



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

www.tradecorridors.org

This Issue

Member Spotlight:

Intermodal Association of
North America

- Page 4-



More Cargo, Cleaner Air at the
Port of Los Angeles

- Page 7 -



ACE Board Approves San
Gabriel Rail Trench

- Page 9 -



Rep. Hahn Heralds Success of
PORTS Caucus Staff Trip

- Page 10-

Volume Seven - No. 1

October 2012

Coalition Highlight

Now What? Implementing MAP-21

Summer's celebration of a long-awaited surface transportation bill has given way to autumn's questions of how the bill will be implemented and the impacts of said implementation. In the instance of freight, the Administration has stated intentions to interpret MAP-21's freight policy to be multimodal as opposed to highway-centric. This interpretation had been celebrated by freight stakeholders across the country who recognize the many modes make up the nation's expansive and complicated goods movement network.

In August the USDOT established a multimodal Freight Policy Council to implement the various freight elements called for in MAP-21. Announced in Washington State alongside long-time freight advocate Senator Maria Cantwell, Secretary LaHood laid out plans for the Council, which is to be led by Deputy Secretary John Porcari. Populating the Council will be DOT officials from the rail, highway, seaport and airport sectors, as well as economic and policy experts from across the Administration. In addition to implementing MAP-21's freight provisions, the Council is also charged with aiding the President's goal of doubling exports by 2015.

During a September 13th "Freight Stakeholders Roundtable" at USDOT, Department officials spoke at length about the inherently multimodal nature of our nation's goods movement infrastructure before soliciting from the crowd suggested freight performance measures and best practices for developing state freight plans.

The most recent stumbling block in MAP-21's path comes in the form of a delayed appropriations bill. In September Congress passed a Continuing Resolution extending all federal appropriations bills an additional six months. Though this ensures transportation is funded in the absence of a passed FY2013 Transportation, Housing and Urban Development Appropriations bill, an extension of FY2012 funding is less than what was called for in MAP-21. Congress may vote to restore funding when a FY2013 Transportation, Housing and Urban Development Appropriations bill is prepared in six months time.

(Continued on Page 3)

Published by:

CAGTC

Coalition for America's
Gateways & Trade Corridors

1111 19th Street NW
Suite 800
Washington, DC 20036

www.tradecorridors.org - 1



CAGTC Perspective A Message from the Executive Director

With the enactment of Moving Ahead for Progress in the 21st Century (MAP-21) comes the long and nuanced process of implementation. Many analysts have offered interpretations of the bill since its passage, specifically addressing MAP-21's vague language regarding freight policy, which leaves the issue of single- versus multi-modal initiatives up to interpretation.

Happily for state and local authorities, freight system users and providers, the Administration has firmly taken the stance that freight policy and programs need to address *all* modes involved in our nation's goods movement network. Indeed, this is a monumental step towards creating a comprehensive and viable national freight plan, one that both recognizes and addresses the expansive nature of the nation's supply chain.



Leslie Blakey

This recognition is most evident in the recent creation of the Department of Transportation's Freight Policy Council. The Council, launched last month by Secretary Ray LaHood with support from longtime freight-advocate Senator Maria Cantwell, is charged with the task of working Department-wide to create a national freight plan. The plan will aim to improve the overall efficiency of freight movement while also encouraging states to develop their own freight strategies, both key provisions called for in MAP-21.

Yet the most important factor regarding the Freight Policy Council is not necessarily its designated assignments, but rather its inclusive, and impressive, list of members. Chaired by Deputy Transportation Secretary John Porcari, the Council consists of DOT leadership from highways, ports, rail, and airports, as well as economic and policy experts throughout the Administration. In addition, the Council will seek advice from those in the freight and logistics industries, consumers, and other stakeholders. States will also be asked to submit plans and proposals for improving freight in their specific region. In fact, just recently, the DOT launched a freight dialogue website in which the public is invited to discuss and comment on freight provisions called for in MAP-21.

Clearly, the Administration recognizes that freight movement is not comprised of a sole element, but is instead a complex and multifaceted network that needs a comprehensive plan and increased integration at both the regional and national levels. A dialogue among Administration leaders from all modes, and comments and suggestions from those outside of government, will provide the varying perspectives needed in order to develop a workable national freight plan with clear priorities.

CAGTC applauds the Administration for breaking the mold and addressing the wide-ranging and truly national nature of America's freight network. While there is still a long way to go in the development of a national freight strategy, including the monumental challenge of acquiring sustainable funding, the creation of the Freight Policy Council signifies a major shift toward a strong federal policy investment in freight as a national economic engine. CAGTC stands ready to work with the USDOT in the days ahead, and we look forward to further delving into the tough but vital work of enhancing our nation's freight commitment and, with it, the economic health of our country.

Leslie Blakey, Executive Director

continued from Coalition Highlight Page 1

One positive outcome of this gap funding measure is the potential for a round of grants through the TIGER program resulting from the carried-forward, pro-rated Continuing Resolution funding. The program could potentially receive roughly \$250 million, half of what was appropriated in the FY2012 appropriations bill. A formal announcement has not yet been made on the feasibility of issuing another round of grants.

Leslie Blakey Named to Department of Commerce Advisory Committee

CAGTC Executive Director to advise on U.S. Supply Chain Competitiveness

Acting U.S. Department of Commerce Secretary Rebecca Blank has appointed Coalition for America's Gateways and Trade Corridors (CAGTC) Executive Director, Leslie Blakey, to serve on the Department's newly-formed Advisory Committee on Supply Chain Competitiveness (Committee).

"I look forward to working with the Department of Commerce on this crucial initiative," said Blakey. "Commerce and freight infrastructure are inherently linked, with our nation's economic vitality relying on a goods movement network that is often taken for granted. I commend the Administration for developing this Committee and I look forward to representing freight's important role in commerce."



Leslie Blakey addresses the audience at a CAGTC Annual Meeting

According to the Department of Commerce, the Committee is charged with advising the Secretary of Commerce regarding the development and administration of programs and policies to expand the competitiveness of U.S. supply chains, including programs and policies to expand U.S. exports of goods, services, and technology related to supply chain.

The Administration's 2010 National Export Initiative, which aims to double U.S. exports by 2014, necessitates vast infrastructure improvements nationwide, as well as policy planning at the federal level. The Department of Commerce has indicated the Committee will address these issues by providing analysis and guidance on infrastructure deficiencies and projects.

As a representative for CAGTC, Blakey will work with the Committee to advise the Department of Commerce on policies and programs designed to enhance our domestic supply chain infrastructure, increase exports, and bolster the American economy.



Member Spotlight



Intermodal Association of North America

IANA is a national trade association that represents the combined interests of the intermodal freight transportation industry. Its nearly 1,000 members include major freight railroads, ocean carriers, intermodal and over-the-road truckers, stacktrain companies, intermodal marketing and logistics companies, industry suppliers, port authorities, consulting firms, shippers, academic institutions, government entities and non-profit organizations.

The Association was formed in 1991 as the result of its three legacy organizations – the National Railroad Intermodal Association, the Intermodal Transportation Association, and the Intermodal Marketing Association – agreeing to dissolve and become one association that would be larger than the sum of its parts. Since then, IANA has been the single, unified voice of intermodal.

The Association's inclusiveness and resulting diversity allow it to be extremely effective in advancing its mission of promoting the growth of efficient intermodal freight transportation through innovation, education, and dialogue.

IANA's core activities in support of its mission include:

- Providing a mode neutral forum to discuss common issues, build consensus, shape policy, and develop recommended practices;
- Promoting the benefits of intermodal freight transportation and educating industry stakeholders;
- Positively influencing and shaping the legislative and regulatory environment in areas that impact the intermodal freight transportation industry; and,
- Promoting and facilitating efficient business processes through innovation and technologies, while enabling common systems and services.

Organizational Membership

IANA's membership is comprised of organizations that come from six divisions:

- Motor Carrier (36%)
- Supplier (35%)
- 3PL (11%)
- Associate (11%)
- Marine (5%)
- Rail (2%)



(Continued on Page 5)

(Continued from Page 4)

Educational Programs, Products, and Services

The Association provides the industry with cutting-edge educational programming, products, and services – a sample selection follows:

Intermodal Expo

Intermodal Expo is one of the largest freight transportation trade shows in North America. It is where cargo transportation providers, shippers, government representatives, and suppliers gather to collaborate, network, and learn about the latest industry trends, issues, products and services. This year's Intermodal Expo will be held Nov. 11–13 in Anaheim, Calif. You can learn more about the show by visiting www.intermodal.org/expo.

Intermodal Market Trends & Statistics

Intermodal Market Trends & Statistics is a publication that tracks and analyzes quarterly intermodal trends and volume flows provided by North America's largest railroads and numerous intermodal marketing companies. It also includes comparative statistics on leading trucking indicators.

Uniform Intermodal Interchange and Facilities Access Agreement

IANA administers the UIIA, the only standard industry contract that outlines the rules and guidelines for the interchange of intermodal equipment between motor carriers and ocean carriers, railroads, and leasing companies.

Global Intermodal Equipment Registry

GIER is a virtual technology developed by IANA as a compliance alternative for the Federal Motor Carrier Safety Administration's roadability regulations. GIER has registered over 600,000 chassis in its two-year existence and uses unique, pre-existing alpha-numeric control numbers to identify the owner of intermodal equipment.

Intermodal Driver Database

The IDD was developed by IANA to provide a secure Internet-based system for motor carriers to provide, maintain and control driver access to intermodal facilities on behalf of their company, enhancing the ability to positively identify all persons attempting to enter their facilities.

Key Policy Issues

IANA vigilantly tracks all legislative and regulatory issues that could impact the intermodal freight transportation industry; following are its six top policy areas.

- Surface Transportation Bill Reauthorization
- Employee Driver Mandates (Clean Truck Programs)
- Class I Railroad Re-Regulation
- FMCSA Compliance, Safety, Accountability Program
- Shipping Act Reform
- Drivers Hours-of-Service

The Intermodal Association of North America has been a proud member of the Coalition for America's Gateways and Trade Corridors since its founding in 2001. We applaud CAGTC for its work raising awareness of the need for enhanced U.S. freight transportation capabilities and promoting adequate Federal funding for trade corridors, gateways, intermodal connectors and freight facilities. For more information on IANA, please visit www.intermodal.org.

Member News



More Cargo, Cleaner Air at the Port of Los Angeles

Air pollution from Port-related sources continues to drop as cargo rebounds at the Port of Los Angeles. New data shows that from 2005 to 2011, cumulative harmful emissions at America's No. 1 trade gateway plunged as much as 76 percent while container volumes increased 6 percent. On a year-to-year basis, there has been a decrease up to 7 percent of harmful emissions.

The latest data also shows the Port is three years ahead of year 2014 targets it set for reducing two key pollutants – diesel particulate matter (DPM) and nitrogen oxides (NOx) – and the Port is on track to meet more stringent 2023 emission reduction goals.

“Cargo volume is growing and air pollution is shrinking,” said Los Angeles Mayor Antonio Villaraigosa. “By growing sustainably, we’re moving the needle in the right direction for our economy and our quality of life.”

Released August 2, 2012, the Port's 2011 Inventory of Air Emissions reflects the increasing sustainability of operations at the Port, said Port Executive Director Geraldine Knatz, Ph.D. The substantial investment the Port and its partners have made in clean air continues to pay off, she said.

“By developing and executing our Clean Air Action Plan and fine-tuning our pollution reduction strategies on a regular basis, we are cutting harmful air emissions from ships, trains, trucks, harbor craft and cargo-handling equipment while operating a prosperous, world-class seaport,” said Knatz. “Our customers and industry stakeholders – which run the operations that keep the cargo moving through Los Angeles – also play a substantial role in this positive trend through their investments in cleaner equipment and more sustainable practices.”

The new Inventory of Air Emissions reports data from the 2011 calendar year and compares it with data collected annually since the baseline year of 2005. The data shows the Port has achieved the greatest clean air gains in reducing emissions of sulfur oxides (SOx). SOx emissions, as measured in metric tons, plummeted 76 percent over the seven-year period.

Over the same period, the Port slashed DPM emissions 71 percent and emissions from related pollutants (PM10 and PM2.5) 71 percent and 69 percent while NOx emissions dropped 51 percent. SOx and NOx are key components of smog, and DPM is an identified toxic air contaminant and known carcinogen.

The findings also reflect the Port's success in cutting greenhouse gas emissions associated with climate change. From 2005 to 2011, carbon dioxide (CO2) equivalent emissions – a measure of CO2, nitrous oxide (N2O) and methane (CH4) emissions combined – fell 19 percent. View the 2011 Air Quality Report Card [here](#).

Clean-air strategies building on the Port's success include its Vessel Speed Reduction Program; low-sulfur fuel requirements for ships; the Clean Truck Program whose final ban on drayage trucks with pre-2007 engines took effect Jan. 1, 2012; engine retrofits and gradual vessel replacement of older harbor craft; retrofit and turnover of cargo handling equipment; and replacement of older rail equipment with cleaner line haul and switcher locomotives.

(Continued on page 8)

Member News

(Continued from page 7)

The inventory uses detailed records of the age and activity of vessels, trucks, trains and yard equipment to measure emissions. Calculations are based on a methodology developed in collaboration with regional, state and federal air regulatory agencies to ensure accuracy and credibility.

To validate the trend in decreasing air pollution, emissions are also calculated on a per-unit-of-cargo basis, which accounts for fluctuations in cargo volumes. On a ton per 10,000 TEU (20-foot equivalent unit) basis, the seven-year gains are even more significant: 77 percent reduction in SO_x; 73 percent reduction in DPM and PM₁₀; 71 percent reduction in PM_{2.5}; 54 percent reduction in NO_x; and 24 percent reduction in CO₂ equivalent emissions.

Based on the 2011 data, the Port is in line to meet self-imposed goals of cutting DPM emissions 72 percent and has exceeded its goal of curbing NO_x emissions 22 percent by 2014. The data also shows the Port is close to achieving its 2023 standards of reducing DPM emissions 77 percent; NO_x emissions 59 percent; and SO_x emissions 93 percent.

Overall, the 2011 inventory confirms that regional air pollution attributable to Port operations is shrinking. In 2011, 9 percent of all SO_x emissions in the South Coast Air Basin were associated with Port operations – a nearly two-thirds drop from 25 percent in 2005. Likewise, DPM emissions from the Port as a percentage of total DPM in the region shrunk to 3 percent in 2011 – down from 10 percent in 2005. NO_x emissions from Port-related sources were 3 percent in 2011 – down from 5 percent in 2005.

The data documents the Port's forward momentum and steadfast commitment to reducing – and eliminating, whenever possible – all harmful air emissions associated with its operations. "There's no turning back," said Knatz. "The benefits of environmental stewardship are clear and the Port will continue to lead the industry by growing green through innovation and collaboration with our stakeholders and partners."

The Port of Los Angeles is America's premier port and has a strong commitment to developing innovative strategic and sustainable operations that benefit the economy as well as the quality of life for the region and the nation it serves. As the leading seaport in North America in terms of shipping container volume and cargo value, the Port generates more than 830,000 regional jobs and \$35 billion in annual wages and tax revenues. The Port of Los Angeles – A cleaner port. A brighter future.



Source: The Port of Los Angeles

BOARD TO APPROVE \$172.6 MILLION CONTRACT TO CONSTRUCT TRAIN TRENCH IN CITY OF SAN GABRIEL



The Alameda Corridor-East (ACE) Construction Authority Board of Directors awarded on Monday, July 23, 2012, a \$172.6 million contract to construct a 1.4-mile railroad trench for Union Pacific freight and Amtrak passenger trains with street bridges built at four crossings, among the most significant public works projects ever undertaken in the City of San Gabriel.

The contract is recommended to be awarded to the lowest bidder, Walsh Construction Co. of Chicago, a leading heavy construction contractor whose unit handling the project is based in Walnut Creek, California. The ACE Construction Authority's largest single undertaking, the Trench project will create almost 9,000 jobs over nearly five years of construction.

"This contract award represents an historic step toward eliminating emissions and congestion from idling vehicle blocked by passing trains, train noise and collision hazards at all four crossings in the City of San Gabriel," said ACE Board Chairman David R. Gutierrez, a City of San Gabriel Councilman.

"In addition to reducing congestion and improving air quality, this vital project is an important link in our regional strategy of moving cargo containers by train rather than in diesel trucks on our freeways," said Los Angeles County Supervisor, ACE Board Member and current MTA Board Chairman Michael D. Antonovich.



Aerial rendering of the completed trench

All six construction bids received in late June for the San Gabriel Trench grade separation project were below the ACE engineer's estimate of \$266.8 million. Construction of the project is funded from Prop 1B transportation bonds approved by California voters in 2006, with other project elements funded by MTA Measure R and other local and federal funds. The 2.2-mile project will result in the lowering of Union Pacific railroad track in a 65-foot-wide, 30-foot-deep, 1.4 mile-long trench through the City of San Gabriel. Street bridges will be constructed at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard, which cumulatively carry nearly 90,000 vehicles daily.

The ACE program of 22 roadway-rail grade separations and safety improvements at 39 crossings in the San Gabriel Valley was initiated in 1998 along the ACE Trade Corridor which accommodates 60 percent of the trade from the San Pedro Bay ports, the nation's busiest container ports.

Source: The Alameda Corridor-East Construction Authority Board

Member News



Congresswoman Janice Hahn Heralds Success of First Congressional PORTS Caucus Staff Trip to Port of Baltimore

Visit to CAGTC Member Port of Baltimore Gives Policymakers' Staffs First-Hand Look at Port Issues

On Tuesday, August 21, 2012, staff representing nearly a dozen members of Congress on the Congressional PORTS Caucus traveled to the Port of Baltimore for a close-up look at the workings of and challenges facing America's ports. After a morning of briefings on port issues ranging from dredging and infrastructure needs to security and containerized screening procedures, congressional staffers in attendance received a tour of marine terminals in action and saw a Customs and Border Patrol demonstration of a cargo container screening.

"It's so important that we educate policymakers about the vital role ports play in our economy and security," said PORTS Caucus founder and co-chair Congresswoman Janice Hahn. "This port tour gave our policymakers' staffs valuable exposure to the size and scope of port operations, and enhanced their understanding of the challenges facing our nation's ports."

"The Port of Baltimore was honored to have hosted the Congressional Ports Caucus," said Maryland Port Administration Deputy Executive Director Kathy Broadwater. "This caucus has a very unique opportunity to shine a bright light on issues facing U.S. ports. Ports today are economic generators for their cities and states and provide good-paying, family-supporting jobs. It is vital that they receive the necessary support needed to continue in those roles."

"Yesterday, the Port of Baltimore and its world-class employees were on display for lawmakers around the country. As one of Maryland's strongest economic engines – supporting \$3.6 billion in wages for Maryland families each year – it's so important that we show policy-makers first-hand why investing in our ports is investing in our future," explained Congressman C.A. Dutch Ruppersberger who represents the Port of Baltimore. "We need to open all world markets to U.S. goods and services to create and retain quality jobs."

"As a member of the PORTS Caucus, I feel it is critical that Americans understand the importance of our ports and the challenges facing us," said Congressman Andy Harris whose district includes the Port of Baltimore. "That's why I've made it a priority for my staff to participate in fact finding visits like the tour of the Port of Baltimore to allow them to better understand these vital economic engines."

(Continued on Page 11)

Member News

(Continued from Page 10)

“The Port of Baltimore is a critical economic engine in Maryland and we must maintain the Port’s critical infrastructure so it can remain one of the east coast’s busiest points of commerce,” said Congressman Sarbanes, whose district also includes the Port. “As the influx of larger ships and more goods continues, Baltimore is one of the few ports that stands ready to absorb the increased capacity.”



“Port security is vital to both national security and economic security,” said PORTS Caucus co-chair Congressman Ted Poe. “Port activity directly or indirectly impacts every home in America. The caucus is focused on raising awareness in Congress about the importance of our nation’s ports and will continue to educate lawmakers about the work they do and the challenges they face.”

Staffers received an overview of business at U.S. ports from Kathy Broadwater, Deputy Executive Director of the Maryland Port Administration, an update from Kurt Nagle, President of the Association of American Port Authorities on national issues impacting ports, and briefings from Jeff McKee, Senior Coastal Navigation Program Manager Headquarters U.S. Army Corps of Engineers, Mark Montgomery, President & CEO of Ports America Chesapeake, Roger Bohnert, Deputy Associate Administrator, Intermodal System, U.S. Maritime Administration, and Ricardo Scheller, Port Director, Port of Baltimore, U.S. Customs & Border Protection.



PORTS Caucus Members and staff on a site visit to the Port of Baltimore

The bi-partisan Congressional Ports Opportunity Renewal Trade and Security (PORTS) caucus has 73 members from across the country, working to promote the importance our ports to the nation’s economy and the need to secure them.

Source: Congressional PORTS Caucus

Member News

CITY AND PORT OF OAKLAND ACHIEVE SIGNIFICANT MILESTONE IN FORMER OAKLAND ARMY BASE DEVELOPMENT

California Transportation Commission Affirms \$242 Million for Army Base Project

The Oakland Board of Port Commissioners praised the California Transportation Commission (CTC) for their decision to commit \$242 million in voter-approved Proposition 1B bond funding to the redevelopment of the former Oakland Army Base.

The Oakland Army Base (OAB) project involves a transformation of the former base into a world-class trade and logistics center which will strengthen the Port's position as the leading export gateway on the United States West Coast. The Port handles 99% of all containerized goods in Northern California, and agricultural products represent approximately 40% of the total value of exports.

Port of Oakland Commission President Gilda Gonzales said, "We thank the California Transportation Commission for recognizing the bold vision that the Port, the City and its development partners have planned. Ultimately, this state-of-the-art facility will enhance rail connections, increase global business opportunities, and support thousands of construction jobs."



On July 9, 2012, U.S. Secretary of Transportation Ray LaHood and California Governor Edmund G. Brown Jr. visited the Port to announce \$15 million in federal TIGER grant funding for the OAB project, affirming the project's national and strategic significance.

"The unanimous vote by the California Transportation Commission approving the plan for the Oakland Army Base Project is a vote of confidence in our vision for the Oakland working waterfront," said Oakland Mayor Jean Quan. "Upon becoming Mayor, I made this a high priority and took bold action to put key staff and Port Commissioners in place to ensure that this \$242 million stayed in Oakland. I am extremely pleased and thank the CTC. This will create thousands of jobs and ensure Oakland will remain a key global economic engine in the future."

The affirmation of these funds follows the June 19, 2012 Oakland City Council approval of development agreements with international firm Prologis and the Oakland-based California Capital Investment Group, for the City's portion of the 360-acres of former Oakland Army Base that it shares with the Port of Oakland.

"We thank the California Transportation Commission, Metropolitan Transportation Commission, Northern California Trade Corridor Coalition, the City and all of our business and labor partners for their support," said Port of Oakland Executive Director Omar R. Benjamin. "This former Oakland Army Base redevelopment project will allow us to continue creating jobs in the region."

(Continued on Page 13)

Member News

(Continued from Page 12)

The Port supports more than 70,000 jobs in the region and over 800,000 jobs across the United States through Port operations and those of its tenants and users. The OAB project is scheduled to break ground by the end of 2013.



About the Port of Oakland: *The Port of Oakland oversees the Oakland seaport, Oakland International Airport, and 20 miles of waterfront. The Oakland seaport is the fifth busiest container port in the U.S.; Oakland International Airport is the second largest San Francisco Bay Area airport offering over 300 daily passenger and cargo flights; and the Port's real estate includes commercial developments such as Jack London Square and hundreds of acres of public parks and conservation areas. Together, through Port operations and those of its tenants and users, the Port supports more than 73,000 jobs in the region and nearly 827,000 jobs across the United States. The Port of Oakland was established in 1927 and is an independent department of the City of Oakland. Connect with the [Port of Oakland](#) and [Oakland International Airport](#) through Facebook, or with the Port on Twitter, YouTube, and at www.portofoakland.com.*

Source: The Port of Oakland

Florida East Coast Railway project relieves highway congestion



The Ft. Lauderdale / Hollywood airport runway extension project in Broward County Florida is under way. The Florida East Coast Railway (FEC) will be operating 2 - 80 car unit trains every day, to and from the construction site as the existing runway is extended, widened and raised. FEC will move in excess of 15,000 tons (30 million lbs.) a day of aggregate for extension of the elevated runway over U.S. 1 and the FEC mainline.

The FEC logistics solution starts with loading of the rail cars at the Medley quarries near Miami then railed directly to the airport site via FEC trains where the material is loaded onto Odebrecht Central JV (the general contractor) trucks at the job site thereby avoiding public streets and highways.

In order to handle the material at the job site, a rail spur was needed. Construction started July 2nd and the first unit train rolled into place on July 23rd, a remarkable construction feat in such a short time. The FEC and its contractors, Gulfstream Engineering and Gonzales and Sons installed 8,000 feet of track with over 3,000 steel ties, using lime stone and granite ballast, with 136 pound welded rail. They connected to the mainline in record time.

Jim Hertwig President and CEO of the Florida East Coast Railway said, "3.5 million tons of rock equates to over 375,000 truck loads and empties running back and forth on area highways between Miami and Ft. Lauderdale. Our goal is to help alleviate congestion in that area. We invested in the track and the unit train operation in order to do our part to address congestion and reduce emissions during the airport runway construction."

Source: Florida East Coast Railway



Top 10 Transportation Projects in the Country Compete for National Awards

The American Association of State Highway and Transportation Officials (AASHTO), AAA, and the U.S. Chamber of Commerce have announced the top 10 finalists in the 2012 America's Transportation Awards competition. The projects are now competing for the America's Transportation Awards' Grand Prize, selected by a panel of judges, and the People's Choice Award, which will be decided by popular vote of the general public. Here's a list of the top 10 finalists:

1. California — I-405/Sepulveda Pass Project — Mulholland Bridge Demolition (“Carmageddon”): This campaign helped drivers plan for and survive a shutdown a heavily-traveled portion of I-405 last summer.
2. Florida — A. Max Brewer Bridge Replacement Project: Florida Department of Transportation spent \$44.8 million to replace the aging, structurally deficient A. Max Brewer Bridge.
3. Iowa — Interstate 680 Reconstruction Project: Iowa Department of Transportation's \$19.2 million project reconstructed a stretch of I-680 in just 34 days, or a month ahead of schedule.
4. Kentucky — U.S. 68 Double Crossover Diamond Interchange: Kentucky Transportation Cabinet tackled one of the most congested and crash-plagued interchanges in the state with this \$6.2 million project.
5. Louisiana — I-10 Twin Span Bridge Project: This \$733 million project constructed a new bridge after Hurricane Katrina destroyed the old one. Estimated to cost \$803 million.
6. Maryland — Intercounty Connector: Maryland State Highway Administration's \$2.4 billion Intercounty Connector earned the nickname of “America's Greenest Highway.”
7. Massachusetts — 93 Fast 14 Project: Massachusetts DOT spent \$98 million to replace 14 severely deteriorated bridges in just 10 weekends.
8. Missouri — I-270 Dorsett-Page Project: Missouri DOT redesigned and reconstructed three roadway projects which more than a month ahead of schedule.
9. Nevada — Northbound US 395 Improvement Project: Nevada DOT widened a stretch of US 395 in Reno to fix a significant congestion problem, five months ahead of schedule.
10. Virginia — I-81 Pavement Recycling Project: This \$9.75 million project by Virginia DOT used pavement recycling methods to rehabilitate a span of interstate in order to save taxpayer dollars while reducing construction time by two-thirds.

Source: American Association of State Highway and Transportation Officials

Research News

Getting America's Freight Back on the Move: A Plan for Investing in Our Freight Infrastructure

Center for American Progress

August 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.

http://www.americanprogress.org/issues/2012/08/pdf/freight_infrastructure.pdf

Creating a National Infrastructure Bank and Infrastructure Planning Council

Center for American Progress

September 2012

By establishing a centralized federal lending authority in the form of an infrastructure bank, the United States could:

- Increase public investment in infrastructure
- Leverage billions in additional private investment
- Streamline existing federal lending initiatives
- Increase the share of federal money that flows to projects meeting rigorous cost-benefit criteria



With a relatively modest investment, the federal government could enable the completion of numerous large-scale projects of critical economic importance throughout our country, potentially producing thousands of jobs in the process.

Forming a national infrastructure planning council would also help better coordinate federal investments in infrastructure. This would go a long way toward resolving the siloed decision-making process that currently prevents crucial project integration and encourages inefficient spending across government agencies, as each agency attempts to independently address single components of a complex, inter-dependent infrastructure system. Better coordination would allow the United States to finally develop a comprehensive national infrastructure plan on par with those implemented by both industrialized and developing nations, while also encouraging the adoption of the best investment and planning practices at all levels.

<http://www.americanprogress.org/wp-content/uploads/2012/09/InfrastructureBankReport.pdf>

Banking on Infrastructure: Enhancing State Revolving Funds for Transportation

Brookings Institution

September 2012

In recent years, states and the federal government experimented with a set of innovative finance mechanisms, credit programs, and revolving loan funds to stretch public and private dollars and support the kind of infrastructure investments necessary to build the Next Economy. For transportation projects, much of this support comes in the form of below market revolving loans and loan guarantees from state infrastructure banks (SIBs.) Since established in the 1990s they have provided billions in financing for more than 1,000 projects mostly focused on the 100 largest metropolitan areas. However, this activity is highly concentrated in just a few states as many SIBs are underutilized or inactive. This research shows that SIBs can be valuable tools for delivering infrastructure projects and can generate more investment per dollar than traditional federal and state grant programs.

This report recommends that U.S. states should:

- Align federal and state roles and responsibilities to streamline project delivery and ensure loan capacity is fully utilized
- Ensure the long-term sustainability of revolving infrastructure funds by leveraging capitalization and reach a broader range of sponsors and projects
- Develop partnerships with local public and private actors so projects have high economic, environmental, or social effects.

<http://www.brookings.edu/research/papers/2012/09/12-state-infrastructure-investment-puentes>

Failure to Act: The Economic Impact of Current Investment Trends in Surface Transportation Infrastructure

American Society of Civil Engineers

September 2012

This report seeks to provide an objective analysis of the economic implications of the United States' continued underinvestment in infrastructure. The Report Card for America's Infrastructure, published every four years by the American Society of Civil Engineers, grades the current state of 15 national infrastructure categories on a scale from A through D for gradations of excellent to poor, and F for failing. This report answers the question "So what?" In terms of economic performance, what does a D mean? What does an F mean?

This report is part of a project that is structured around four reports to assess implications for the productivity of industries, national competitiveness, and effects on households given the present trends of infrastructure investment. Together, these reports cover 9 of the 15 categories addressed by the ASCE Report Card for America's Infrastructure.

This report on surface transportation encompasses highways, bridges, rail, and transit. Subsequent reports will address water and wastewater delivery and treatment, energy transmission, and airports and marine ports. Thus, when reading this report, it is important to bear in mind that the impacts it discusses exclude any economic impacts from continuing current investment trends for water, wastewater, energy, and airport and marine port infrastructure.

http://www.asce.org/uploadedFiles/Infrastructure/Report_Card/ASCE-FailureToActFinal.pdf

Research News

The Consequences of Reduced Federal Transportation Investment

Bipartisan Policy Center and Eno Center for Transportation
September 2012

The recent enactment of Moving Ahead for Progress in the 21st Century (MAP-21) heralds the beginning of a reform process for federal transportation policy towards a more performance-based program, and it represents a major step forward from the previous law, the Safe, Accountable, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Unfortunately, MAP-21 does not resolve the long-term funding issues surrounding the federal program and instead uses additional general fund revenues to support the program over the next two years. This leaves open the distinct possibility that Congress could choose to resolve the funding issue by shrinking the size of the federal program.

Our interest lies primarily in understanding how these funding cuts could impact what we have defined as national goals for transportation investment. In previous reports, BPC proposed five high-level goals for national transportation policy and investment: economic growth, national connectivity, metropolitan accessibility, energy security and environmental protection, and safety.

Our analysis suggests that cutting federal funds for transportation, without more extensively reforming the existing surface transportation program and without making those cuts in a thoughtful manner that allows for careful consideration of the federal role, would be potentially devastating in terms of progress toward the national goals BPC has articulated. The most dramatic effects would be economic. In metropolitan regions especially, congestion would increase and transit service would decline. And adverse impacts in these regions would reverberate nationally because the same regions likely to be most affected account for a substantial percentage of national economic activity and growth.

<http://www.enotrans.org/wp-content/uploads/wpjsc/downloadables/Consequences-Paper-09-121.pdf>

The Delaware Valley Freight Center Inventory: Taking Stock of a Vital Regional Asset

Delaware Valley Regional Planning Commission
April 2012

Producing and distributing freight requires dedicated, significant expanses of land in order to meet the needs of businesses and consumers. This land is an essential resource for the economic vitality of the region and an important part of many communities. This report will advance the status of freight-related land uses by inventorying and categorizing areas where this activity is clustered and most pronounced. This study identifies the region's largest concentrations of freight-related land uses as Freight Centers.

The goal for DVRPC in identifying Freight Centers is twofold:

- For Freight Centers to thrive, boosting the region's job market and economy.
- For freight, land use needs to be taken into account when considering future development both within and surrounding Freight Centers.

Using advanced techniques and extensive field work, this study provides a new way to look at the region's largest concentrations of freight-related activity. The final section of the report includes action steps for Freight Center stakeholders. Stakeholders include, but are not limited to, DVRPC, counties, cities, municipalities, economic development agencies, and private businesses.

<http://www.dvrpc.org/reports/11011.pdf>

Upcoming Events

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



November 14, 2012: Eno's 15th Annual Policy Forum, Denver, Colorado

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



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

The Voice of the Railroad Construction Industry

CAGTC & Freight in the News

Halfway done: Port tunnel drilling reaches a milestone

Miami Herald

July 31, 2012

<http://www.miamiherald.com/2012/07/31/2922983/halfway-done-port-tunnel-drilling.html>

CREATE program update: Keeping Chicago fluid

Railway Track & Structures

August 9, 2012

<http://www.rtands.com/index.php/freight/class-1/create-program-update-keeping-chicago-fluid.html?channel=275#.UFtFOrJITr4>

DOT rolls out Freight Policy Council

Logistics Management

August 24, 2012

http://www.logisticsmgmt.com/article/dot_rolls_out_freight_policy_council/

Will DOT's New Freight Council Focus on More Than Trucks?

DC Streetsblog

August 27, 2012

<http://dc.streetsblog.org/2012/08/27/will-dots-new-freight-council-focus-on-more-than-trucks/>

ODOT begins design of Troutdale interchange project

Daily Journal of Commerce

August 30, 2012

<http://djcoregon.com/news/2012/08/30/odot-begins-design-of-troutdale-interchange-project/>

Obama vs. Romney: The Great Highway Divide

Journal of Commerce

September 6, 2012

<http://www.joc.com/infrastructure/bear-right-or-left-great-highway-divide>

America's seaports critical to US jobs, economy

The Hill's Congress Blog

October 5, 2012

<http://thehill.com/blogs/congress-blog/campaign/260527-americas-seaports-critical-to-us-jobs-economy>

Why Join CAGTC?

Shape Policy

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

Up To Date Information

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

Access

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

Member Promotion

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

To learn more contact:

Elaine Nettle

Coalition for America's Gateways and Trade Corridors

1111 19th Street, NW Suite 800

Washington, DC 20036

Tel: 202.828.9100 / Fax: 202.463.2471

Email: enessle@blakey-agnew.com

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

2013 Annual Meeting

CAGTC

Coalition for America's
Gateways & Trade Corridors



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