**NCHRP 20-68A – "US Domestic Scan Program"**

Scan 14-02 Successful Intermodal Corridor Management Practices for Sustainable System Performance

Intermodal corridor management strives to match the right services to meet demand at the least social and economic cost while maximizing the return on previous and future investments in infrastructure and services. As a management concept, intermodal corridor management builds on the principles of multimodal corridor planning, integrated corridor management and active traffic management. It recognizes that multiple modes can satisfy a variety of travel demands within a corridor, and that most movement of people, goods, information and services in a corridor involves movement between modes. With scarce funds available for transportation system preservation, safety, operations and capacity additions, all modes must provide more than just choice--they must deliver performance.

To identify successful strategies that have been used to implement intermodal corridor management, this scan will examine practices in DOTs, MPOs and other jurisdictions where corridor management has been taken beyond the concept of integrating technical operational capabilities to optimizing the potential contributions for a variety of modes within corridors. Potential examples include Massachusetts DOT, District of Columbia DOT, Maryland State Highway Administration, Portland Metro, Dallas, San Diego (SANDAG), Minneapolis, and Sacramento (Caltrans HQ). For each location visited, the scan team will explore such matters as:

a. How a stated purpose/vision for the management of the corridor(s) was developed, and how public input was used;
b. How relevant modes and linkages were identified;
c. How potential capacity/travel market share was determined for each mode;
d. What modal performance parameters were selected and how those compare to emerging MAP 21 performance measures;
e. Governance arrangements and how institutional impediments were overcome;
f. Technical and technological challenges to improving multimodal and intermodal performance;
g. Success indicators;
h. Cost to implement and return on investment;
i. Support for sustainable transportation.

This scan will aim to produce practical guidance and examples for state DOTs and MPOs seeking to gain the best return on investments in multi-modal corridors to ensure each mode contributes to satisfying existing and latent demand for mobility and services. The scan will build on previous work on the technological challenges of integrated highway corridor management and multimodal integrated corridor management to examine the specific technical and institutional challenges and opportunities for matching the investment in appropriate modal options to meet community, economic and environmental needs. Finally, the findings of this scan could provide DOTs and MPOs wishing to implement intermodal corridor management with examples of the successful integration of modes within corridors to provide needed services and the institutional arrangements that can bring intermodal corridor management to fruition.

**Original Scan Proposal Title(s):** Intermodal Corridor Management for Sustainable System Performance

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**Execution Schedule**

| Milestone | Anticipated Date |
|---|---|
| Chairs and Team Members Identified | February 2014 |
| Desk Scan Completed | April 2015 |
| Prescan Meeting Held | April 2015 |
| Scan Conducted | September 2015 |
| Draft PowerPoint submitted by SME | October 2015 |
| Draft Report Delivered to NCHRP and Panel | December 2015 |
| Final Report Delivered to NCHRP | March 2016 |

**Estimated Scan Cost:** $170,000

Anticipated Duration: 2 weeks (type 1 scan)

*Last Reviewed/Revised January 29, 2014*