Appendix F. Multistate Corridor Efforts

California is an active member of key multistate, 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 cooperatively and collaboratively plan, manage, rehabilitate, and fund the capital and operational improvements needed to operate and maintain select nationally significant freight corridors. These efforts consist of the Interstate 15 Mobility Alliance (I-15 MA), the Interstate 15 Freight Mobility Enhancement Plan (I-15 MEP), the Western States Freight Coalition (WSFC), and the Marine 5 Highway (M-5) Corridor.

**Interstate 15 Mobility Alliance**

The I-15 Mobility Alliance was a multistate cooperative alliance between California, Nevada, Arizona, and Utah that was established in 2011 to develop a comprehensive, multimodal plan (including prioritize projects and policies of interregional significance) and to devise appropriate governance mechanisms for the on-going efficient and effective construction, operation, and maintenance of the I-15 Corridor. The effort resulted in the development of the 2012 Interstate 15 Corridor System Master Plan and the Interstate 15 Corridor System Master Plan 2017 update.

While the cooperative agreement between the states has expired, the Nevada Department of Transportation (NDOT) is currently in the process of renewing the agreement through a new cooperative agreement between California, Nevada, and Utah.

**Interstate 15 Freight Mobility Enhancement Plan (MEP)**

The I-15 Freight MEP is a multistate truck parking study being led by NDOT and funded through a federal National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination grant. The purpose of the grant is to fund National Economic Partnerships that will implement innovative approaches to multi-jurisdictional coordination and regional planning (e.g., megaregion planning). The purpose of the study is to define truck parking issues at a multi-state level, focus on local and regional truck parking challenges, and to identify realistic and coordinated actions that partner agencies can implement at the regional level.

**Western States Freight Coalition (WSFC)**

The WSFC is a voluntary partnership of state DOTs, 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 multi-state coordination, efficient, safe, sustainable, and forward-looking multimodal freight transport across the Western U.S., helping to foster economic opportunities.
Marine Corridors

Consistent with the America’s Marine Highway Program developed by the U.S. Department of Transportation’s Maritime Administration (MARAD), California has been exploring the use of Marine Highways which allow freight to be shipped between ports and harbors using navigable waterways instead of landside and highway and rail facilities. Utilizing these marine highways and freeing up rail capacity will ultimately reduce the amount of truck trips on already congested parallel highways, and further reduce freight-related greenhouse gas (GHG) emissions. Within California there is one multistate Marine Highways, the M-5. MARAD is working with the western states of California, Oregon, and Washington to explore development of the M-5 Marine Highway Corridor to help alleviate freight movements and congestion along Interstate 5 from the California–Mexico border region in San Diego to the U.S.–Canada border north of Seattle, Washington. Figure F.1. shows America’s marine highway routes.

**Figure F.1. America’s Marine Highway Routes**

[Diagram showing America’s Marine Highway Routes]


**Marine 5 Highway Corridor**

The Marine 5 Highway Corridor is a multistate partnership between California, Oregon, and Washington. Together, these states are working with seaports, harbors, and a variety of freight...
stakeholders in all three states to further explore development of a marine highway corridor that will help alleviate freight movements and congestion along Interstate 5 and other freight routes from the California–Mexico border in San Diego to the U.S.–Canada Border north of Seattle, Washington.

In 2014, the West Coast Corridor Coalition sponsored the M-5 Marine Highway Corridor study to determine the market and operational viability of Marine Highway services on the West Coast. The study investigates if M-5 services are 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. Four of the services were between port pairs, and the other two services were strings with multiple ports. Three of the four potential services between port pairs were estimated to have the greatest potential to be economically viable from an operational perspective, and a business plan and viability assessment was developed for them. Those port pairs were as follows:

- San-Pedro Bay Ports (Ports of Los Angeles and Long Beach) to the Port of Oakland.
- San-Pedro Bay Ports to Pacific Northwest Ports (Ports of Seattle and Tacoma).
- Port of Oakland to Pacific Northwest Ports.

The two multi-port service strings were not studied in detail, because the relatively short distance between the port pairs on the strings was not cost or time competitive with truck transportation. The strings included San Diego/San Pedro, San Pedro/Port Hueneme, Oakland/Redwood City, and Humboldt Bay/Crescent City. The business plan and viability assessment found that a Marine Highway service between the San-Pedro Bay Ports and the Port of Oakland appears to have potential for financial viability due to available cargoes and other operational factors. The study also identified several challenges that, if solved, could increase the likelihood of developing other successful Marine Highway services on the M-5 Marine Highway Corridor, such as the below:

- The shortage of efficient, right-sized vessels eligible to transport U.S. domestic cargoes
- The shortage of credible market data to identify cargoes available for Marine Highway services
- The lack of maritime entrepreneurs willing to take the risk of starting up a new service

Caltrans has discussed opportunities with private entities interested in M-5 official project designation. Further steps on implementation of M-5 have not been determined.