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
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?