

# 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 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 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.

## 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 includes 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 goal being 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 was a multistate cooperative alliance between California, Nevada, Arizona, and Utah that was established in 2011 to develop a comprehensive multimodal plan to 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 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. The cooperative agreement between the states has expired and the Nevada Department of Transportation (NDOT) is in the process of renewing the alliance through a new cooperative agreement between California, Nevada, and Utah.

### **Interstate 15 Freight Mobility Enhancement Plan**

The I-15 Freight Mobility Enhancement Plan (MEP) is a multistate truck parking study led by Nevada DOT and funded through a federal National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination grant. The purpose of the grant is to fund and 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 multistate level, focus on local and regional truck parking challenges, and to identify actions that partner agencies can implement at the regional level.

### **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.

In the last year, 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**

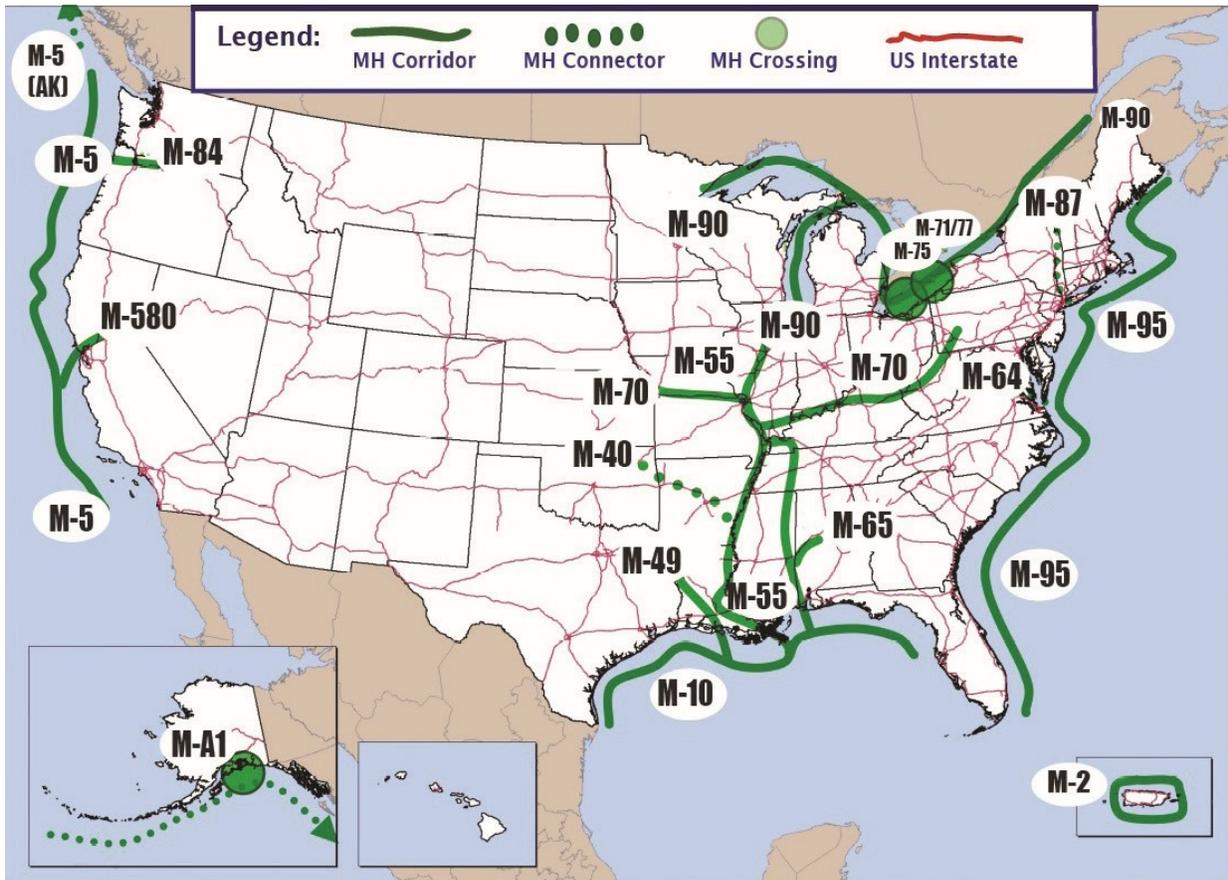
California has been exploring the use of marine highways consistent with the America's Marine Highway Program developed by the U.S. Department of Transportation's Maritime Administration (MARAD). This allows freight to be shipped between ports and harbors using navigable waterways in lieu of landside highway and rail facilities. Marine highways could potentially alleviate rail capacity and ultimately reduce the amount of truck trips on congested parallel highways furtherer reducing freight-related GHG emissions.

Marine 5 Highway Corridor (M-5) this the only multistate Marine Highway. 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.

**Figure F.1.** shows proposed U.S. marine highway routes.

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.

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



Source: U.S.DOT Maritime Administration, 2019 (<https://www.maritime.dot.gov/grants/marine-highways/marine-highway>)