

Public Sector Supply Chain Analysis for Investment Decisions

Reflections from I-95 Corridor Coalition Freight Fluidity Measures Pilot Project

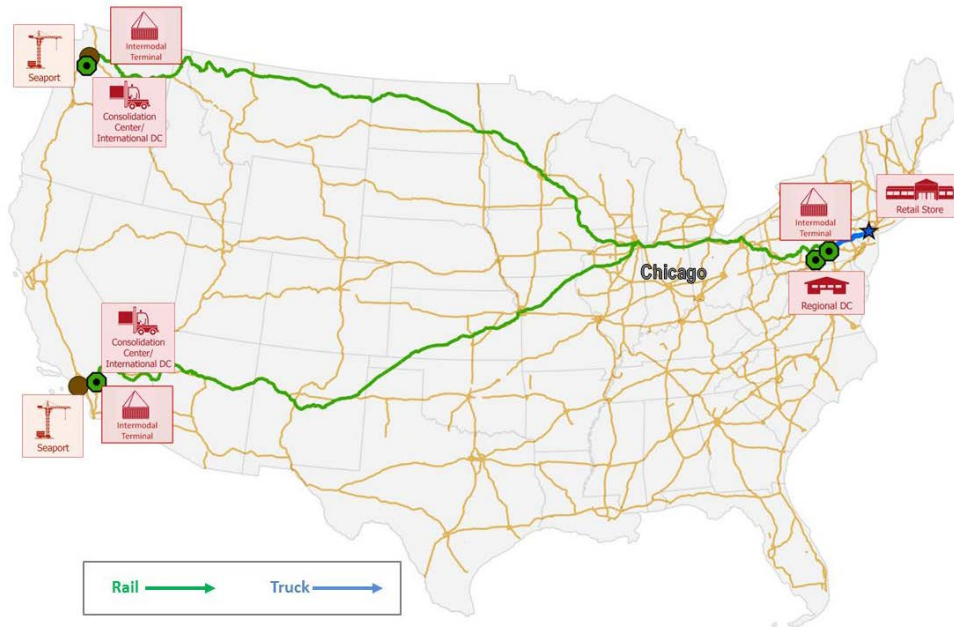
**5th International Transportation Systems Performance Measurement & Data Conference
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Why Supply Chains

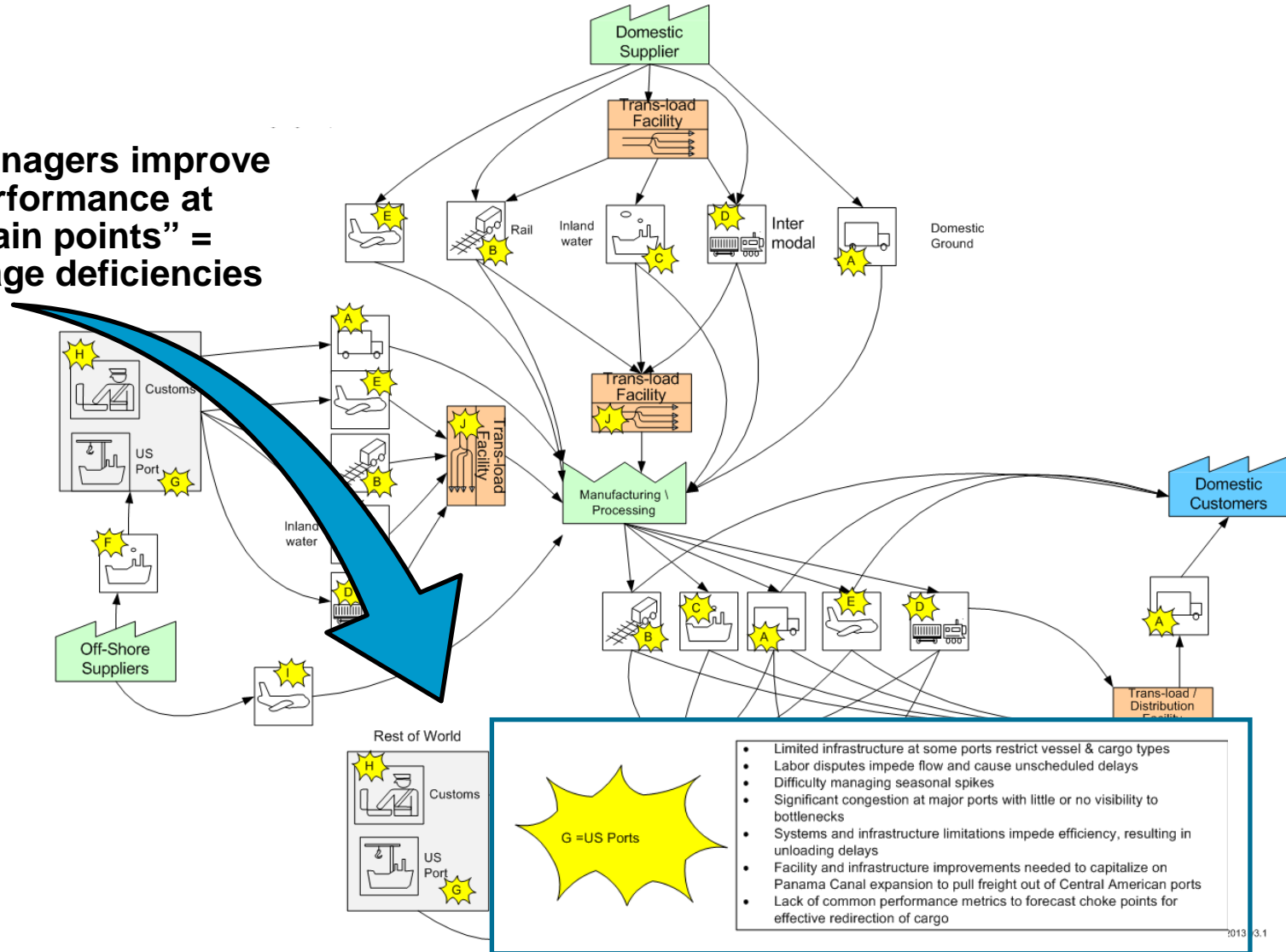


- It's how our freight users do business
- Supply chain performance feeds economic competitiveness
- Performance is end-to-end: sum of stages
- Stages put local dynamics in larger perspective: user view, market view

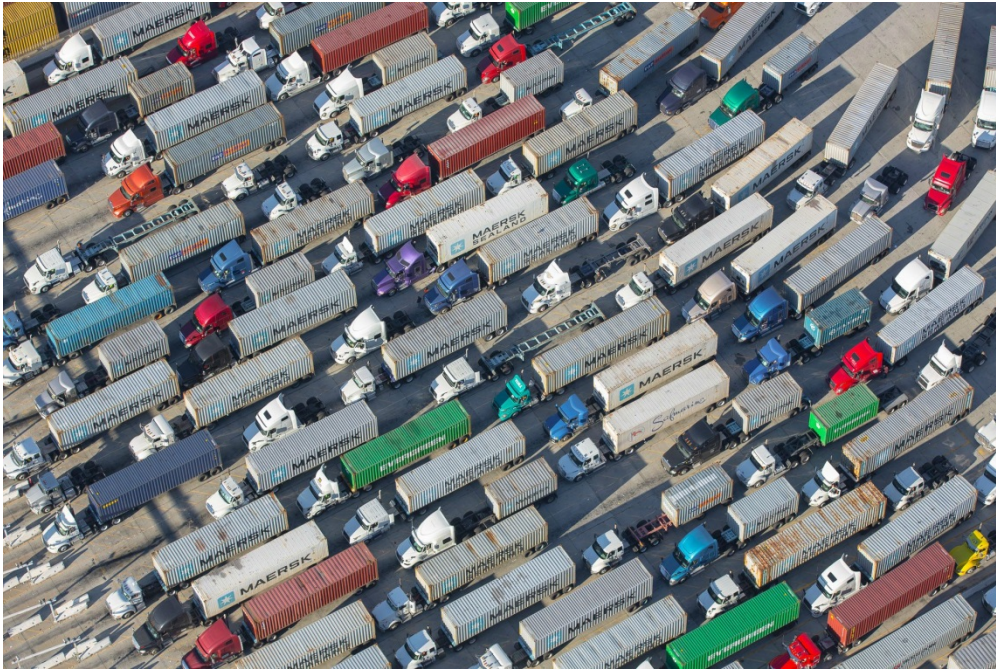
➔ What's our role?

Supply Chains are Complex, but Manageable

Managers improve performance at “pain points” = stage deficiencies



Public Role in Supply Chain Performance



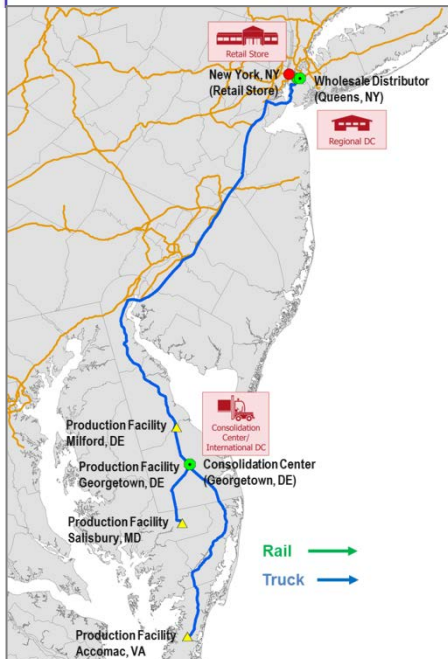
*Multiple sources of recent US port pain:
Labor + megaships + chassis management +
communication gaps + terminals + landside
infrastructure*

- Supply chain performance is public-private
- Public contributes networks and policies to total outcome
- Contribution is at many stages from many jurisdictions
- Pain is shared, so are solutions
- ➔ Fundamentally a cooperative venture: between sectors, between agencies

Management Information

Processed Food Supply Chain Performance

Links and Nodes	Transit Time/ Dwell Time (Hours)	Reliability (95% travel time)	Cost (2013)
<i>Production Facility, Accomac, VA</i>			
Truckload move	1.6 hours	1.8 hours	\$580
<i>Consolidation Facility, Georgetown, DE</i>			
Truckload move	3.7 hours	4.4 hours	\$886
<i>Distribution Facility, Brooklyn, NY</i>			
Totals	5.3 hours	6.2 hours	\$1,466



Recent research shows 2 things:

- We can understand supply chains, and “know where we are”
- We can measure supply chain performance, and know where to focus

Experience shows 2 things:

- Data reveal symptoms, not diagnosis and treatment
- Solutions are cooperatively created, and multifaceted: investment + operations + visibility + policy

Freight Corridor Model for Data Management

Public contribution to supply chain performance crosses many lines:

- Conditions: urban & rural
- Agencies: MPOs, state, ports, etc.
- Modes & sectors

Freight Corridor approach can take advantage of working corridor coalition models that support:

- Multiple players & conditions
- Cooperative performance improvement
- Larger perspective, supply-chain style
- Leveraging data acquisition

Freight Corridor approach suits the emerging environment:

- GROW AMERICA multijurisdictional form
- Megaregion multijurisdictional economies



Why We Care: Supply Chains are Multi-Jurisdictional

16 states with District of Columbia:

- \$4.7 trillion economy (40% of US GDP)
- 21% of nation's road miles; 35% of nation's VMT
- 5.3 billion tons of freight shipments annually
- Multimodal corridor

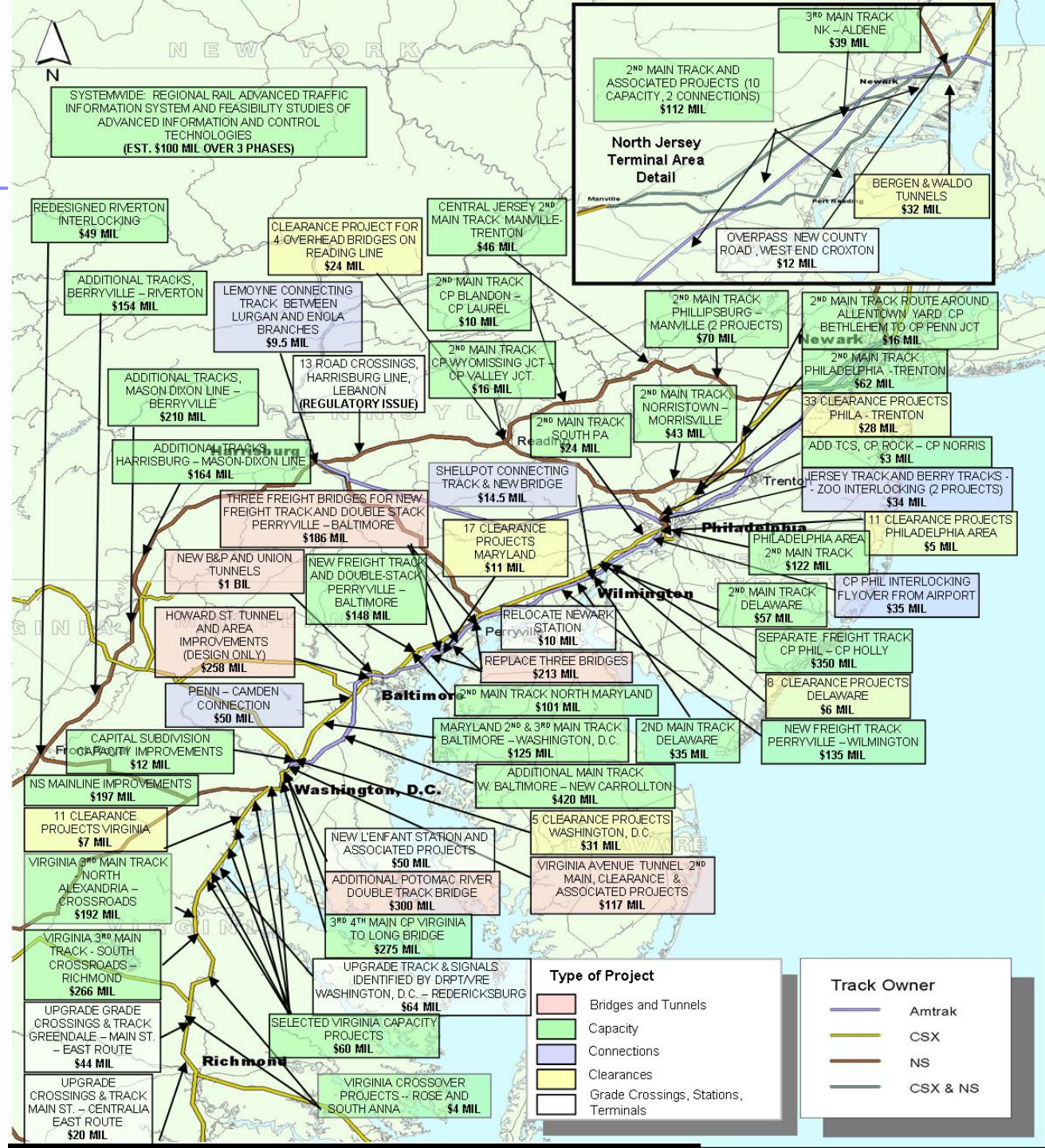
2 Canadian Provinces (Quebec, New Brunswick)



Supply Chains and Performance Bottlenecks: We've Been Here Before

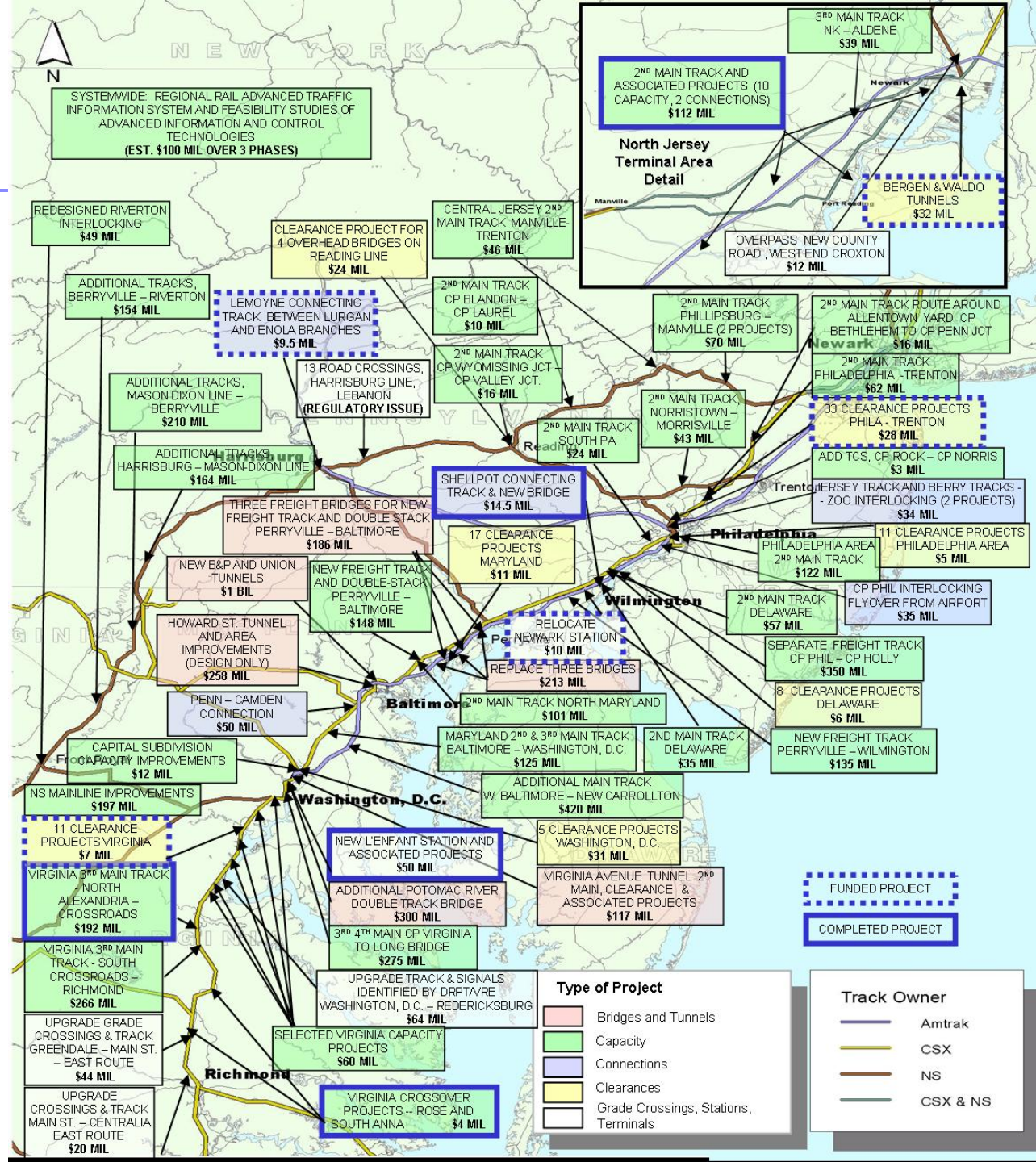
- I-95 Corridor Mid-Atlantic Rail Studies: early 2000s
 - Five states (NJ, PA, DE, MD VA)
 - Rail partners (CSX, Norfolk Southern, AMTRAK*)
 - Pooled funding: Coalition set-aside funds, state, railroads
- Elements of Partnership: Players, Data, Funding and “sweat equity”
- Data: Best available at the time such as
 - HPMS
 - Commodity Flow
 - STB Rail Waybill Data

MAROps I Program



MAROps I Program

Completed/ Programmed Projects

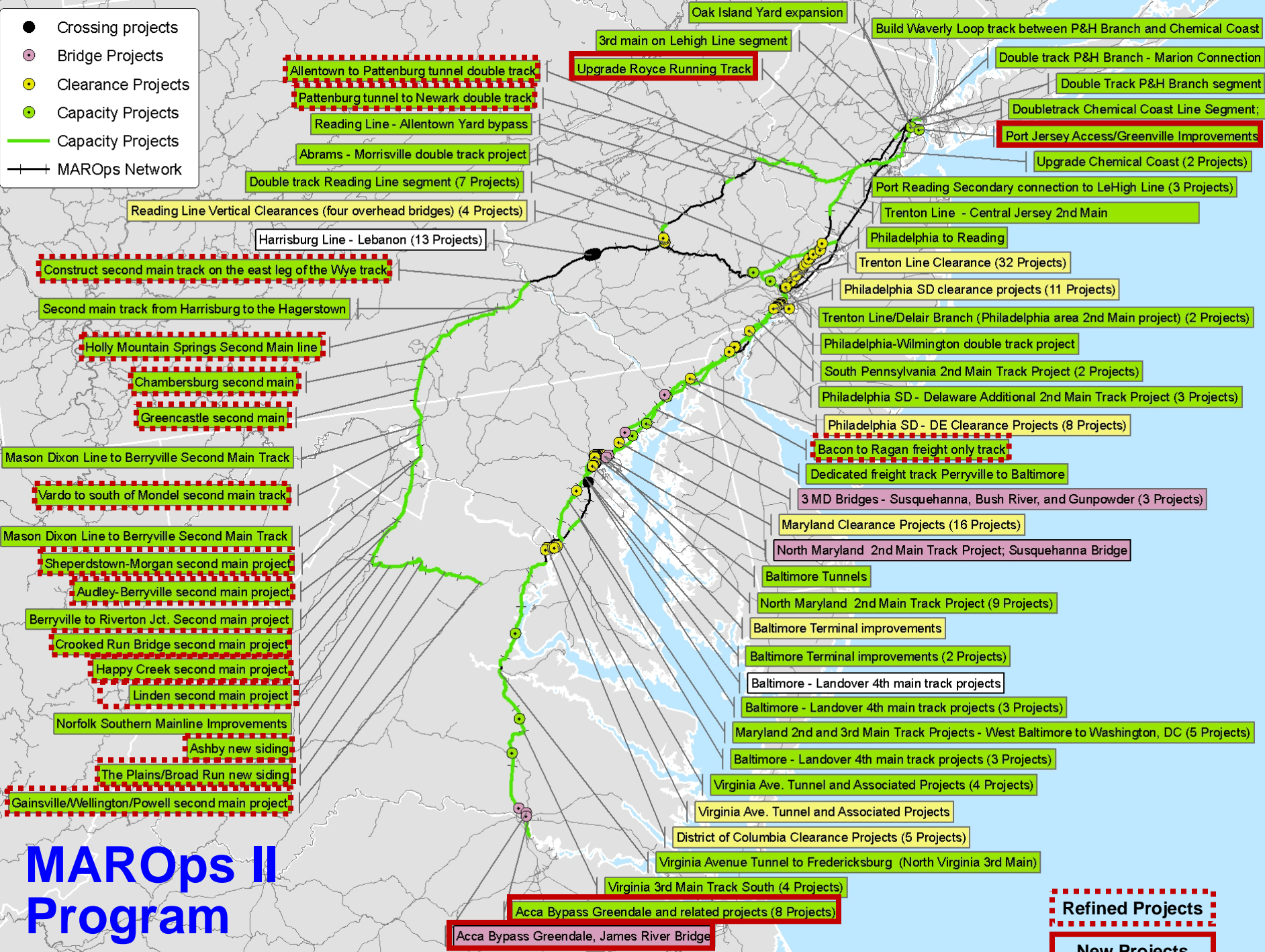


MAROps Program

Organized into Four Rail Corridors



- Crossing projects
- ⊙ Bridge Projects
- Clearance Projects
- ⊙ Capacity Projects
- Capacity Projects
- MAROps Network



MAROps II Program

Refined Projects

New Projects

In closing ...

- You don't need to know every supply chain, you just need to know which ones are important to you
- Questions?



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