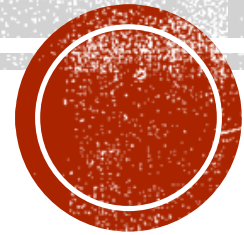


# CHARGE TO THE GROUP

Multi-State Freight Working Group



# A MULTI-STATE PERSPECTIVE

Commodity  
flows and  
supply  
chains

Vehicular  
volumes  
and  
intermodal  
moves

Bottlenecks  
and system  
gaps

“Boundary”  
projects

Multi-state  
programs

Freight data  
& analysis



# “BOUNDARY” PROJECTS & MULTI-STATE PROGRAMS

## Boundary projects

- I-84 widening & I-84/Route 8 interchange in CT
- I-95 improvements in CT and I-287 corridor improvements in NY (including TZB replacement)
- Lehigh Line third track
- Cross Harbor Freight Program Tier II EIS
- NEC FUTURE Tier II EIS
- Conrail Mainline connectors
- Marine Terminal roadway and access improvements
- Route 17 capacity expansion: Maywood, Rochelle Park

## Multi-state programs

- Clean Freight Corridors Program
- Regulatory harmonization
- Land banking & brownfield redevelopment
- Infrastructure bank & financing programs
- Freight Rail Industrial Opportunity Corridors Program
- Short-sea shipping/Marine Highway improvements
- Improved railcar clearances on freight-served lines & Grade Crossing Elimination Program
- Truck parking capacity improvements



# DISCUSSION – WHAT IS THE OPTIMAL CHARGE TO THIS GROUP?

How can the multi-state perspective best be utilized?

Should the multi-state working group supplement or supercede already established working groups and task forces of the MAP Forum members?

Are there other activities for the group to consider?

