



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

Volume Seven - No. 6

September 2013

www.tradecorridors.org

This Issue

Member Spotlight:
SANBAG's Devore
Interchange

- Page 4 -



Northwest Ports Set New
Emission Standards

- Page 6 -



Port of Oakland Names
New Executive Director

- Page 8 -



3 CAGTC Member State
DOTs Take Home AASHTO
Awards

- Page 12 -



WA State Senators Unveil
Harbor Maintenance Tax
Reform Proposal

- Page 13 -

Coalition Highlight

Consistently Successful: Freight Awarded Over 40 Percent of Funding in TIGER V

Several CAGTC member projects are advanced

On September 10, the US Department of Transportation announced 52 projects will receive TIGER V funding. As in previous rounds, freight competed well; 25 projects containing strong freight elements were awarded a total of \$205 million, or 43 percent of available TIGER funding.

Several projects sponsored by CAGTC member organizations received grants through the program. Maryland Port Administration's *Port of Baltimore Enhancements* project received \$10 million in funding through TIGER V. These funds will be used to expand the handling capacity at the Fairfield Marine Terminal by filling in the obsolete West Basin. The project also calls for the construction of a rail intermodal facility to handle expanded automotive export and imports, which will improve the efficiency of a major auto export terminal and reduce shipping costs to auto exporters.

Highlighting the Port as an economic driver, Vice President Joe Biden celebrated the award with a visit to the port. "Moving cargo is the lifeblood of our economy," Biden said in his dockside speech. "These improvements will increase efficiency at the port, reduce shipping costs for auto exporters, and allow shippers to take advantage of the new, larger container ships that will soon be coming through the expanded Panama Canal."

Published by:

CAGTC

Coalition for America's
Gateways & Trade Corridors

1111 19th Street NW
Suite 800
Washington, DC 20036

www.tradecorridors.org - 1

(Continued from Page 1)

Another CAGTC winner in the TIGER V grant competition is the Florida Department of Transportation (FDOT), which was awarded a grant for its Florida Freight & Passenger Rail Enhancement project. TIGER funds will be used to better link Southern Florida's two major freight rail corridors to improve freight and passenger connectivity in the region.

FDOT Secretary Ananth Prasad praised the grant, saying, "I appreciate our partners at CSXT, Florida East Coast Railway (FEC) and the South Florida Regional Transportation Authority (SFRTA) stepping up to the plate to make this infrastructure enhancement a reality. The grant gives us the opportunity to leverage the dollars to complete this project that will improve connection points for South Florida's two major freight rail connectors and accommodate a significant increase in freight with the expansion of the Panama Canal."

Commenting on his enthusiasm for FDOT's TIGER V grant award, FEC CEO, Jim Hertwig, said, "this grant will allow FEC to handle more traffic from Port Miami and Port Everglades as well provide flexibility for freight movements in South Florida."

Additional TIGER V funds will support CAGTC member Mississippi Department of Transportation's Mississippi River Bridge Rehabilitation project. The I-20/ Vicksburg Mississippi River Bridge has experienced unanticipated stresses due to movement of the pier foundations. The funds will be used to improve the bridge truss and deck to withstand minor side-to-side movements. Completion of this project will ensure that this highly vulnerable infrastructure will be brought back to a state of good repair, and improve the safety, operability and resiliency of the transportation network.

San Diego Association of Governments, also a CAGTC member, will receive TIGER funds to replace aging timber trestle railway bridges in its Pacific Surfliner Coastal Railway Bridges project. The passenger rail service on the corridor will act as an important feeder to the statewide high-speed rail system through connections in Anaheim, Los Angeles, and downtown San Diego. When completed, the project will keep the nation's second busiest passenger corridor in operation and in a state of good repair.

"I applaud USDOT for once again selecting an impressive number of freight-related projects in this round of the TIGER grant program," said Sharon Neely, CAGTG Chairman and Chief Deputy Executive Director of Southern California Association of Governments. "Our nation's global economic competitiveness is reliant upon the ability of U.S. businesses to move goods into, out of, and within the United States. Programs that provide money for freight projects, such as the TIGER program, are a smart investment by the Federal government and one that will benefit our country for years to come."

Demonstrating the vast number of unmet infrastructure needs in the United States, demand for the program outweighed available funds, and during all five rounds, USDOT received more than 5,200 applications requesting more than \$114.2 billion for transportation projects across the country according to the Department. The TIGER program has distributed roughly \$3.6 billion to a total of 270 projects throughout its five funding rounds.



CAGTC Perspective

The Short Road to Reauthorization

While it seems all of Washington is focused on the CR, the debt ceiling and other impending federal “dooms day” crises, the transportation community has kept their eyes set on the not-so-distant future of MAP-21’s expiration. Gone are the days of a two step process (first the legislation, then the regulations- rinse & repeat) and we find ourselves juggling both at the same time, due to MAP-21’s 24-month lifespan. Churning away are the Department of Transportation’s National Freight Advisory Committee and the Department of Commerce’s Advisory Committee on Supply Chain Competitiveness, both of which met this summer and have been developing recommendations certain to impact freight policy in 2014. The two groups bridge the communication gap between governmental departments and outside experts, with focus on issues such as the first and last mile, funding options, safety and security.



Leslie Blakey

With little time to catch a breath after the passage of MAP-21 last summer, the legislative branch has set to work as well. The House Transportation & Infrastructure Committee’s special Panel on 21st Century Freight Transportation is concluding its sixth month tenure and is expected to issue a set of recommendations on freight policy ahead of the surface reauthorization bill, due next fall. Having held several hearings both in and outside the Beltway, the Committee has picked the brains of many of the country’s foremost freight experts, only adding to the assembled brain trust of transportation-oriented Members of Congress participating on the panel.

On the horizon is CAGTC’s NAFTANEXT conference, which will be held in Chicago, Illinois on April 22-25, 2014. NAFTANEXT will gather private industry and government leaders to discuss the challenges and opportunities created by increased trade through NAFTA and focus on our freight mobility, energy and sustainability future as a trading continent. CAGTC members will be key in these discussions and a meeting of the minds will help orient the Coalition ahead of the MAP-21 reauthorization process.

As these events come to a head, it’s important to remember that MAP-21 expires on October 1, 2014. When the bill passed in 2012, it was such a short-term measure that some likened it to a continuing resolution. Whether or not Congress is able to pass a long-term spending bill remains to be seen, but their newest piece of legislation is sure to be crafted in the midst of historic volumes of dialogue between the freight community and government.

So, now is not the time to sit on the sidelines waiting to see who will have the ball next quarter. Get involved and help us express the freight policy and infrastructure needs of our North American economy! Our Coalition needs you and your ideas and welcomes the opportunity to bring more freight voices to the table. Let us hear from you, or better yet, join us!

Leslie Blakey, Executive Director



Member Spotlight



In June the San Bernardino Associated Governments (SANBAG) and California Department of Transportation (Caltrans) held a groundbreaking for the Interstate 15/Interstate 215 Devore Interchange. The Devore Interchange Project has been more than 10 years in the making. Recognizing the need for improvement, SANBAG worked together with Caltrans to develop the project.



This \$324 million Interchange Project is a combination of Federal, State and Local funds and will add a new lane in each direction, a truck bypass lane, a new connector and 17 new bridges.

Located at the base of Cajon Pass in the San Bernardino Mountains, the Devore Interchange is one of the worst grade-related bottlenecks in the country. This Trade Corridor of National Significance is critical to both interstate commerce and international trade, as goods are transported to and from the ports and the rest of the nation. Over 40 percent of the nation's containerized goods pass through the Ports of Los Angeles and Long Beach, and 80 percent of those goods funnel through San Bernardino County. Travel through the Cajon Pass is one of only three routes into/out of Southern California. The project is one of a limited number statewide that was selected to use the Design-Build delivery method, rather than the traditional Design-Bid-Build. It marks the first Caltrans Design-Build project in the Inland Empire and will improve mobility and maximize operations through the corridor. Because of this innovative delivery process, the project was awarded one year ahead of schedule for \$40 million less than expected.

The purpose of the project is to reduce congestion, reduce accidents, and improve freeway operation. Severe delays are common, especially during peak afternoon and weekend hours. More than one million vehicles travel through the Devore Interchange each week and approximately 21,000 trucks travel through the area daily. Currently, the Interchange experiences 1,200 daily vehicle hours of delay at an annual cost of \$3.75 million and can back up as far as five miles due to excess volume.

This vital section of California's transportation system benefits the nation but the Inland Empire continues to experience high unemployment. **Based on the U.S. Department of Transportation formula, this project will generate more than 5,000 much needed direct and indirect jobs.** The project will contribute to the economy and address freight-related impacts to local communities.



(Continued on pg. 5)

Member News

Continued from pg. 4

Goods movement is not entirely contained within and near port complexes. For over a decade this project lacked investment which led to disproportionate and significant impacts on both local communities and the country as a whole. With the partnership of the Federal Highway Administration, the Federal Railroad Administration, and the California Transportation Commission the project is moving forward and will be able to accommodate interstate commerce while protecting the viability of our communities and our economy.



Deputy Administrator Greg Nadeau attended the groundbreaking event and said “Improving safety – our number one priority at DOT, Caltrans and throughout the transportation community; relieving congestion so people can spend more time doing what they want to do and less time stuck in traffic, and; helping freight move more efficiently to and from the Ports of Los Angeles and Long Beach, and then out to the nation and the world.”

This critical Interchange is expected to be complete in 2016 and the Inland Empire will continue to serve as a primary gateway for the nation’s Goods Movement system.

Industry News

New Grassroots Advocacy App Expands Effort To Fix Highway Trust Fund

The “Transportation Construction Advocate App,” or “TransCon App” unveiled today by the American Road & Transportation Builders Association (ARTBA) gives public and private-sector workers in the transportation design and construction industry a powerful, new tool to communicate with their elected officials about the importance of transportation investment to the U.S. economy and the need to fix the Highway Trust Fund.

The app provides users with key information to convey to congressmen and senators, including “Talking Points” about the 90 percent cut the trust fund faces next year, as well as “Facts & Stats” about the industry’s economic impact in their state. A “Feedback” button allows people to provide instant reports about their meetings and conversations with lawmakers.

Developed as part of ARTBA’s award-winning “Transportation Makes America Work” (TMAW) public affairs campaign focused on boosting federal highway and transit investment, the TransCon App is available for use by all industry stakeholders, including other associations and pro-transportation infrastructure organizations.

Source: American Road & Transportation Builders Association



Northwest Ports Reduce Diesel Emissions, Set Further Goals for 2020

The Port of Seattle, Port of Tacoma and Port Metro Vancouver, Canada, are setting draft goals to reduce diesel emissions by 75 percent per ton of cargo by 2015 and 80 percent by 2020. Combined with projected cargo growth, this will result in overall reductions of 70 percent by 2015 and 75 percent by 2020.

The goals are part of the draft 2013 Update of the Northwest Ports Clean Air Strategy released today. The Ports will accept public comments on the draft strategy through July 26, through open houses, in-person, mail, or online.

“The good news is that emissions are down and in this Strategy Update we are setting more aggressive goals for the near future,” said Stephanie Jones Stebbins, Director of Environmental and Planning at the Port of Seattle. “The draft Strategy Update includes both aggressive reduction goals and sector-specific actions to meet those goals.”

The 2013 Update was developed based on the results of the 2011 Puget Sound Maritime Air Emissions Inventory released last October. The inventory found maritime-related air pollution has decreased since 2005, with much of the progress due to significant, voluntary investments of the maritime industry and government agencies in cleaner technology, cleaner fuels and more efficient systems of operation.

“To thrive and prosper, we need healthy air to breathe as well as economic opportunity,” said Andrew Green, Air Quality Programs Director with the Puget Sound Clean Air Agency. “We support our ports’ commitments to cut diesel exhaust and greenhouse gas pollution. Achieving the Strategy Update’s goals will ensure our region remains a healthy thriving place to live, breathe and do business.”

To develop and implement the 2007 Strategy and this 2013 Strategy Update, the three ports partnered with other government agencies responsible for protecting air quality in the airshed: the U.S. Environmental Protection Agency, Washington State Department of Ecology and Puget Sound Clean Air Agency in the U.S. The airshed centers on the marine area known as the Salish Sea and includes the Strait of Juan de Fuca, greater Puget Sound area, Strait of Georgia, Haro Strait, Boundary Pass, Rosario Strait and other nearby waterways.

“Air quality affects our entire region, and we pride ourselves on working collaboratively with a range of partners—from other ports and air agencies to our customers and vendors—to improve the environment and protect human health while providing a healthy supply chain,” said Jason Jordan, Director of Environmental Programs at the Port of Tacoma. “The cooperative effort that launched the Northwest Ports Clean Air Strategy several years ago remains intact and strong today.”

The public is invited to comment on the draft 2013 Update from June 11 to July 26. Comments will be accepted at open houses hosted by the ports of Seattle and Tacoma in June and July.

Source: The Port of Seattle



IANA, NITL, TIA Announce Key Educational Session Topics Covering Emerging Industry Trends

The Intermodal Association of North America (IANA), The National Industrial Transportation League (NITL), and the Transportation Intermediaries Association (TIA) announce today a unique slate of four key educational sessions to be held during three industry co-located events - IANA's Intermodal Expo, NITL's TransComp Exhibition, and TIA's Fall Meeting. Attendees will converge at the George R. Brown Convention Center in Houston, Texas November 17-19, 2013, to take part in these annual freight transportation programs.

"Our featured sessions create a platform for collaborative learning among our diverse industry members," said Joni Casey, CEO and President of IANA. "We strive to offer the best continuing professional education events for our attendees; these sessions will give everyone new insights that align with this year's theme in 'Moving Freight Forward'," added Bruce Carlton, NITL's President and CEO.

Participants will choose between three concurrent offerings on Monday morning, November 18. "*Break-bulk and Project Cargoes – Trends and Market Outlook*" will focus on non-containerized ocean carrier service offerings, as well as what the future holds for multi-purpose traffic. "*Contingent and Vicarious Liability*" will discuss the latest trends in motor carrier accident liability cases and offer participants advice on how to protect themselves. And "*Transportation Trends Influencing Shipper Choices*" will examine the impact that transportation regulations have on rail, ocean and motor carrier customers.

Tuesday, November 19, features a general educational session, "*Risky Business: Protecting against Fraud*." "TIA's Fraud Task Force will educate attendees about the growing trend of deceptive practices in transportation," said Bob Voltmann, President and CEO of the TIA. The group, led by industry experts, will discuss how shippers, 3PLs, and carriers can protect themselves from falling victim to these fraudulent business activities.

The co-located Intermodal Expo, TransComp Exhibition, and TIA Fall Meeting is the largest annual freight transportation venue, attracting over 2,000 attendees.

Source: *Intermodal Association of North America*

Member News

Port of Oakland Announces New Executive Director

The Port of Oakland Board of Commissioners proudly announces the appointment of maritime shipping industry veteran Chris Lytle as the new Executive Director of the Port of Oakland. This announcement comes after a four-month global search to find a world-class, transformative business leader who could quickly address the Port's opportunities and challenges.



Chris Lytle

“The Port Commission set a high standard for its next leader and has successfully achieved this goal with the selection of Chris Lytle, who has a proven track record of growing business while engaging the community and ensuring leading environmental stewardship,” stated Board President Gilda Gonzales.

Under Mr. Lytle's leadership, the Port of Oakland will continue its aggressive focus on growing maritime and aviation volumes and instilling new confidence in Port business and community partners. The Port of Oakland's immediate goals include transforming the Port's maritime business, continuing to grow aviation and cargo volumes through Oakland International Airport (OAK), rebuilding public trust through policy strengthening initiatives, restructuring the Port to be more market and community responsive, completing major development projects such as the Oakland Army Base redevelopment, enhancing the Port's twenty miles of waterfront including Jack London Square, and growing the positive job creation and economic impact of the Port throughout the region.

“The future of the Port of Oakland is bright, and I am excited to be a part of the team as we work to realize its tremendous potential. My family and I are also really looking forward to living and working in the Oakland area once again,” noted Mr. Lytle.

Chris Lytle currently previously served as the Executive Director of the Port of Long Beach. Under Mr. Lytle's leadership, the Port of Long Beach worked with the 2nd and 3rd largest global container lines, Mediterranean Shipping Company and CMA-CGM, to establish the Port of Long Beach as their Southern California hub. The resulting realignment of terminals and services for those lines gave the Port of Long Beach an additional 900,000 containers and an estimated \$22 million per year. He also worked closely with OOCL, a Hong Kong-based line, to negotiate a \$4.5 billion 40-year lease with the Port of Long Beach – the largest lease in US container terminal history. When completed in 2019, the Middle Harbor Terminal will be the most state-of-the art container terminal in the world. Mr. Lytle was also instrumental in implementing numerous ground-breaking environmental initiatives that resulted in 75% reduction in diesel particulates in only five years.

While in Long Beach, Chris Lytle prioritized community awareness, support and interaction with the activities of the Port. Under his leadership, innovative programs helped make the Port a welcomed partner in the community.

Source: Port of Oakland

DVRPC Adopts Plan for Greater Philadelphia's Future

The Delaware Valley Regional Planning Commission (DVRPC) has adopted a long-range plan that will shape the Greater Philadelphia region over the next 27 years. With over 600,000 new residents and 300,000 new jobs forecast over the life of the Plan, Connections 2040 will help guide planning, investment, and growth in the nine-county region.

Developed with input from the public and regional stakeholder groups, the Plan establishes a series of strategies for managing land use and protecting natural resources, promoting better integrated development, building a more energy efficient economy, and prioritizing transportation projects that forward Plan goals. The Plan is available online at www.dvrpc.org/connections2040.

The plan is a blueprint for future growth and is part of the Commission's mandate as the Metropolitan Planning Organization, or MPO, for the Greater Philadelphia region. It identifies four key principles, or strategies, for future growth:

- Manage growth and protect the environment;
- Create livable communities;
- Build the economy; and
- Establish a modern multimodal transportation system.

"Challenges in achieving these principles, such as the gap between transportation needs and funding, are acknowledged in the plan and complement the strategies to form a realistic, multifaceted vision for Greater Philadelphia's future," said James Simpson, Commissioner, New Jersey Department of Transportation, and DVRPC Board Chair.

"This Plan will set our region on a course for smart growth that realizes a collective vision for a more sustainable approach to the way we live, work, and play," said Barry Seymour, DVRPC Executive Director. "Building on our strengths, we can enhance our existing communities and protect the environment, grow our economy while reducing energy use, and provide the essential transportation network needed to keep our region economically competitive and moving forward."

The Plan was officially endorsed during the signing of a resolution that committed DVRPC member governments and agencies "to work together to forward the regional vision" through implementing principles set forth in the document. It was developed over a four-year period in collaboration with the nine counties and regional stakeholders. The Plan identifies over 100 centers targeted for development across the nine-counties, together with an open space network of almost 1 million acres. Transportation investments of over \$50 billion will serve to increase safety, reduce congestion, and increase mobility options for people, products and services.

Source: Delaware Valley Regional Planning Commission

Harbor Commissioners Name Chief Harbor Engineer as Acting Executive Director

Today, the Long Beach Board of Harbor Commissioners announced the appointment of Al Moro, chief harbor engineer, as the Port of Long Beach's acting executive director. Moro, who joined the Port in 1997 as a civil engineer, currently oversees all administrative and technical activities for the Port's engineering programs, including nearly \$4 billion in capital improvement projects.

"The Board is extremely pleased that we have unanimously selected Al Moro as our interim executive director. He is highly respected by all of the commissioners, very well regarded in our industry, and well liked by the Port staff. Al will lead the Port of Long Beach on a steady path forward as the search begins for a permanent director," said Susan E. Anderson Wise, president of the Board of Harbor Commissioners.



Al Moro

Moro's appointment will go into effect following a formal vote on June 17, said Wise. Moro, who said he would not be a candidate for the permanent position, will fill in for Chris Lytle, who announced on May 23 that he was leaving the Port of Long Beach to head the Port of Oakland.

"I am honored to have been selected by the Board of Harbor Commissioners to serve as interim director," Moro commented. "A major goal of mine will be to provide stability and continuity during the transition. It's important that we continue to move forward with all of our projects."

As chief harbor engineer, Moro has overseen all administrative and technical activities for the Port's four engineering divisions, including construction management. He supervised 135 engineers, surveyors, technicians, and support staff, and managed the Port's extensive capital improvement program, including the replacement of the Gerald Desmond Bridge.

Moro has more than 40 years experience as a professional engineer. He is active with the American Society of Civil Engineers, the American Association of the Port Authorities Facilities Engineering Committee, and the Western Dredging Association. He holds a bachelor's degree in engineering from UCLA and an MBA from Cal State Los Angeles.

Source: Port of Long Beach



Commission Programs \$104 million for Construction of Two Ace Projects

Roadway underpasses planned at congested rail-highway crossings at Fairway Drive & Puente Avenue

The California Transportation Commission voted today to program \$104 million in state bond funds to the Alameda Corridor-East Construction Authority (ACE) to construct rail-highway grade separation projects at two congested crossings in the San Gabriel Valley. State Proposition 1B Trade Corridor Improvement Funds will be used to fund the construction phase of projects on Puente Avenue and Fairway Drive in the City of Industry and unincorporated LA County. Fairway Rendering



Fairway Rendering

“We appreciate the support of the California Transportation Commission for these significant projects that will eliminate traffic congestion, collision hazards, vehicle emissions and train horns at two crossing chokepoints,” said El Monte Mayor Pro Tem Norma Macias, Chair of the ACE Board of Directors.

The Puente Avenue crossing is used daily by 31,110 vehicles and 22 trains, projected to increase to 49 trains by 2035. Plans call for Puente Avenue to be lowered in an underpass with bridges to be built for the railroad and Valley Boulevard and a new loop road connecting Puente Avenue/Workman Mill Road to Valley Boulevard. Project cost is estimated at \$96 million.



Puente Underpass

The Fairway Drive crossing is used daily by 24,820 vehicles and 24 trains, projected to increase to 53 trains by 2035. Plans call for Fairway Drive to be lowered in an underpass immediately north of the 60 Freeway with a railroad bridge spanning the underpass. Project cost is estimated at \$119,420,000. Design of both projects is nearly complete with construction contracts scheduled to be awarded in fall or winter of 2014.

The projects are part of a program of constructing 22 rail-highway grade separations in the San Gabriel Valley along the Alameda Corridor-East Trade Corridor carrying goods to and from the San Pedro Bay ports. The ports are the nation’s busiest, handling 44 percent of the country’s containerized imports, 90 percent of California’s imports and 75 percent of its exports. Nearly 60% of the containers travel inland along the Alameda Corridor-East Trade Corridor to destinations across the country.

Source: Alameda Corridor-East Construction Authority



Southeast Regional Semi-Finals: Three CAGTC Member State DOTs Win ‘America’s Transportation Award’ Distinctions

Transportation projects that created economic opportunity with gateways to commerce, helped drivers get to their destinations faster with all-electronic tolling on an expressway, and greatly improved safety in a high-risk interchange through innovative project design were among the recipients of top honors in the southeastern regional America’s Transportation Awards competition. Among these winners, CAGTC members Tennessee Department of Transportation, Florida Department of Transportation and Mississippi Department of Transportation all received accolades for projects well done.

“State entries into the America’s Transportation Awards this year were among the best we’ve seen for projects that have impacted the traveling public in a variety of positive ways,” said Mike Lewis, AASHTO president and director of the Rhode Island Department of Transportation. “The America’s Transportation Awards competition shows how state DOTs deliver quality projects with limited transportation dollars and resources. Through this competition we are able to honor these projects for excellent stewardship of our tax dollars and for the outstanding display of innovation they demonstrate.”

Now in its sixth year, the America’s Transportation Awards competition — sponsored by AASHTO, AAA, and the U.S. Chamber of Commerce — recognizes the very best of America’s transportation projects in three main categories: Ahead of Schedule, Under Budget, and Best Use of Innovation.

Two states took home awards in the Ahead of Schedule category. **Georgia Department of Transportation** won in the small category (projects that cost less than \$25 million) for its I-285 & Ashford Dunwoody Divergent Diamond Interchange project. **Mississippi Department of Transportation** was awarded with the win in the medium category (projects costing between \$25 million and \$200 million) for its State Route 9-Mississippi’s Road to Toyota project.

The Best Use of Innovation category included three winners: **Tennessee Department of Transportation** for its I-24 Bridges Rehabilitation project (small category); **Florida Department of Transportation** for its Dixie Highway Flyover project (medium category); and **North Carolina Department of Transportation** for its Triangle Expressway project (large category, which contains projects costing more than \$200 million).

With the announcement of the southeastern awards, winners have been named in all four regional competitions. The 10 projects with the highest overall scores will have been named and will compete for the Grand Prize and People’s Choice Award. The winners of both awards will be announced at the AASHTO Annual Meeting in Denver in October.. Learn more about each of these projects and the competition at AmericasTransportationAwards.org.

Source: AASHTO

Industry News

Murray, Cantwell Unveil Legislation to Support American Ports

Legislation will commit existing surplus of federal resources to improving port infrastructure, maintenance

Outdated Harbor Maintenance Tax diverts American-bound cargo to ports in Canada, Senate bill will level the playing field

U.S. Senators Patty Murray and Maria Cantwell, Port of Seattle CEO Tay Yoshitani, and Port of Tacoma CEO John Wolfe held a press conference at the Bell Harbor Conference Center rooftop deck to announce new legislation that will significantly strengthen American ports, including many in the Pacific Northwest. The Harbor Maintenance Tax, a long-established tax on imports that funds the operation and maintenance of America's large and small ports, is not being fully collected. Because of that, American ports, which drive job creation and anchor our export economy, can't make the infrastructure investments they need to support American businesses. Senator Murray and Senator Cantwell are addressing this threat to America's maritime economy with legislation to create a more equitable playing field for American ports.

Specifically, the Maritime Goods Movement Act for the 21st Century would:

- Repeal the Harbor Maintenance Tax and replace it with the Maritime Goods Movement User Fee, the proceeds of which would be fully available to Congress to provide for port operation and maintenance. This would double the amount of funds available for American ports, which will help our export economy thrive.
- Ensure that shippers cannot avoid the Maritime Goods Movement User Fee by using ports in Canada and Mexico.
- Set aside a portion of the user fee for low-use, remote, and subsistence harbors that are at a competitive disadvantage for federal funding.
- Create a competitive grant program using a percentage of the collected user fees to improve the U.S. intermodal transportation system so imported goods and goods for export can more efficiently reach their intended destinations.
- Pay for expanded infrastructure investments by closing loopholes that allow the largest oil and gas companies in America to receive billions of dollars in taxpayer subsidies every year, even though they enjoy profits in excess of \$100 billion annually.

"Senator Cantwell and I have worked with small and large ports here in Washington state, the business community, and labor leaders to write the Maritime Goods Movement Act – which will make desperately needed improvements to the laws that impact ports of all sizes and business large and small – exporters and importers," Senator Murray said. "This legislation will change the Harbor Maintenance Tax to give shippers new incentives to move their goods through American ports – particularly those in the Pacific Northwest."

Source: Office of Senator Patty Murray



Stuck in Traffic? Building America's Future Releases Mobile App, "I'm Stuck" for Commuters to Voice Frustrations to Congress in Real Time

"I'm Stuck" Will Connect Users with Their Member of Congress, Demand Federal Action on Nation's Infrastructure and Transportation Systems

Building America's Future (BAF) today released a new mobile app called "I'm Stuck" that will allow delayed commuters around the country to directly and immediately email their U.S. Representative or Senator to share their frustration. Members of Congress will no longer have the luxury of remaining unaware of their constituents' daily commuting travels and troubles. This real time reporting will send a message to Congress that we need to start investing in our nation's strained and deteriorating transportation networks.

Every day, millions of Americans waste precious time, money and energy resources stuck in traffic, waiting for a bus running behind schedule, delayed on an airport tarmac or crammed into an overcrowded subway. According to the Texas A&M Transportation Institute Urban Mobility Report, the total financial cost of congestion on America's roadways in 2011 was \$121 billion. That translates to \$818 per U.S. commuter. The same report estimated that the fuel and pollution costs of congestion are substantial: 2.9 billion gallons of gasoline were wasted and an additional 380 pounds of carbon dioxide was emitted per auto commuter due to traffic congestion.

"Usually commuters think traffic is like weather- it is something that happens to them and they have no control over it. But that isn't the case at all," said Ed Rendell, Co-Chair of Building America's Future and former Pennsylvania Governor. "The policies we put in place, or the lack of a coherent long-term infrastructure plan, directly impacts the daily experience of Americans trying to get around their communities. This app gives commuters and passengers a tool to voice their frustrations to Congress. It is called 'I'm Stuck' but the truth is America is stuck until Washington takes action."

"We routinely hear from both sides of the aisle that they support fixing the problems that plague our roads, highways, bridges and tunnels but there usually isn't the political will to step up and commit the funds that are necessary to solve these problems," continued Rendell. "'I'm Stuck' is going to bring elected officials closer to the people on the ground, experiencing the pain and frustration of outdated and overburdened transportation systems every day."

The messages to Members of Congress will be titled "I'm Stuck" and will encourage the need for action for a long-term transportation and infrastructure plan. All of the BAF generated messages will end with the tag line: "It's important. It's your decision. It's past time."

The "I'm Stuck" app is available for free download in the app stores and on the BAF website beginning today. It will run on both Android and Apple devices.

Source: Building America's Future Educational Fund

Research News

Transportation Statistics Annual Report

Research and Innovative Technology Administration: Bureau of Transportation Statistics
August 2013

The *Transportation Statistics Annual Report* describes the Nation's transportation system, the system's performance, its contributions to the economy, and its effects on the environment. This 17th edition of the report, covering 2011 and 2012, is based on information collected or compiled by the Bureau of Transportation Statistics (BTS), a Federal statistical agency in the Research and Innovative Technology Administration (RITA) of the U.S. Department of Transportation (USDOT).

The estimated value of U.S. transportation assets in 2010 was over \$7 trillion. The public owns one-half of the total transportation asset value, most highways and streets, but also publicly held airports, waterways, and transit facilities.

Over 4 million miles of roads, nearly 139,000 miles of railroads, over 25,000 miles of navigable waterways, over 2 million miles of pipelines, and more than 5,000 public use airports connect the Nation's people and businesses across a continent and with the rest of the world.

http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/tsar_2012.pdf.pdf

2013 Congestion Analysis of 100 Freight-Significant Highway Locations

American Transportation Research Institute, FHWA Office of Freight Management
September 2013

As part of the Freight Performance Measures (FPM) initiative, the American Transportation Research Institute (ATRI) and the Federal Highway Administration (FHWA) Office of Freight Management and Operations have released the 2013 Freight Performance Measures Analysis of Freight-Significant Highway Locations. The measures resulting from this ongoing analysis quantify the impact of traffic congestion on truck-based freight at 250 specific locations. The information provided through this effort empowers decision-making in both the private and public sectors by allowing stakeholders to better understand the severity of congestion and mobility constraints experienced along the highway transportation system. Better-informed decisions can result in more effective transportation infrastructure investment and development of more efficient, long-term routing and distribution strategies.

Specifically, this component of the FPM initiative monitors the GPS data at freight-significant locations throughout the United States (U.S.) and quantifies the impact of congestion on truck-based freight. Since the start of the congestion-monitoring component of the FPM program, the monitored list has grown to 250 freight-significant locations, and reflects a repository of data upon which mobility profiles may be compared over a series of years. The historical extent of the data allows for performance benchmarking thus identifying influential factors contributing to congestion and elucidating its long-term consequences on truck-freight mobility.

<http://atri-online.org/2013/07/08/atri-100-freight-locations/>

Research News

Development of a Freight: Benefit/Cost Methodology for Project Planning

Washington State Department of Transportation

June 30, 2013

Future reauthorizations of the federal transportation bill will require a comprehensive and quantitative analysis of the freight benefits of proposed freight system projects. To prioritize public investments in freight systems and to insure consideration of the contribution of freight to the overall system performance, states and regions need an improved method to analyze freight benefits associated with proposed highway and truck intermodal improvements that would lead to enhanced trade and sustainable economic growth, improved safety and environmental quality, and goods delivery in Washington State.

This project develops a process to address this need by building on previous and ongoing research by some project team members with the goal of developing an agency-friendly, data-supported framework to prioritize public investments for freight systems in Washington and Oregon. The project integrates two ongoing WSDOT funded efforts: one to create methods to calculate the value of truck and truck-intermodal infrastructure projects and the other to collect truck probe data from commercial GPS devices to create a statewide Freight Performance Measures (FPM) program. This integration informs the development of a framework that allows public agencies to quantify freight investment benefits in specific areas such as major freight corridors and across borders.

<http://www.wsdot.wa.gov/research/reports/fullreports/815.1.pdf>

Positive Train Control: Additional Authorities Could Benefit Implementation

US. Government Accountability Office

September 2013

To install positive train control (PTC)--a communications-based system designed to prevent certain types of train accidents caused by human factors-- almost all railroads are overlaying their existing infrastructure with PTC components; nonetheless, most railroads report they will miss the December 31, 2015, implementation deadline. Both the Association of American Railroads (AAR) and the Federal Railroad Administration (FRA) have reported that most railroads will not have PTC fully implemented by the deadline. Of the four major freight railroads included in GAO's review, only one expects to meet the 2015 deadline. The other three freight railroads report that they expect to have PTC implemented by 2017 or later. Commuter railroads generally must wait until freight railroads and Amtrak equip the rail lines they operate on, and most of the seven commuter railroads included in this review reported that they do not expect to meet the 2015 deadline. To implement PTC systems that meet the requirements of the Rail Safety Improvement Act of 2008 (RSIA), railroads are developing more than 20 major components that are currently in various stages of development, integrating them, and installing them across the rail network. AAR recently reported that by the end of 2012, railroads had spent \$2.8 billion on PTC implementation. To implement PTC, AAR estimates that freight railroads will spend approximately \$8 billion in total while the American Public Transportation Association (APTA) estimates that commuter railroads will spend a minimum of \$2 billion. Much of the work to implement PTC remains to be done. For example, AAR reported that as of the end of 2012, about a third of wayside interface units, which are needed to communicate data, had been installed and that less than 1 percent of locomotives needing upgrades had been fully equipped.

<http://www.gao.gov/products/GAO-13-720>

Upcoming Events

October 8-10, 2013: International Urban Freight Conference, Long Beach, CA



2013 I-NUF

5th METTRANS International Urban Freight Conference
October 8-10, 2013 The Westin Long Beach Hotel, CA

October 19-22, 2013: ATA Management Conference & Exhibition, Orlando, FL

November 17-19, 2013: The Intermodal Expo, Houston, TX



January 5-8, 2014: NRC Conference & NRC-REMSa Exhibition, Palm Desert, CA

CAGTC & Freight in the News

Nevada to consider “vehicle miles traveled” tax for road funding

Las Vegas Review- Journal

August 12, 2013

<http://www.reviewjournal.com/news/traffic-transportation/nevada-consider-vehicle-miles-traveled-tax-road-funding>

Long border entry wait times hurt our economy

The Monitor

August 13, 2013

http://www.themonitor.com/opinion/columnists/article_9859b00e-042f-11e3-82c1-001a4bcf6878.html

TIGER Funding for Ports, Rail Increases, But Future Grants Uncertain

The Journal of Commerce

September 5, 2013

http://www.joc.com/regulation-policy/transportation-policy/us-transportation-policy/tiger-funding-ports-rail-increases-future-grants-uncertain_20130905.html

TIGER V advances CAGTC transport projects

The Maritime Executive

September 9, 2013

<http://www.railwayage.com/index.php/intermodal/tiger-v-advances-cagtc-transportation-projects.html>

TIGER V Moves 25 Freight Projects Forward

The Maritime Executive

September 10, 2013

<http://www.maritime-executive.com/article/TIGER-V-Moves-25-Freight-Projects-Forward-2013-09-10/>

Why Join CAGTC?

Shape Policy

CAGTC Members have the opportunity to help shape policy and legislation with an organization that is known for getting results on the Hill. Membership gives you a seat at the table as our positions are vetted, debated, finalized and carried to the halls of Congress, where we then pull out the votes. All members are invited and encouraged to participate in our various policy and planning committees, which meet by phone, email and, occasionally, in person.

Up To Date Information

CAGTC strives to keep our members well informed and keyed in on important national freight developments. Because our work focuses solely on goods movement issues, we are able to disseminate concise, lightening-quick updates. Our members often tell us that CAGTC delivers information quicker than any of their other DC connections!

Access

CAGTC holds one annual, in-person meeting every spring, with impressive member turn out. In addition to our annual meeting, we hold smaller member events on a regular basis, such as our Congressional Goods Movement Briefing each spring and our Trade Corridor Summit in 2007. We also meet regularly with Congressional Members and staff and with the Administration. All of these meetings are free and open to members. Given that this is authorization time, we expect our calendar for Hill visits to book up quickly - in the run up to SAFETEA-LU, CAGTC held over 500 meetings with policy makers!

Member Promotion

In all our endeavors, the Coalition highlights its member organizations as examples of *good* projects and *how* the process should work. We do this in our regular meetings on the Hill, at conferences and during presentations and in our newsletter, which goes out every other month. Members have a spotlight for recent achievements, a sounding board of experts for advice, as well as an opportunity to network with likeminded organizations.

To learn more contact:

Elaine Nettle

WE'VE MOVED!

Coalition for America's Gateways and Trade Corridors

1120 20th Street, NW Suite 500 North

Washington, DC 20036

Tel: 202.828.9100 / Fax: 202.463.2471

Email: enessle@blakey-agnew.com

For more information about **The Coalition for America's Gateways and Trade Corridors**
or for newsletter submissions,
please visit our website at www.tradecorridors.org or
contact us at 202.828.9100 or enessle@blakey-agnew.com.