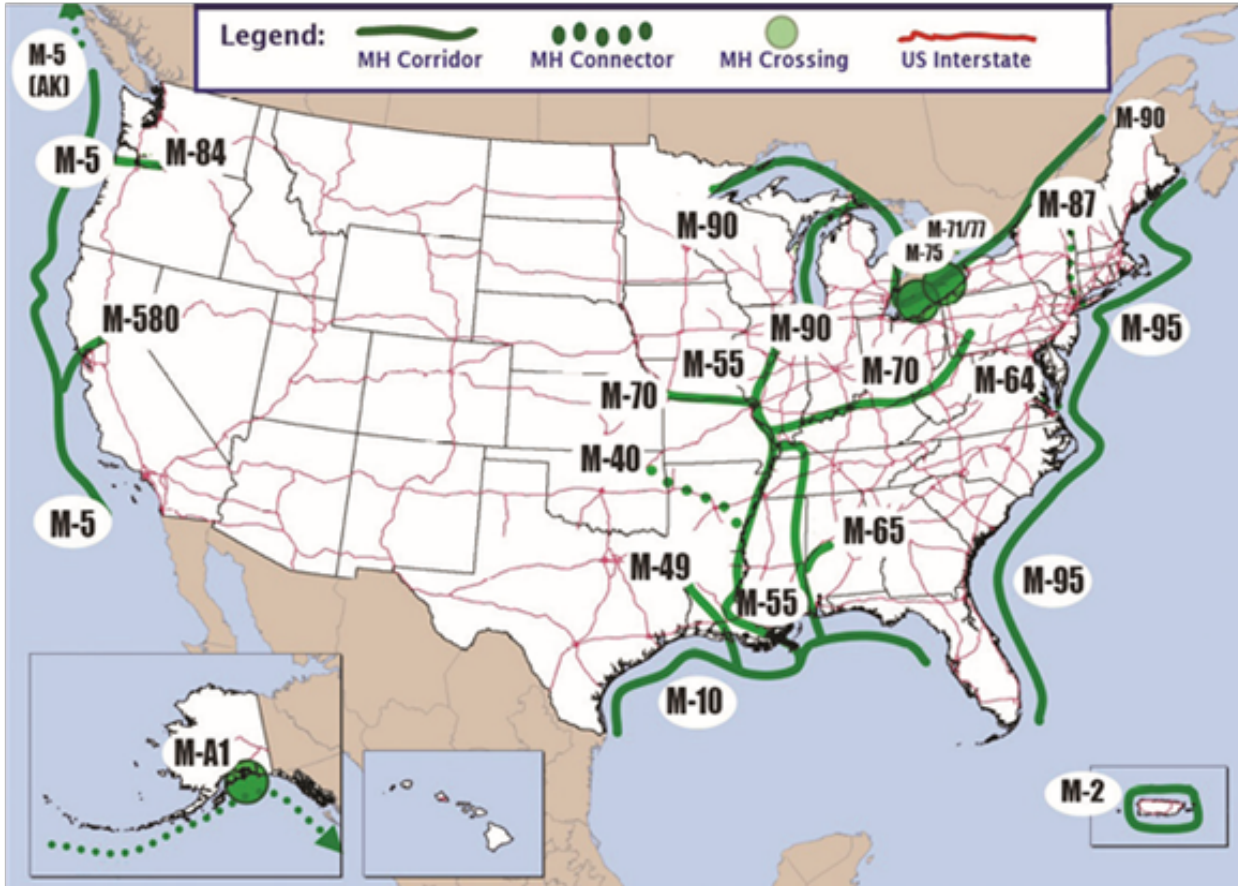


Figure F.1: America's Marin Highway Routes (Source: U.S.DOT Maritime Administration, 2019)