The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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Published by:

CAGTC

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Coalition Highlight

Congress & Administration Acknowledge - by Mouth and Money - Transportation's Importance

Mere minutes into his 2014 State of the Union address, President Obama heralded a message long carried by CAGTC: "first-class jobs gravitate to first-class infrastructure." Calling for expeditious and timely authorizations of both our water and surface transportation programs, the President recognized the many modes necessary to growing U.S. businesses and global economic competitiveness.

Supporting this statement of recognition, the President and Congress provided resources for transportation by passing earlier this month a $1.012 trillion FY14 omnibus spending bill that will fund the federal government through Sept. 30. The spending bill, which received noteworthy bipartisan support in the House and Senate, marks an end to the bitter budget battle that halted the federal government in October of 2013. The bill contains a significant increase in funding for an important program within the freight community: the Transportation Investment Generating Economic Recovery, or TIGER discretionary grant program.

TIGER's $600 million allocation enables the Department of Transportation to invest in innovative capital road, rail and port projects that have a significant impact on the nation, a region or a metropolitan area. The program was created in the 2009 American Recovery and Reinvestment Act, or the economic stimulus bill, and has since delivered five rounds of projects that invest in infrastructure to make communities stronger and more sustainable.

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In its FY14 budget proposal, the House eliminated TIGER entirely, and the Senate proposal allocated $550 million for the program, meaning an increase in funds is a significant win for the freight community. In TIGER 1, $1.5 billion was awarded to deserving programs, but by 2012's TIGER V, the amount of funding had decreased to $474 million. The FY14 omnibus bill appropriates $100 million more than last year's pre-sequester levels in addition to reversing all sequester cuts. The omnibus legislation marks the first time TIGER funding has increased year-to-year, highlighting the bipartisan support the program has earned in recent months. Projects devoted to freight or containing a strong freight component have historically done very well in the competitive grant program, claiming over 47 percent of total funding awarded throughout the five completed rounds.

Other positive investments in infrastructure include $41 billion in funds for the Federal Highway program and $5.5 billion for the Army Corps of Engineers. The highway funding is in line with the levels authorized by MAP-21 and reverses last year's sequestering cuts by increasing funding by $557 million. Similarly, the legislation reverses all of last year's sequester cuts to the Army Corps of Engineers budget, in addition to increasing funding by $500 million for the maintenance of the nation's harbors and waterways.

Despite reduced spending limits, Congress prioritized investments in infrastructure, demonstrating commitment to the backbone of the American economy. The increase in funding for the TIGER program and maintaining the level of funding promised by MAP-21 shows the support in both the House and the Senate for vital transportation programs and highlights their successes in strengthening the nation's transportation infrastructure.

Aging Infrastructure Drags Down United States' Overall Competitiveness

Report by the World Economic Forum Ranks Infrastructure Second Pillar of a Functioning Economy

In September of 2013, The World Economic Forum issued its annual Global Competitiveness Report, ranking the productivity and economic potential for 148 countries worldwide. The 2013-2014 Report placed the United States in a respectable 5th place in overall competitiveness. However, America struggled to crack the top 20 in infrastructure rankings, indicating that our overall competitiveness is in jeopardy unless significant investments to our nation's bridges, roads and ports are made. This warning comes on the heels of the American Society of Civil Engineers Report Card, which gave U.S. infrastructure a D+.

The sad state of our nation's infrastructure is not news to transportation funding advocates, but the Global Competitiveness Report does offer a context in which to place the importance of infrastructure to overall economic health. The report classifies infrastructure as the second pillar of a functioning economy, only behind governmental institutions. Infrastructure is before education, stability of macroeconomic environments, and financial market development.

The U.S. maintains its competitive edge thanks to its flexible labor markets, its highly sophisticated and innovative companies, and its excellent university system. However, it's dragged down by the state of its infrastructure, critical to a large country in which distances between regions can affect trade. A well developed transport infrastructure network, according to the study, is essential to enabling entrepreneurs to get goods and services to market in a secure and timely manner.

Read the full report here: http://www3.weforum.org/docs/WEF_GlobalCompetitivenessReport_2013-14.pdf

CAGTC Perspective

Increased Trade Ahead: How the Freight Community Should Prepare

Leslie Blakey

In Washington and around the country, the chorus of calls to fund freight is getting louder. That's encouraging - especially given 2014 is a reauthorization year for surface transportation. CAGTC will spend the upcoming months on the frontlines of the fight for multimodal freight transportation funding. And while it's more important than ever to keep our eye on the goal, it's also beneficial to take a step back and frame the conversation in the context of how our nation's infrastructure capacity influences the global economy and vice versa. How does investment in our infrastructure affect international trade patterns? Are environmental standards driving decision making? And how do changes in commodities affect infrastructure investment needs?

The NAFTANEXT Summit, planned for April 22-25, 2014 in Chicago, IL, will seek to answer these questions. Held in conjunction with the CAGTC annual meeting, the Summit will gather industry and government leaders to discuss the challenges and opportunities created by increased trade and our freight mobility, energy and sustainability future as a trading continent. To recognize twenty years of free trade, the Coalition is convening the NAFTANEXT Summit, providing a forum for both public and private sectors to share ideas and strategies for a long-term vision for freight transportation in North America

NAFTANEXT will feature a lineup of industry experts, including Matt Rose, Chairman of BNSF, Stéphane Dion, Canadian Minister of Parliament and former Minister of the Environment and the Hon. Gary Doer, Canadian Ambassador to the United States (more information on page 4). Other invitees include Hon. Rahm Emanuel, Mayor of Chicago, Eduardo Medina-Mora, Ambassador of Mexico to the U.S., and Rodney Slater, Former U.S. Secretary of Transportation. Panelists will speak on matters of importance to CAGTC members, such as how extended supply chains are affecting demands for transportation capacity, and explore best practices for keeping North American gateways competitive.

CAGTC's near singular focus in the upcoming months will be on reminding Congress of the value that freight infrastructure investment has on the overall health of our nation's economy. NAFTANEXT will put our advocacy in context. The summit will provide decision-makers and industry professionals with answers as to how we got here, where we're going, and why funding freight matters.

Leslie Blakey, Executive Director

Palmer House Hotel | Chicago, Illinois | April 22-25, 2014

Confirmed Speakers for the Summit Include:
Stéphane Dion, Former Canadian Minister of the Environment, Member of Canadian House of Commons
Hon. Gary, Doer, Canadian Ambassador to the United States
Donald James, Chairman and CEO, Vulcan Materials
Matt Rose, Executive Chairman, BNSF
For a complete agenda, please visit http://www.naftanext.com/program/

Registration is now open for the NAFTANEXT Summit. Visit www.naftanext.com now and click the “register here” button to qualify for the early-bird discount.

Please note the CAGTC members-only meeting takes place April 22 and is free of charge; the NAFTANEXT Summit, beginning the evening of April 22, is open to the public. CAGTC Members are eligible for a discounted registration rate. Please contact Elaine at ENessle@Blakey-Agnew.com or call 202-828-9100 for more information.

A hotel block has been reserved at the Hilton’s Palmer House Hotel in Chicago at the rate of $171.00 per night, which includes free in-room Wi-Fi, and meets the lodging per diem for the standard government rate. To reserve your hotel room, please click here: http://www.naftanext.com/program/venue/.

Complimentary registration is available for various levels of NAFTANEXT Summit Sponsorship. To learn more about sponsorship opportunities, please call us at 202-828-9100.

Board Update

Tim Lovain
Executive Vice President
Capitol Strategies

CAGTC Board of Directors Vice Chairman Tim Lovain has joined the newly-formed firm Capitol Strategies, which specializes in government relations, federal market analysis, tactical business development and strategic communications. Mr. Lovain will serve as Executive Vice President for the company, after more than 29 years at Denny Miller Associates where he was Vice President and General Counsel. Mr. Lovain will lead Capitol Strategies’ representation of several public sector transportation clients.

Mr. Lovain has served four years as a member of the Alexandria, VA City Council (2006-2009, 2013 - present). Although he has worked extensively on multiple issues, Mr. Lovain has developed a special expertise in transportation issues. He serves as the Chair of the Washington Area Transit Industry Representatives and Chair of the Public Ferry Coalition. In his role as Councilmember, Tim serves on the Transportation Planning Board for the National Capital Region and the Alexandria Transportation Commission, and he was the founding Chair of the Northern Virginia Streetcar Coalition. Tim served as a Legislative Assistant to Senator Slade Gorton (R-WA); Legislative Director of New Directions, a citizens lobby on international issues; and Chief Legislative Assistant to Representative Helen Meyner (D-NJ).

President Barack Obama delivering the 2014 State of the Union address (Photo courtesy of the White House)

CAGTC Applauds President Obama's Call for "First-Class Infrastructure" During State of the Union Address

Statement by Executive Director Leslie Blakey:

WASHINGTON, DC (January 30, 2014) – The Coalition for America's Gateways and Trade Corridors (CAGTC) Executive Director Leslie Blakey praised President Obama's remarks on transportation infrastructure during his 2014 State of the Union address, especially noting his statement that "first-class jobs gravitate to first-class infrastructure."

"Since our founding in 2001, CAGTC has worked to educate decision makers on the critical role transportation infrastructure plays in supporting our national economy. Mere minutes into his 2014 State of the Union address, President Obama heralded our message, calling for increased investment in transportation infrastructure to attract 'first-class jobs.' He called out the surface transportation authorization and alluded to our multimodal freight network in urging Congressional action. He also indicated a willingness to look at corporate tax reform as a means of financing these investments, an acknowledgement that new and innovative sources of funding are necessary.

CAGTC further applauds the President for distinguishing between investing and spending, reinforcing the former leads to increased overall economic health, global competitiveness and a more robust tax base in the long run. Investment in our nation's multimodal transportation infrastructure will benefit U.S. businesses and jobs for years to come – a foundation that was willingly provided by previous generations and one we owe our children. Further, his commitment to exercise administrative powers to streamline permitting processes reflects understanding that eliminating bureaucratic inefficiency saves large amounts of time and money, delivering urgently needed projects that reduce congestion, fuel waste and pollution.

This year, I watched the State of the Union through a different lens. Currently participating in the Cargo Logistics Canada Expo and Conference in Vancouver, Canada, I have been immersed in Canada's tactical approach to infrastructure planning and investment. Our northern neighbor takes a full-spectrum view of their freight network and is a constant reminder of a nation striving to enable business through strategic investment in transportation infrastructure. The government of Canada is not afraid to be accused of working hand-in-hand with business to leverage public investment and achieve job growth through a robust industrial base. This concept is not new – it is one our nation adopted decades ago, but somewhere along the line, we've lost that vision. The President's address brings hope that it is being recreated, with stronger focus and collaborative intent on the federal side. Our Congress should welcome and enable this approach. A commitment to investment in goods movement infrastructure and dedicated funding for a freight program is critical for America to ensure a safe, efficient and reliable multimodal supply chain that will continue to stoke the engine of commerce and support job growth."

Member Spotlight

CAGTC Member: Alameda Corridor-East Construction Authority


SGTC Fiber Optic Installation Drilling

Southern California is the nation's leading trade gateway and home to the two busiest container ports in America. Three-quarters of the goods arriving in Southern California leave the region, with the majority carried aboard transcontinental trains bound for domestic destinations across the United States. As frustrated motorists waiting at rail crossings in Southern California can attest, up to 100 freight trains a day traverse the region, with more than 90 percent heading east. By 2025, that number is projected to increase to 250 trains per day, according to a study conducted for the Southern California Association of Governments.

SGT Fiber Optic Cable Pulling and Splicing

In response to growth in Pacific Rim trade and associated freight rail traffic, the Alameda Corridor-East (ACE) Construction Authority was established in 1998 to oversee a construction program of highway-rail grade separation projects (where the road goes over or under the railroad) and grade crossing safety improvements in eastern Los Angeles County. Fifteen years later, the ACE Construction Authority is in its most productive phase ever, having secured more than $1.6 billion in federal, state, local and railroad funding commitments for a program of 22 grade separations and a corridor safety upgrade.

With seven grade separation projects and the corridor safety upgrade completed, today the ACE Construction Authority is busy constructing six grade separations while overseeing design engineering and property acquisition on another five projects.

(Continued on Page 7)


SGT Retaining Wall Tie Back Testing and Installation

(Continued from Page 6)

Highway-rail grade separations in Southern California mitigate the impacts of nationally significant goods movement by eliminating traffic chokepoints and potentially deadly collisions at crossings, reducing vehicle emissions and eliminating train horn noise. Studies have shown that without construction of the ACE grade separations, traffic delays at highway-rail crossings in the San Gabriel Valley would increase by up to 300 percent. Additionally, the ACE grade separations are an integral element of Southern California's strategy to encourage the long-haul movement of the nation's freight by train rather than by trucks on the region's congested highway network. Other regional projects being planned and implemented include on- and near-dock rail yard projects as well as railroad capacity enhancement projects.

Nogales Charlie Road Detour Road Paving Curb and Gutter


Nogales Gale Avenue Street Widening Asphalt Paving Crew

Nogales Storm Drain Line A Alignment


Nogales Railroad Storm Drain and Charlie Road Detour Crossing

Since inception of the ACE grade separation program in eastern Los Angeles County, which followed the opening of the Alameda Corridor, the national significance of the program has been consistently recognized by Congress in federal transportation legislation. Moreover, with State and local encouragement, Congress legislatively expanded the ACE program's scope to encompass a 282-mile ACE Trade Corridor through Los Angeles, Orange, Riverside and San Bernardino counties. A total of 131 grade separations are proposed along these freight mainlines at an estimated cost of $4.6 billion (in 2006 dollars).


Nogales Storm Drain Line A Rebar for Concrete Floor

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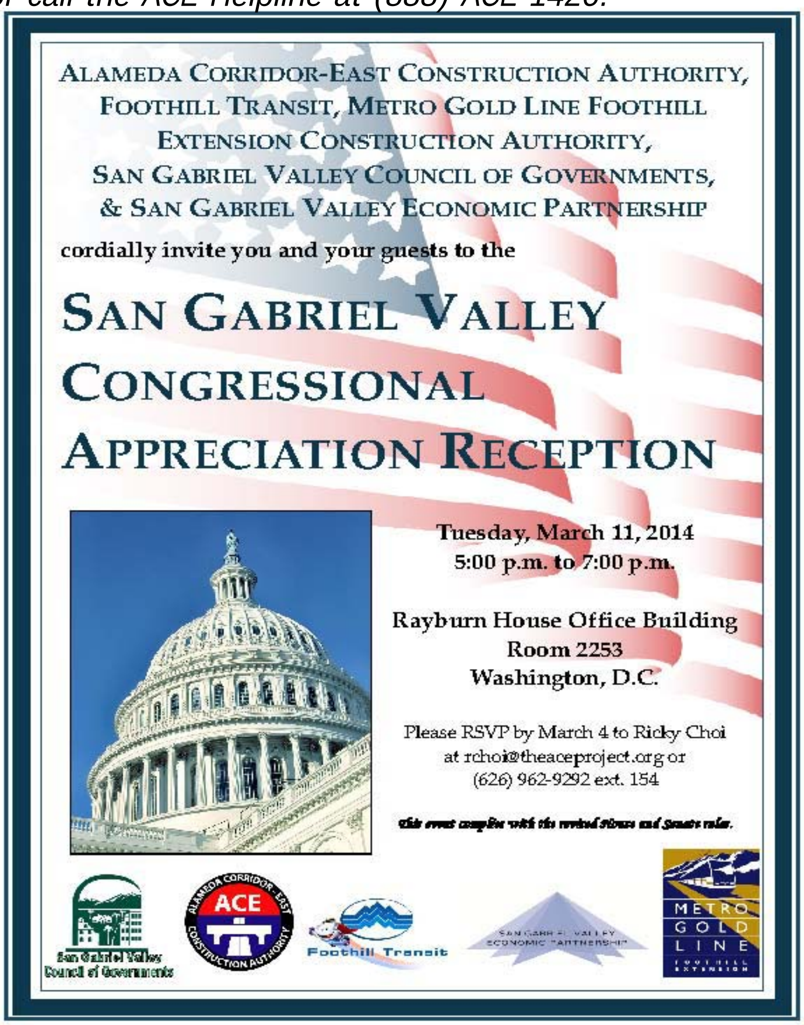
The ACE Construction Authority has long sought stable federal funding for regionally and nationally significant highway projects and has been active in the fight for a new federal freight program. In fact, ACE is a founding member of the Coalition for America's Gateways and Trade Corridors (CAGTC). With the leadership of Congressional champions and the advocacy of CAGTC and other stakeholders, the National Freight Program authorized in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was a significant and promising policy breakthrough.

Baldwin Retaining Wall Forming Pouring and Striping

As Congress drafts successor legislation to MAP-21, the ACE Construction Authority will work diligently with Congress, our CAGTC partners and other stakeholders to seek funding to support highway infrastructure projects and programs like ACE. If adequate federal resources are made available, the ACE program in Los Angeles County can be completed for the benefit of the region and our nation.

For more information about the ACE projects, please visit the ACE website at www.theaceproject.org or call the ACE Helpline at (888) ACE-1426.



ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY, FOOTHILL TRANSIT, METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY, SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS, & SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP

cordially invite you and your guests to the

SAN GABRIEL VALLEY CONGRESSIONAL APPRECIATION RECEPTION

Tuesday, March 11, 2014
5:00 p.m. to 7:00 p.m.

Rayburn House Office Building
Room 2253
Washington, D.C.

Please RSVP by March 4 to Ricky Choi
at rchoi@theaceproject.org or
(626) 962-9292 ext. 154

This event complies with the revised House and Senate rules.

San Gabriel Valley Council of Governments
ACE
Foothill Transit
METRO GOLD LINE

This event complies with the revised House and Senate rules.

Baldwin Retaining Walls and Railroad Bridge Columns

Baldwin Project Storm Drain Line A Construction

Source: The ACE Construction Authority

Member News

Port of Stockton Dedicates M-580 Northern California Marine Highway

On Nov. 1, 2013, Port of Stockton Port Director Richard Aschieris welcomed an enthusiastic crowd to Dock 14 to join in dedicating the Northern California Marine Highway, called the M-580, which is providing an efficient method to move goods between California's Central Valley and the Port of Oakland.

Containers Ready to Travel

Aschieris told the group that the first barge sailed in early June 2013. Since then, the ports have gained operational experience and developed the partners who are using this service to deliver containerized cargo to the Bay Area without using trucks.

"I am pleased to report that more than 5,000 truck trips have been eliminated already from our highways, which has eliminated 453 tons of pollution from the air we breathe," Aschieris added.

The M-580 Marine Highway is part of a $130 million, 10-year effort to improve port infrastructure and has resulted in the private sector investing more than $2 billion in projects at the port in just the last five years. The port purchased two 140-ton Liebherr 550 mobile harbor cranes and two container-modified dedicated barges for this service. Booking cargo is the same process as booking trucked cargo. Containers can be loaded to maximum capacity that can be heavier than the 80,000-pound weight limit for trucks traveling between the ports.

Port of Stockton Vice Chair Victor Mow said these projects brought hundreds of new family-wage jobs for the community. This service has created new work opportunity for members of the local ILWU workforce by providing 475 shifts of work with an estimated value of $438,000 in wages and benefits. This jobs creation is exclusive of the work provided to the ILWU Oakland workforce and ancillary support jobs within the trucking industry and tenant based businesses, to name a few.

Port Director Richard Aschieris Addresses the Crowd at the Dedication of the Northern California Marine Highway

"This service is a combined effort with the support of local leadership, two ports, two air quality districts, operations and marketing efforts of the ports' staff, stevedore companies, terminal operators, shipping partners and on-dock longshore unions," Mow said. "I am pleased to report that the Northern California Marine Highway will generate more than $5 million in new wages on our docks in the first year of operations alone."

Port of Stockton Deputy Director Mark Tollini provided some statistics of the service. As of the end of October 2013, 2009 containers, carrying target export commodities such as wine, waste paper, grain and tomato paste along with target imported cargoes of wine, retail, feed grain and fertilizer, have moved on the barges that have made 20 round-trips between the ports of Stockton and Oakland. The container size ratio is approximately 60 percent 40-foot and 40

"This 'California Green Trade Corridor' is working on twice-weekly service to Oakland terminals, eventually to increase to four calls a week," Tollini reported. "More than two dozen international container lines can make use of this service that takes approximately 8.5 hours to reach Oakland as the barge is pushed by Brusco Tug and Barge's tug boats." Following the speakers' presentations was a formal champagne christening of the Northern California Marine Highway alongside the barge, "M-580 B."

Source: Port of Stockton

Member News

CenterPoint Properties Trust Appoints Robert M. Chapman as Chief Executive Officer

CenterPoint Properties Trust (the "Company"), an Illinois based industrial development, investment and management firm, is pleased to announce the appointment of Robert M. Chapman as its Chief Executive Officer. Mr. Chapman will accept the role vacated by the retirement of Paul Fisher, who will be assuming the roles as Vice Chairman and a member of the Company's Board of Directors.

Mr. Chapman is an experienced real estate professional who previously served in various capacities, including Chief Operating Officer, at Duke Realty Corporation, a publicly traded industrial and office REIT with a market cap of over $5 Billion. Prior to working for over twelve years at Duke, Mr. Chapman served as a Senior Vice President at RREEF Management Company in Chicago, as well as serving at such renowned development companies as Gerald Hines Interests and Lincoln Property Company. Mr. Chapman is a graduate of Stanford University and of the Stanford Graduate School of Business.

"We are extremely pleased to have as experienced and as capable an executive as Bob Chapman assume the role as CEO of CenterPoint," noted John K. Saer, Executive Chairman of the Board for the Company. "Bob brings both a wealth of experience in all facets of industrial real estate and a strong track record as a leader of people. We are confident that Bob will continue to lead CenterPoint's strategic growth plans with a steady hand. We are also very happy to have Paul Fisher continue to serve the Company in his new capacities, as he also brings a wealth of experience and insights to the enterprise."

About CenterPoint Properties
CenterPoint Properties is focused on the development, acquisition and management of industrial property and transportation infrastructure that enhances business and government supply chain efficiency. The company invests in major coastal and inland port logistics markets anchoring North America's principal freight lanes. CenterPoint's portfolio includes 45.5 million square feet and 6,000 acres under development in the company's integrated intermodal industrial parks. For more information on CenterPoint Properties, visit www.centerpoint.com or follow @centerpointprop on Twitter.

For additional information regarding CenterPoint Properties, please contact Kate Dougherty, Marketing Manager at 630.586.8205 or kdougherty@centerpoint.com

Source: CenterPoint Properties

Member News

Construction Starts on SR 11 to Ease Border Congestion

After more than a decade of planning, SANDAG and Caltrans broke ground December 10 on a major project to build critically needed border infrastructure – a new freeway and eventually a new port of entry in Otay Mesa – to cut border wait times and boost crossborder trade.

Estimated to cost $700 million to $750 million, the State Route 11/Otay Mesa East Port of Entry (POE) project is the result of collaboration by a number of key local, state, and federal agencies in both the United States and Mexico, including the General Services Administration, U.S. Customs and Border Protection, the U.S. Department of Transportation, the Federal Highway Administration, Mexico's Secretaría de Comunicaciones y Transportes, Secretaría de Relaciones Exteriores, and Mexican Customs/Aduanas. Officials and elected representatives from both sides of the border attended the December 10 groundbreaking ceremony for the first segment of the project.

Currently, all border crossings between the San Diego area and Tijuana are congested, with border wait times routinely exceeding two hours at the existing Otay Mesa and San Ysidro ports of entry. Border traffic congestion and delays cost the U.S. and Mexican economies an estimated $7.2 billion in gross output (value of goods and services produced) and more than 62,000 jobs in 2007 (the latest data available). The annual dollar loss is equivalent to 18 Super Bowls. In addition to economic loss, border congestion is also detrimental to air quality.

The SR 11/Otay Mesa East POE project will be built in three phases. The first segment, which starts construction this month, will build a stretch of the freeway from SR 905 east to Enrico Fermi Drive and the SR 905/SR 11 freeway-to-freeway connectors, linking the future port to the rest of the highway system. This segment will cost $112 million, with $71 million coming from the state's Proposition 1B Trade Corridors Improvement Fund and $41 million from the federal Coordinated Border Infrastructure program. Coffman Specialties Inc. of San Diego is the contractor for the first segment, which is expected be completed in late 2015/early 2016.

Segment Two will extend SR 11 from Enrico Fermi Drive to Siempre Viva Road and include a new Commercial Vehicle Enforcement Facility (CVEF). The entire length of the highway will be 2.5 miles. Segment Three will build the new Otay Mesa East Port of Entry. The last two phases will be built as funding becomes available.

Future plans call for toll roads approaching the border crossing both north and south of the border – allowing travelers the opportunity to pay a fee to get to the border more quickly, drastically reducing the lengthy wait times they currently endure.

"This is a big step toward eventually building a fourth port of entry in the San Diego region," SANDAG Chair and Santee Councilmember Jack Dale said. "The innovative new crossing will make it possible for commercial and private vehicles willing to pay a toll to get across the border in a secure way and quickly, cutting congestion and giving a big boost to our local and state economies."

Caltrans is the lead agency for the planning, design, and construction of the toll road portion of the project. SANDAG is the tolling authority, and is also spearheading the design and construction of the port of entry.

Source: SANDAG

Member News

Oregon's Road Usage Charge Pilot Project Inducted to World Transportation Hall of Fame

Oregon is first to establish a Road Usage Charge System and First Government Awardee

The Intelligent Transportation Society (ITS) World Congress has recognized its 2013 Hall of Fame inductees from the Americas, Europe and Asia: Oregon Department of Transportation's (ODOT's) Office of Innovative Partnerships and Alternative Funding was selected in recognition of the Road Usage Charge Pilot Project.

The Oregon Road Usage Charge Pilot Project was ITS World Congress' first ever Local Government Awardee. Oregon's program is focused on helping the state achieve sustainable transportation funding and mitigate reductions in gas tax revenues. ITS recognized Oregon's Road Usage Charge Pilot Project for its equitable approach of charging drivers based on their actual usage of the roadways (i.e., the number of miles driven) rather than on the amount of fuel they purchase.

"The 2013 winners have demonstrated that they are not only on the cutting edge of transportation innovation, but that they are leading the industry forward," said ITS America President and CEO Scott Belcher. "Congratulations to the Oregon Department of Transportation."

After the conclusion of the 2012 Road Usage Charge Pilot Project, the 2013 Oregon Legislature passed Senate Bill 810, the first legislation in the United Sates to establish a road usage charge system for transportation funding. Senate Bill 810 authorizes ODOT to set up a mileage collection system for 5,000 volunteer motorists beginning July 1, 2015. ODOT may assess a charge of 1.5 cents per mile for up to 5,000 volunteer cars and light commercial vehicles and issue a gas tax refund to those participants. It will not be another pilot project but rather the start of an alternate method of generating tax from specific vehicles to pay for Oregon highways.

With the 2012 pilot project concluded and new legislation to implement, ODOT is hosting the Oregon Road Usage Charge Summit Nov. 13 at the World Trade Center in Portland to educate potential partners on aspects of the program. The event features two tracks: 1) for state authorities interested in joining the program to further their own policies and research; and, 2) for vendors and service providers interested in helping Oregon implement the system set forth in Senate Bill 810. ITS World Congress Hall of Fame recipients are selected annually based on their leadership in the transportation technology arena and their dedication to organizational and thought leadership contributing to the vision of intelligent transportation systems.

ODOT's Office of Innovative Partnerships and Alternative Funding works to create public-private partnerships that benefit the state's transportation system and its citizens. Created in 2003 by the Oregon Legislature, the office deploys private sector creativity, flexibility and entrepreneurship to innovate new transportation solutions and funding models. report.

Source: Oregon Department of Transportation.

Member News

2013 FEC Christmas Train Surpasses Goal!

Florida East Coast Railway (FEC) is proud to announce the FEC 2013 Toys for Tots Christmas Train surpassed last year's fundraising by more than 139% and delivered more than 2250 toys to each of eight locations along Florida's East Coast!

During the December 14, 2013 trip from Jacksonville to Miami toys were distributed to representatives of the United States Marine Corps, for local Toys for Tots programs.

"We are extremely proud and want to thank everyone who made this event possible. It is because of this compassionate giving that many children in the communities we serve welcomed Christmas morning with a gift from Santa," said Chief Executive Officer, Jim Hertwig.

In its fourth consecutive year, the FEC Christmas Train has established itself as the premier fundraising event for FEC Employees, Customers, Vendors and Suppliers, this year totaling more than $275,000.

About Florida East Coast Railway
Florida East Coast Railway is a 351-mile freight rail system located along the east coast of Florida and is the exclusive rail provider for PortMiami, Port Everglades, and Port of Palm Beach. FEC connects to the national railway system in Jacksonville, Florida, to move cargo originating or terminating there. Based in Jacksonville, Florida, FEC provides end-to-end intermodal solutions to customers who demand cost-effective and premium quality. For more information, visit www.fecrwy.com.

Source: Florida East Coast Railway

Member News

TAMPA PORT AUTHORITY

‘Port Tampa Bay’ Ushers in New Year and Brand at Annual State of the Port Address

The Port of Tampa has a new name and logo to reflect the Tampa Port Authority’s renewed spirit, expansion, investments and new momentum in its marketing efforts, both regionally and globally. The new logo and brand approach were launched at today’s annual State of the Port event, attended by a standing room only crowd of more than 300 port stakeholders and elected officials, at Cruise Terminal 2, in Tampa.

Port Tampa Bay has laid the groundwork for future growth and continues to invest in its port infrastructure and capacity for all cargo types. With its new leadership, the port is employing a set of strategic initiatives designed to manage and leverage the maritime assets of the port for the benefit of the community as a whole, and to bring economic vitality to the region and state. The port is the largest economic engine in Tampa Bay, the energy products gateway for the region, and the largest tonnage port in Florida.

“There’s a whole new customer-centric focus and energy to what we’re doing here. We’re making the investments and structural moves to provide more capacity and value for our customers—and now we’re telling everyone about it. Our new logo and brand messages reflect regionalism and diversity in our lines of business and reflect who we are as a truly world class port,” Paul Anderson, port president and CEO, said.

Port Tampa Bay supports nearly 80,000 jobs and generates almost $15 billion in annual economic impact. In addition to being a top 10 U.S. cruise port, the port handles a wide array of bulk, break bulk, containers and roll-on/roll-off cargoes, and is a major shipbuilding and repair center. Port Tampa Bay was recently voted “Simply the Best” for world-class customer service in a Logistics Management Magazine reader poll. For more information, visit www.portTB.com. Follow the port @portTampaBay on Twitter and Port Tampa Bay on Facebook.

Port Tampa Bay President and CEO Paul Anderson delivers annual State of the Port Address to standing room only crowd, held at one of the port’s cruise terminals. Anderson talked about 2013 successes and launched the port’s new logo and name, Port Tampa Bay, signifying regionalism, partnerships and a renewed commitment to marketing the port to the world.

Source: Port Tampa Bay

Industry News

AAPA Seeks Technical Experts to Help Develop Port Investment Plan Toolkit

Toolkit part of a unique partnership with DOT's Maritime Administration

As part of a first-of-its-kind cooperative agreement, the American Association of Port Authorities (AAPA) and the U.S. Department of Transportation's Maritime Administration (MarAd) have teamed up to develop a port investment plan toolkit that will help port authorities create investment-quality infrastructure development plans in order to attract public and/or private capital to fund their infrastructure projects.

Once completed, the toolkit will be available in the public domain. It will include, among other things, guidance on writing grant applications, methods to analyze a project's economic benefits and examples of best practices.

First however, the association and MarAd are looking to recruit technical experts from ports and firms engaged in port planning, financing and development who are willing to contribute their expertise to the production of a number of toolkit components. AAPA will also hire a contractor, through a separate process, to conduct focus groups and other meetings of these technical experts to develop the toolkit.

According to Jean Godwin, AAPA's executive vice president and coordinator for the toolkit endeavor, the goal of this project is to develop materials that will assist ports in obtaining funding in a variety of ways. She said upon completion, port authorities should be able to use the toolkit to: (1) improve their chances of getting port infrastructure projects in metropolitan planning organization and state transportation plans in order to better compete for funding; (2) better position their projects for federal funding such as Transportation Investment Generating Economic Recovery (TIGER) grants; and (3) assist them in obtaining private sector funding.

"The components we envision for this toolkit will help ports make more compelling economic arguments to compete for government grants and private-sector funding opportunities," she said. "By providing ports with guidance on how to clearly identify their future needs and proposing the most cost-effective, sustainable and efficient solutions for their projects, the result should be an 'investment grade' plan that helps develop needed infrastructure and facilities."

The view AAPA's Request for Technical Assistance announcement for experts to help with the toolkit project, click here:
http://aapa.files.cms-plus.com/PDFs/Request%20for%20Technical%20Assistance%2012-13-13.pdf

Source: American Association of Port Authorities

Industry News

Former U.S. Secretary of Transportation LaHood Joins Building America's Future as Co-Chair

Building America's Future (BAF) announced that former U.S. Secretary of Transportation Ray LaHood (R) will join the organization as a new co-chair. Serving alongside fellow co-chairs former New York City Mayor Michael Bloomberg (I) and former Pennsylvania Governor Ed Rendell (D), the Honorable Ray LaHood will help lead BAF's bipartisan coalition of current and former elected officials who are committed to raising awareness about the need to invest in our nation's roads, bridges, airports, rails and ports. Together, the BAF co-chairs called on Washington to support critical transportation infrastructure investments and take action to keep the Highway Trust Fund solvent.

"I am delighted to join Building America's Future as a co-chair and am excited to work together with some of the nation's most innovative public leaders," said former Transportation Secretary LaHood. "While there is widespread agreement that our nation's aging roads, bridges, transit and aviation systems are woefully inadequate, Washington has failed to show leadership in making the tough decisions to increase revenue to fund these critical investments. With the Highway Trust Fund just months away from insolvency, it is time for action."

"During his tenure as the Secretary of Transportation and as a member of Congress, Secretary LaHood did remarkable work, and I am honored to welcome him to Building America's Future," said former New York City Mayor Bloomberg. "While Congress is stuck in gridlock and the Highway Trust Fund approaches insolvency, cities across America are struggling to find resources needed to maintain and modernize their transportation networks. We need Washington to step up and provide the necessary funding so cities can invest in stronger, more resilient infrastructure that is able to withstand future severe weather events."

"The Secretary is a tireless advocate for our nation's transportation systems, and I couldn't be more pleased to work alongside such a dedicated leader. No one knows better than the Secretary how challenging it is to break the gridlock in Washington, and I am proud to join him today in calling on Washington to raise the revenue necessary to modernize our critical transportation infrastructure. If we as a nation do not get serious about meeting this challenge we will continue to fall behind our global economic competitors," said Governor Ed Rendell.

Secretary LaHood brings decades of experience in transportation and infrastructure to Building America's Future. Under President Obama's leadership, LaHood served as the U.S. Secretary of Transportation from 2009 to 2013. Prior to his role with the Department of Transportation, LaHood represented the 18th District of Illinois as a seven-term Congressional member and served on the House Transportation and Infrastructure Committee. In his new role as a co-chair of BAF, LaHood will continue his legacy of working across the aisle.

In its report *Falling Apart and Falling Behind*, Building America's Future lays out the economic challenges posed by our ailing transportation infrastructure, provides a comparative look at the smart investments being made by our international economic competitors, and offers recommendations for policymakers in Washington to reform, fund and finance the nation's transportation policies.

Source: Building America's Future

Research News

Field Study on Efficacy of New Restart Provision for Hours of Service Report to Congress

Federal Motor Carrier Safety Administration
January 2014

FMCSA's commissioned real world, third-party study provides further scientific evidence that the restart provision in the current hours-of-service rule for truck drivers is more effective at combatting fatigue than the prior version. Analysis shows that the rule will prevent approximately 1,400 crashes and 560 injuries, and save 19 lives each year. Only the most extreme schedules in which drivers are working more than 70 hours in one week will be impacted, and the vast majority of workforce - more than 85 percent - will see little to no change in their schedules as a result.

http://www.fmcsa.dot.gov/documents/congress-reports/Efficacy-of-HOS-Restart-Rule-Enclosure-FINAL-508.pdf

Guiding Us There: A Blueprint for Presidential Leadership

The David R. Goode National Transportation Policy Conference
November 2013
America's transportation infrastructure is in a state of disrepair, and existing policy is unable to meet the nation's current and future needs. Informed by the deliberations of the 2013 Goode Conference, the Miller Center proposes seven recommendations the President can act on to change the trajectory and chart a new course in transportation policy—one that will ensure the fast and efficient movement of people, goods, ideas, and information necessary in the 21st century global economy
http://web1.millercenter.org/conferences/report/conf_2013_transportation.pdf

Panama Canal Expansion Study
Phase I Report: Developments in Trade and National and Global Economies

U.S. Department of Transportation, Maritime Administration
November 2013

MARAD released a study on shipping patterns and industry costs that will help the United States prepare for the anticipated impact on its ports, waterways and intermodal freight systems from the Panama Canal expansion. The expansion of the Panama Canal, scheduled for completion in 2015, will give much larger vessels, called "Post Panamax" vessels, greater access to the U.S. ports on the East and Gulf coasts.

The first of a two-part study, found the integration of Post-Panamax vessels into U.S. trade lanes will have substantial implications for the nation's shippers, ports and surface freight corridors, particularly along the East Coast, Gulf Coast and inland states located east of the Mississippi River. In addition, more cost-effective service generated by the larger vessels could improve the ability of some U.S. exports, like grain, coal, petroleum products and liquefied natural gas, to compete in global markets. In addition, the report noted that shifts in shipping patterns impacting the national transportation system will occur slowly and over time.

Some anticipated infrastructure development needs are currently being met as part of the Obama Administration's "We Can't Wait" economic initiative, which expedites the permitting and review process for regionally significant infrastructure projects. To date, the Administration has expedited seven infrastructure projects to help modernize and expand five major U.S. ports, including the Port of Jacksonville, the Port of Miami, the Port of Savannah, the Port of New York and New Jersey and the Port of Charleston.

http://www.marad.dot.gov/library_landing_page/maritime_publications/Library_Publications.htm

Upcoming Events

February 19-20, 2014: 14th Annual California Maritime Symposium, Sacramento, CA

March 24-25, 2014: AAPA Spring Conference, Washington, D.C.

April 22-25, 2014: NAFTANEXT, Chicago, IL

April 26-30, 2014: American Planning Association's 2014 National Planning Conference, Atlanta, GA

CAGTC & Freight in the News

President Obama talks transportation but stakeholders say action is needed
Logistics Management
January 29, 2014
http://www.logisticsmgmt.com/article/president_obama_talks_transportation_but_stakeholders_say_action_is_needed

Rep. Smith Reintroduces Freight Infrastructure Reinvestment Bill
Progressive Railroading
January 1, 2014
http://www.progressiverailroading.com/federal_legislation_regulation/news/Rep-Smith-reintroduces-freight-infrastructure-reinvestment-bill--39034

Creation of Freight Network Not an Easy Task
Heavy Duty Trucking
December 10, 2013
http://www.truckinginfo.com/channel/owner-operators/news/story/2013/12/creation-of-freight-network-not-an-easy-task.aspx

Freight Interests Back Legislation to Boost Fuel Taxes 15 Percent Over Three Years
DC Velocity
December 5, 2013
http://www.dcvelocity.com/articles/20131205-legislation-to-boost-fuel-taxes/

Marad Marks Opening of California Green Trade Corridor
Journal of Commerce
November 8, 2013
https://www.joc.com/international-trade-news/international-sustainability/us-sustainability/marad-marks-opening-california-green-trade-corridor_20131108.html

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.

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