



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

www.tradecorridors.org

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Coalition Highlight

Passage of MAP-21 Marks Freight Milestone

Years of debate and months of compromise culminated earlier this month when President Obama signed into law the surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The 27 month bill was the product of compromise on both sides of the aisle, and though lawmakers and stakeholders did not receive everything they may have hoped for, the compromise resulted in stable highway funding for an extended period of time -- something the United States had been without since SAFETEA-LU's expiration in 2009.

Freight was no exception to these compromised negotiations, but what remained in the final bill was a marked improvement upon current law. For the first time ever, the United States has a national freight policy, signaling the issue is now recognized as a national priority. The establishment of such a policy was proposed by both the Senate and the House in their respective surface transportation authorization proposals. The bill also requires the development of a national freight strategic plan, to be completed by USDOT, within three years. The plan must include strategies to improve intermodal connectivity, system chokepoints, an assessment of barriers (regulatory, statutory, and financial) that impede freight system performance, and several other elements aimed at improving the system.

USDOT is also called upon to establish a National Freight Network to be used for strategic planning and funding for the national highway system, freight intermodal connectors and the newly-defined aerotropolis transportation systems. The bill also encourages state-level freight advisory committees and the development of state freight plans.

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CAGTC Perspective A Message from the Executive Director

This is our first newsletter since Moving Ahead for Progress in the 21st Century (MAP-21) became law. In the one month since Congress sent the bill to the President's desk, transportation enthusiasts have delved deeper and deeper into its contents and extracted a number of implications for the direction of federal transportation policy and funding.

While it is possible to criticize many aspects – the two-year timeframe, the bare-bones level of investment, the highway-centric orientation, and so on – one admirable fact is clear: Congress has finally recognized and acted to support our national interest in the movement of goods! It's been a long time coming – the Founding Fathers who reserved for Congress the responsibility to regulate commerce might be surprised at how long – but, as never before, this legislation mandates the needs of our United States supply chain infrastructure are no longer an afterthought but must be specifically assessed and anticipated in a national freight policy. The federal government, states and freight constituencies are to work together to develop plans and prioritize investments.



Leslie Blakey

What a breakthrough in logic! Never mind that most of our trading partners have been operating for quite some time from this exact perspective to help advantage their own commercial interests in the world marketplace... it is still a marvel that in a Congress as divided as this one, when shrinking the federal role and paring down funding has ruled the discussion, a new door has been opened for federal leadership. Now, it is up to the Administration to walk through.

What's called for? The new law calls for the establishment of a national freight strategic plan, prioritization of projects to improve freight movement, and encourages freight planning at the state-level through freight advisory committees and state freight plans. The bill also requires the Department of Transportation (DOT) to designate a "primary freight network" of 27,000 miles of existing roads selected as most critical to the movement of goods.

If you are thinking all this presents a real challenge for the modally stove-piped DOT, you'd be right. The nation's freight network is, in nature, multimodal and requires a broad focus with an eye to coordination across the DOT operating administrations. In a recent letter to Secretary LaHood, Senator Maria Cantwell anticipated the new freight mandates and called on DOT to establish a high-level, multimodal coordinating office within the Office of the Secretary. Tasked with advancing freight mobility through improved policy, planning, and investment, placement of this function at highest level of the department would enable it to assure continuity of purpose and avoid the silo perspective inherent in the departmental divisions and jurisdictions.

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The legislation also gives prioritization to projects that improve freight movement by increasing the federal share to 95 percent for projects located on the Interstate System and 90 percent for projects not located on the Interstate System. To qualify, projects must be identified in the respective state's freight plan, the development of which is encouraged by the bill.

SAFETEA-LU's Projects of National and Regional Significance (PNRS) program was preserved in the bill and authorized to receive \$500 million in FY2013. PNRS provides funding for mega-projects that have difficulty receiving money through traditional financing mechanisms. While not explicitly a freight program, freight-focused projects accounted for 73% of SAFETEA-LU's PNRS funding.

These freight-focused elements signal not only represent a step forward, but they also establish a building block from which to work for the next surface transportation authorization. And that work, of course, begins now.

Will DOT step across the welcome mat and act decisively on Congress's invitation? The opportunity is so clear that anything less than a full commitment by DOT would be very short-sighted. Earlier this year in his State of the Union address, the President set the context in a way that shows he knows what's at stake:

"During the Great Depression, America built the Hoover Dam and the Golden Gate Bridge. After World War II, we connected our states with a system of highways. Democratic and Republican administrations invested in great projects that benefited everybody, from the workers who built them to the businesses that still use them today."

Those businesses all – every single one – depend on the efficient, competitive movement of goods to survive and thrive. Not every business is a manufacturer or a retailer or in farming, mining, forestry or any of the myriad enterprises whose products are physical and must travel to buyers across the state or around the world. But, even for companies involved in selling the most ephemeral services in a virtual marketplace, access to supplies and well-priced equipment affects their viability and profitability.

As the 112th Congress winds down to the August recess, we applaud the Members of Congress who had the insight to make freight a priority in MAP-21. We thank their staffs who heard us and worked so hard to incorporate so many of our Coalition's priorities into this legislation. And we congratulate the Secretary of Transportation on the unique opportunity this Administration has been given. So now, the real work begins – Mr. Secretary, tell us how we can help, but let's roll up our sleeves and get going!



Leslie Blakey, Executive Director



The Coalition for America's Gateways and Trade Corridors is pleased to welcome the following **NEW MEMBERS**:

Maryland Department of Transportation
and
Maryland Port Administration



Maryland Department of Transportation

The Maryland Department of Transportation (MDOT) is a multi-modal agency that operates and maintains all aspects of the state-owned transportation system in Maryland including: the highway, transit and rail networks; motor vehicle titling, registration and licensing; Baltimore/Washington International Thurgood Marshall Airport; and, the Port of Baltimore. MDOT has 10,000 employees and a \$3.6 billion annual budget. All MDOT agencies receive funding from a common state Transportation Trust Fund. The state Transportation Secretary is responsible for the management of all agencies under MDOT and also serves as Chairman of the Maryland Transportation Authority, the agency that owns and operates the state's eight toll facilities.

Despite the challenges posed in recent years by the most severe economic downturn our nation has experienced in generations, MDOT continues to excel under the leadership of Governor Martin O'Malley. The Port of Baltimore is the fastest growing port in the United States generating a 15 percent increase in the amount of cargo handled in 2011, over the same period one year earlier. The positive momentum will continue with the opening later this summer of a new 50-foot berth that is a product of an innovative, award winning public-private partnership. Upon completion, Baltimore will be one of only two U.S. east coast ports capable of handling the larger ships that will transit a widened Panama Canal beginning in 2014.

Records also were established in 2011 for: exported cargo; coal; automobiles; containers; wood pulp; and cruise passengers. The Port of Baltimore is ranked first in the nation for handling farm and construction machinery, autos, trucks, imported forest products, imported sugar, imported iron ore and imported gypsum.

Baltimore Washington International Thurgood Marshall Airport served more than 22.4 million passengers in 2011, more than any other year in its history. BWI Marshall also was recently ranked by Travel & Leisure Magazine as the sixth best airport in the nation for customer service and convenience.

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For a full list of CAGTC members, visit www.tradecorridors.org

Coalition News

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Maryland is one of the few states that funds two major urban transit systems, the Maryland Transit Administration's (MTA) network in the Baltimore region and the Washington Metropolitan Area Transit Authority (WMATA) in the Washington region. In February 2012, the MTA set a new record as average weekday ridership on the system reached nearly 415,000 passengers. Walk Score, an international advocacy group that evaluates public access, recently ranked the Washington number four in the nation and Baltimore number nine, for ease of access to transit. MDOT is currently developing three major transit lines that will become the "next generation" of transit in the Washington and Baltimore regions.

The Maryland State Highway Administration, in partnership with the Maryland Transportation Authority, recently completed the state's first all-electronic toll highway, the Intercounty Connector/ MD 200, linking Maryland's two major economic corridors, I-270 and I-95. Innovative environmental mitigation techniques were incorporated into the 18-mile highway making it one of the "greenest" highways in the nation. Innovation also is key at the Maryland Motor Vehicle Administration (MVA) where state-of-the-art technology is improving customer service by allowing more transactions to be handled electronically, either by phone or via the internet. This allows citizens to conduct their business when it is convenient for them and reduces the need to actually visit an MVA office.



Vehicles traveling Maryland's new Intercounty Connector

As always, the safety of the public, whether by road, rail, bike, ship or plane remains MDOT's top priority. Other priorities of the Department include oversight of one of the most aggressive minority business enterprise programs in the nation. This MDOT operated program oversees MBE certification throughout Maryland state government. Alternative transportation is also a priority for MDOT as demonstrated by a wide range of innovative bike and pedestrian initiatives that are being implemented throughout the state.



The Maryland Port Administration (MPA) manages and oversees the six public marine terminals that comprise the Port of Baltimore, one of the nation's busiest seaports. The MPA was created in 1956 to modernize and promote the Port of Baltimore. Its mission is to stimulate the flow of waterborne commerce through the State of Maryland in a manner that provides economic benefit to Maryland citizens.

The Port of Baltimore was established in 1706. Its main business included exporting tobacco and grain. In the following years, the port became known for building ships to support U.S. war efforts and for being the second largest U.S. immigration port, welcoming more than one million people in their quest to live in America.

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The Port of Baltimore today also includes 30 privately-owned marine terminals. Approximately 2,000 ships per year visit the port.

In 2011 the Port of Baltimore ranked first out of 360 U.S. ports and handled more of the following cargoes than any other U.S. port: autos, farm and construction machinery, trucks, imported forest products, imported gypsum, and imported sugar. The port ranked second in the U.S. for exported coal, imported salt, imported aluminum, and imported iron ore. Overall the port ranked 11th in the nation for dollar value of cargo and 12th for total cargo tonnage out of 44 U.S. port districts.

The Port of Baltimore is the closest East Coast port to the U.S. Midwest. This geographic advantage allows products that come through the port to reach the American heartland population centers with significant cost and time savings.

Through a unique public-private partnership, construction on a new 50-foot container berth was finished in 2012 at the Port of Baltimore's Seagirt Marine Terminal. The port is now only one of two East Coast ports to have both a 50-foot berth and 50-foot channel. This puts the port in good position to receive some of the largest ships in the world when a massive expansion of the Panama Canal is completed in 2014, allowing these massive vessels to transit through.



Newly-constructed 50-foot deep water berth at Port of Baltimore

Cruises are offered year-round from the Port of Baltimore to the Bahamas, Bermuda, Caribbean, and New England/Canada. In 2011, more people cruised from the port than during any other year.

The Port of Baltimore generates about 14,630 direct jobs while more than 108,000 jobs in Maryland are linked to port activities. The port is responsible for about \$3 billion in personal wages and salaries while activities at the port generate more than \$300 million annually in state and local taxes.





Member Spotlight

Port of San Diego

Protecting and Enhancing Vital Maritime Operations



The Port of San Diego is a unique port that blends maritime operations, real estate and recreational opportunities for the San Diego region. The fourth largest port in California, the Port of San Diego includes 17 public parks, 600 real estate tenants and subtenants, two marine cargo and two cruise ship terminals that serve as bookends to a thriving hub of maritime industrial businesses.

In fiscal year 2011, Port revenues included \$80.9 million from real estate operations and \$34 million from maritime operations.

The Port of San Diego has become a preferred port for many alternative energy manufacturers importing or exporting to or from California. Its strategic location, proximity to wind farms in California and the West, and ample space for temporary storage of the large components make it an ideal port to do business.

In the summer of 2011, more than 600 components, including engine boxes and wind blades, arrived from Spain and were offloaded at the Tenth Avenue Marine Terminal. Additional shipments of hubs, tower blades, towers and engine boxes arrived from China, Brazil and Japan.

Other cargo the Port receives includes automobile imports from Asia, Germany, and Great Britain. About one in every 10 imported vehicles on the freeways in the nation came through the Port of San Diego's National City Marine Terminal. The Port also receives bananas from South America through its business with Dole Fresh Fruit Company. Approximately 185 million bananas a month are brought in and distributed to grocery stores throughout the western United States and Canada.

Despite its successes, the Port of San Diego is under attack from private interests seeking its waterfront industrial lands for commercial development. In 2008, a ballot initiative to build a combination sports arena and hotel on the Port's Tenth Avenue Marine Terminal was resoundingly rejected by San Diego voters. Despite a 70/30 vote against the ballot measure, a local developer and newspaper publisher proposed a similar project, this year. *(Continued on Page 8)*



Member News



RCTC Hails TIFIA Funding Award for 91 Freeway Project

The most important piece of financing for the widening of State Route 91 in Corona is now in place thanks to the completion of a \$444 million TIFIA loan award made by the United State Department of Transportation. The financing from the federal prgoram clears the way for a \$1.3 billion widening o fthe freeway between I-15 and the Orange County Line.

The newly-approved funding completes funding that had been previously awarded late last year. TIFIA- which stands for Transportation Infrastructure Financing Innovation Act- provides credit assistance for large-scale transportation projects. The combination of the two awards will enable the Riverside County Transportation Commission (RCTC) to obtain a subsidized loan of \$444 million to be repaid in the future from toll revenue.

“I am so grateful for this investment in Riverside County,” said RCTC Chairman John J. Benoit, a Riverside Country Supervisor. “This is an enormous economic boost and will make it so much easier to travel to and from the entire region.”

The State Route 91 Corridor Improvement Project will build a new lane in each direction of the 91, rebuild seven interchanges make local street and access improvements in the City of Corona and construct a number of auxiliary lanes at key location to ease access on and off the freeway especially between the 91 and INterstate 15. These improvements will be funded by the voter-approved Measure A program.

The funding from the TIFIA program will finance the extension of the 91 Express Lanes from Orange County. The toll lanes will be connected via a new, direct connector and will enable commuters traveling north on I-15 to directly access the toll lanes. The toll rate structure will be similar to the existing 91 Express Lanes in Orange County. All told, the overall project will add least two lanes of additional capacity to the 91 Freeway at its most congested points through the City of Corona.

“Fixing the 91 with this project ensures that Corona and the rest of Riverside County is easier to access for residents, employers, businesses, public transit users and tourists,” said Corona City Councilmember Karen Spiegel who also serves as RCTC Vice Chair. “We need jobs in the Inland Empire; this kind of investment will ensure our success and we appreciate Secretary LaHood’s action to recommend this project along with the support of Senators Feinstein and Boxer and our entire Congressional Delegation.”

A recent study by Beacon Economics indicates that the net economic and time savings benefit of the project will exceed \$3.2 billion and create as many as 14,000 jobs during the five-year time-span of construction. The overall length of construction will be considerably shortened through the use of design-build contracting, an approach approved specifically for this projects via state legislation.

“In the end it’s all about creating jobs and economic opportunity for Corona, Riverside and the entire region,” said Riverside County Supervisor John Tavaglione. “Investing in Transportation Infrastructure will bring jobs here.”

“That’s why this project has the support of the business community in Corona and Riverside and has the strong support of our Senators and Congressional Representatives Ken Calvert, Jerry Lewis and Mary Bono Mack,” said Tavaglione.

For more information on the 91 Corridor Improvement Project, please see www.sr91.project.info

Source: *Riverside Country Transportation Commission*

Member News



SAFETY SCREENING SOLUTIONS FOR EVERY NEED- PREPASS EXPANDS TO SMART PHONES AND 5.9 GHZ

PrePass, offered by HELP Incorporated, is redesigning its service offerings to better meet the needs of law enforcement, state departments of transportation and motor carriers nationwide. PrePass has more than 300 sites in 31 states with 420,000 participating trucks.

“PrePass will continue its leadership role in truck safety screening by moving from a one-size-fits-all approach to one that allows states to mix and match technologies which meet the unique needs encountered at each state inspection facility and at roadside,” said Rick Clasby, president and CEO of HELP Incorporated. “The change will include both new technologies and new service offerings, all backed by our comprehensive and unrivaled database on motor carrier information.”

The new, tiered technologies will include:

The current transponder system (915 MHz) designed to provide enforcement officials with carrier data preclearance at higher-volume inspection facilities, Smart phone applications intended for low-volume sites at which the installation of roadside infrastructure is cost prohibitive, the federally established DSRC technology (5.9 GHz) for future-oriented applications in which screening would include driver and truck fitness data, and other emerging technologies that meet the need of our carriers and state partners.

“As a national leader in the deployment of intelligent transportation systems for commercial vehicles, the commitment of HELP’s leadership to design a system that accommodates 5.9 GHz is a significant step toward enhancing safety and efficiency on our nation’s roadways,” said Scott Belcher, president and CEO of the Intelligent Transportation Society of America.

The new service offerings include:

The 360SmartView screening system using cameras to screen ALL trucks in inspection facilities, virtual and mobile inspection service offerings, thermal brake imaging, and vehicle dimensioning.

According to Clasby, “With our unrivaled and comprehensive safety and credentialing data on commercial vehicle operators now available in the cloud, it is possible to offer states more options, including new front-end technologies, virtual and real-time inspections and universal in-station truck screening while assuring the same level of integrity and reliability.

HELP’s carrier database offers unrivaled information on carrier safety and credentials. Not all carriers have records in the federal SAFER/CVIEW data systems. In some states, as many as 40 percent of those carriers in HELP’s cloud-based carrier database were not found in the federal systems used by others to screen trucks. This is because HELP augments information from the federal systems with data from more than 90 other government sources of data.

HELP provides the total solution for any scenario, on the mainline, on the ramp, or virtual.

Source: Help, Inc.

Member News

CMAP report highlights need for coordinated infrastructure and policies to support freight industries in seven-county metropolitan Chicago

Chicago Metropolitan Agency for Planning "drill-down" analyzes how the region can support its freight industry cluster, which is growing seven times faster than the regional economy



Chicago Metropolitan Agency for Planning

A new report by the Chicago Metropolitan Agency for Planning calls for strategic public-private partnerships for infrastructure, innovation, and workforce in support of the growing industry that affects more than a quarter of all jobs in the region.

Available at www.cmap.illinois.gov/freight-drill-down, Metropolitan Chicago's Freight Cluster: A Drill-Down Report on Infrastructure, Innovation, and Workforce builds on recommendations included in the GO TO 2040 comprehensive regional plan, which in October 2010 was adopted unanimously by leaders from across the seven-county region. The new CMAP analysis looks at freight as an industry "cluster" -- local groups of interdependent firms linked through their buyer-supplier relationships and need for particular resources, including labor pool and technologies. Freight demand is expected to double nationally in the next 20 years according to the report, which emphasizes that our region's competitiveness will depend on coordination among freight carriers (truck, rail, water, air), public agencies (State of Illinois, counties, municipalities, CMAP), and civic organizations. It describes three implementation action areas:

Infrastructure. In partnership with industry and civic leaders as well as state and local government officials, CMAP plans to carefully evaluate the feasibility of a Regional Freight Authority to increase coordination of what is currently a "disparate system that can focus only on isolated infrastructure improvements rather than region-wide initiatives." Additional infrastructure actions include exploring innovative financing (for example through targeted user fees as recommended by GO TO 2040), prioritization of projects based on regional benefit, and increased coordination of local land-use decisions that affect freight.

Innovation. The CMAP report says innovative methods and technologies can be spurred on by targeted public-sector support, including economic development assistance and freight-related research. Innovative trends that offer local industries a competitive advantage include supply-chain management, intelligent transportation systems, fuel efficiency and alternative fuels, and intermodal operations.

Workforce. The report promotes collaboration between employers, community colleges, and workforce training providers to help educate and train workers for freight industries. To support the effort, CMAP will soon launch a jobs data portal in conjunction with its MetroPulse regional indicators site.

Freight is integral to metropolitan Chicago's economy, which boasts the second largest U.S. freight cluster. According to the report, between a quarter and a third of all freight in the U.S. originates, terminates, or passes through the metropolitan Chicago region. Growth of freight employment here is outpacing New York City and Los Angeles, the nation's first and third largest clusters. Over the past decade, northeastern Illinois freight employment has grown 7 percent, significantly more than the overall regional economy's growth of less than 1 percent over the same period.

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"Because the freight cluster is based on our region's strategic central location, it creates jobs that are especially resistant to being shipped overseas," said Randy Blankenhorn, CMAP executive director. "Across the seven counties of metropolitan Chicago, over a quarter of all jobs are in industries directly tied to freight, yet congestion threatens to undermine this competitive advantage. It is vitally important that the region speak with one voice on freight matters that are integral to our economy and quality of life."

Freight's economic impact goes beyond core transportation industries. The report describes how expansion or contraction of local freight industries can substantially affect other areas such as manufacturing, wholesale trade, and retail trade. It emphasizes support for the region's CREATE freight rail program, which is a top priority of CMAP and GO TO 2040.

Metro Chicago, already among the most congested regions, will add more than two million people and a million jobs by 2040. Over the same period, the CMAP report says, an anticipated billion tons of additional freight will move through the region, for a yearly total of about 2.4 billion tons -- a two-thirds increase compared to present levels. The report states that, without coordinated regional action, the resulting congestion will significantly impede the flow of freight and travelers alike.

"Our region is the intermodal epicenter of the U.S., but we can't take that for granted" said Mike Grace, vice president of intermodal division for Mi-Jack Products, a Hazel Crest-based company known internationally for making innovative machinery to handle freight containers. "Innovation is at the heart of our freight cluster, which also depends on a skilled workforce and the infrastructure necessary for moving goods efficiently. Partnerships between industry leaders, government units, civic groups, and educators will be key to maintaining metropolitan Chicago's position in an increasingly competitive global freight system."

Less-congested regions such as Memphis and Kansas City are poised to capture freight industry from Chicago. Carriers in Memphis have invested over \$500 million in upgrading or constructing tracks and new intermodal facilities. Four intermodal logistics parks have recently been opened or significantly upgraded in Kansas City.

CMAP and its partners have also been pressing for a clearly defined national vision for freight. Although the recently passed federal MAP-21 transportation reauthorization bill does not include a stand-alone freight program, it does establish the need for a National Freight Policy and allows for a larger federal percentage to build eligible freight projects.

"While MAP-21 pays more attention to freight compared to past federal authorizations, it still paints an incomplete picture of the nation's freight systems," Blankenhorn said. "As that U.S. vision takes shape, it is especially important for regions like ours to increase coordination, which is essential for preserving metropolitan Chicago's status as nation's preeminent freight hub."

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the comprehensive regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for producing the region's official, integrated plan for land use and transportation. The agency's innovative GO TO 2040 planning campaign develops and implements strategies to shape the region's transportation system and development patterns, while also addressing the natural environment, economic development, housing, education, human services, and other factors shaping quality of life. See www.cmap.illinois.gov for more information.

Research News

A Federal Role in Freight Planning and Finance

The RAND Corporation

March 2012

Over the past decade, many analysts and stakeholders have called for a new or expanded national freight policy that meets some or all of six important, and often crosscutting, goals or objectives: improving freight planning efforts, providing federal assistance to appropriate freight projects using sustainable revenue sources, conditioning federal assistance on measurable performance criteria, requiring projects to have a substantial user-pay component, reforming inappropriate regulations, and responding to market failures such as externalities. This monograph suggests four policy elements of a national freight policy that respond to these commonly agreed-on policy goals:

- Develop a federal capital freight assistance program using sustainable revenue sources that bases funding decisions explicitly on specific performance measures.
- Reform regulations that directly or indirectly inhibit or distort competition among freight modes or place financial restrictions on the participation of private stakeholders.
- Encourage and increase user-based pricing to improve the economic efficiency of the freight network and create a sustainable revenue source for federal freight programs, recognizing that these two goals are not always compatible.
- Enhance the ability of state, regional, and local planners to address pressing freight issues by improving the quality of freight data, knowledge of best practices, and the capacity of local institutions to effectively plan complicated and complex freight projects.

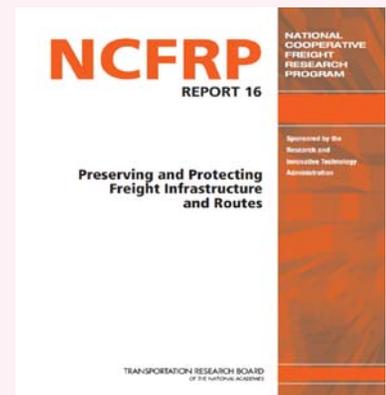
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Preserving and Protecting Freight Infrastructure and Routes

Transportation Research Board/ National Cooperative Freight Research Program

March 2012

The research team produced six case studies to illustrate examples of preserving freight capacity, planning for freight needs, and dealing with actual or potential conflicts between freight and other land uses. Although each case study was borne out of particular geographic and historic contexts, the purpose of the case studies is to demonstrate potentially transferable solutions that have been undertaken around the United States. Some case studies focused on a specific infrastructure asset to be preserved, while others involved comprehensive plans governing a broader area.



The critical issues identified and discussed in the research are as follows:

1. There is no single entity at the federal level with responsibility for freight planning, financing, or project implementation in the United States
2. The land-use planning arena is the primary forum where conflicts between freight and other land uses are either avoided or created, and where preservation of freight corridors and facilities are either helped or hindered.
3. Local governments have primary jurisdiction over land-use planning in the United States.
4. In general, land-use planning processes inadequately accommodate freight needs.
5. Because the primary responsibility for land-use planning lies with local jurisdictions, planning for freight needs that is done is performed on a piecemeal basis that does not account for the the fact that most freight transportation corridors transcend jurisdictional boundaries.
6. Regional visioning exercises generally do not deal adequately with freight.
7. Funding is often lacking or insufficient for freight planning and preservation.
8. There is a lack of effective communication among freight and land-use/transportation planning stakeholders.

http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_016.pdf

Better Use of Public Dollars: Economic Impact Analysis in Transportation Decision Making

Eno Center for Transportation
June 2012

Results-informed decision-making, based on long-term economic outcomes, is essential in today's tough economic and fiscal climate. In an era of dwindling resources and a growing national deficit, transportation programs must do a better job of showing how the investment of public dollars will deliver economic benefits. Polling data show that this concept is widely supported by the public: according to a recent Pew Center survey, more than half of Americans believe that government should no longer use the public's money without detailing how transportation funding is spent.

Some states have shown leadership in applying economic analysis in their transportation planning processes—in particular, the four case studies presented in this paper exemplify the benefits of combining public participation and professional judgment to create an effective program. State DOTs in each of these cases effectively developed a tenable method for deciding how to proceed, and on which projects, based at least in part on long-term economic impact measures backed by hard data.

Transportation plays a vital role in bolstering the economy, promoting commerce, and supporting long-term employment. In a world of increasingly limited public resources, transportation will have to compete with other sectors in which the government plays a large role, such as health care and education. Small town advertisements in travel guides from the 1960s used to proclaim boldly “bring your business here: an interstate runs through our town!” Prioritizing future transportation investments based on the benefits they deliver for the U.S. economy and for U.S. competitiveness will ensure a more sustainable and more robust federal transportation program well into the future.

<https://www.enotrans.org/publications>

Trucks, Trains, Planes, Ships: The Rising Cost of Moving America's Freight

Bloomberg Government
May 2012

While the U.S. Congress historically has helped fund the nation's transportation infrastructure, it hasn't paid much attention to freight movement. Federal money goes mainly to roads, a transportation infrastructure shared by automobile drivers and freight haulers. Programs that focus on road improvements may even handicap freight movement by encouraging more cars to use the road and slow down trucks.

That may soon start to change. Members of the Senate and House of Representatives have begun negotiations on the next iteration of long-term surface transportation legislation. The talks include a Senate proposal to spend \$2 billion a year, or almost 6 percent of the chamber's proposed annual authorization, for a freight program and another \$500 million a year in competitive grants for regional or national freight projects. The bill would also authorize money that benefits railroad and maritime projects, two other components of the nation's freight network.

This Bloomberg Government Study, the first of two parts, finds:

- Congestion, rather than poor road conditions, is the largest single cause of freight delays. The extra time and labor required to move the goods is the largest source of extra costs. Fuel and other items add to the expense. One estimate says congestion costs trucking companies about \$23 billion in 2010.
- Every time a truck has to slow down by 7.5 miles an hour, five of the biggest trucking companies lose an average of \$12.42, or 15 percent, of hourly revenue, according to data compiled by Bloomberg Government.
- Congress's system of allocating money favors spending it in the same states as in the past rather than where congestion is most severe.

www.bgov.com

Dedicated Revenue Mechanisms for Freight Transportation Investment

Transportation Research Board/ National Cooperative Freight Research Program
April 2012

This report explores taxes and fees that might be used to raise revenue to support government investment in freight transportation facilities, primarily for highway transportation. As the final product of NCFRP Project 29, “New Dedicated Revenue Mechanisms for Freight Transportation Investment,” this report assesses such revenue-generating mechanisms as motor-vehicle fuel tax surcharges, vehicle registration fees, and distance-based road-user fees, considering their likely effectiveness and efficiency as well as the administrative and institutional issues likely to affect their viability at a national level. The information will be useful to government policy makers and senior agency officials responsible for funding highway and other infrastructure investments to facilitate goods movement throughout the nation.

The objectives of this research were the following:

- Identify feasible, practical options for providing dedicated federal revenue and finance mechanisms to support investment in freight transportation infrastructure.
- Provide a comprehensive analysis of the functioning and implications of the most potentially viable options.
- Assess the relative merits of these most potentially viable options and describe in detail requirements and steps required for their implementation and operation.

For purposes of this analysis, it is assumed that the federal fuel and excise tax system remains in place as the major revenue source for federal transportation infrastructure funding, and that any dedicated mechanisms would be used to fund a national infrastructure program analogous to the Highway Trust Fund. Some of the mechanisms considered in this study were found to be more suitable for project-specific funding. While project-specific alternatives are valuable and can reduce the need for national-level funding, those options were analyzed separately.

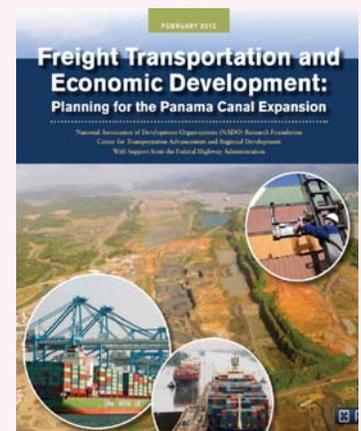
http://onlinepubs.trb.org/onlinepubs/nctfp/nctfp_rpt_015.pdf

Freight Transportation & Economic Development: Planning for the Panama Canal Expansion

National Association of Development Organizations (NADO) Research Foundation
February 2012

In 2014, the Panama Canal authority is expected to complete an expansion that would double the capacity of the Panama Canal. The expansion of the canal to accommodate larger cargo ships will enable vessels carrying large amounts of cargo to travel from Asia to the Caribbean and eastern North and South America exclusively by water. Improvements to the canal have the potential to change global freight flows by shifting a significant percentage of trade from Asian markets to the East and Gulf Coasts and affect transportation and economic networks.

An increase in freight flows to the East and Gulf Coasts presents an economic development opportunity for job creation and economic growth related to logistics, intermodal transportation and value-added businesses, all of which would also support businesses located in the region exporting their goods. Although not all regions may benefit, regions along the coasts and connected inland areas can analyze their infrastructure and economic opportunities to look for ways to capitalize on the new cargo transportation patterns.



<http://www.nado.org/wp-content/uploads/2012/03/panama.pdf>

Upcoming Events

August 14-17, 2012: The 15th Annual Transportation & Infrastructure Summit, Irving, Texas

September 5-6, 2012: Journal of Commerce Inland Port Logistics Conference, Oak Brook, IL

September 18: Will County Center for Economic Development Global Logistics Summit, Bolingbrook, Illinois

October 7-10, 2012: ATA Management Conference & Exhibition, Las Vegas, Nevada

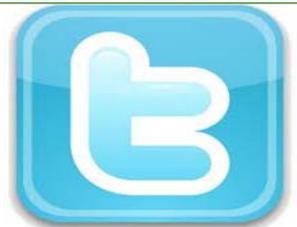
November 11-13, 2012: IANA Intermodal Expo, Anaheim, California

January 9-12, 2013: NRC Conference, Miami Beach, Florida

April 9-10, 2013: CAGTC Annual Meeting, Washington, D.C.



CAGTC is getting social!



The Coalition for America's Gateways and Trade Corridors is now on Facebook and Twitter.

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&

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On Facebook or Twitter? Let us know!

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:

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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.

2013 Annual Meeting

CAGTC

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DON'T MISS THE YEAR'S MOST IMPORTANT MEETING ON U.S. FREIGHT POLICY

**2013 ANNUAL MEETING
COALITION FOR AMERICA'S GATEWAYS AND TRADE CORRIDORS**

**APRIL 9-10, 2013
Washington DC**

*April 9 is free and open to the public.
April 10 is open to CAGTC Members only.*

For questions and registration, please call
202-828-9100 or email enessle@blakey-agnew.com

For additional meeting details please visit our website
www.tradecorridors.org/annual-meeting