



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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www.tradecorridors.org

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Coalition Highlight

DOT Awards TIGER Grants

Freight rules with more than \$730 million in TIGER Grants

On February 17th, the one year anniversary of the American Recovery and Reinvestment Act of 2009, US DOT announced the recipients of the \$1.5



billion in Transportation Investment Generating Economic Recovery (TIGER) grants.

"TIGER grants will tackle the kind of major transportation projects that have been difficult to build under other funding programs," said U.S. Transportation Secretary Ray LaHood." This will help us meet the 21st century challenges of improving the environment, making our communities more livable and enhancing safety, all while creating jobs and growing the economy."

DOT selected 51 projects across the country, with projects located in 41 states. California came out on top with 4 projects totaling \$130 million. Illinois received the second highest amount of funding, with 3 projects totaling \$128 million. See full list of freight-related grant winners on page 3.

Freight projects competed well in the program, with 22 of the 51 projects (or 43 percent) containing a strong freight component. Those 22 projects received 49 percent of the available funds, totaling more than \$730 million. In addition, the top three projects, in terms of funding levels, were all intermodal freight projects:

- \$105 million – Crescent Corridor Intermodal Freight Rail Project (AL & TN)
- \$100 million – CREATE Program Projects (IL)
- \$98 million – National Gateway Freight Rail Corridor (MD, OH, PA, WV)

With the TIGER awards complete, attention has shifted to the next round of discretionary grants due out this year, the National Infrastructure Investment (NII) grants, created in the 2010 Transportation Appropriations legislation. Like the TIGER program, the NII program is multimodal in nature, with broad project eligibility. Grants will be awarded by US DOT based on project application evaluations, using

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CAGTC Perspective A Message from the Executive Director



2010 is off to a busy start, as Congress wrangles with proposed legislation to stimulate jobs, another extension for SAFETEA-LU, and the larger issues of reauthorization itself – not to mention healthcare and climate change. Over the last few months, we've seen transportation policy trend towards something we at the Coalition have been promoting for a long time - prioritizing investment in the nation's multimodal infrastructure through objective, merit-based criteria.

Most recently, the US Department of Transportation (DOT) announced recipients of the Transportation Investment Generating Economic Recovery (TIGER) grants. DOT selected 51 applications from the nearly 1,400 that were submitted. As we expected, freight projects competed well in the program, with 22 of the 51 projects (or 43 percent) containing a strong freight component. Those 22 projects received 49 percent of the available funds, totaling more than \$730 million. In addition to the construction jobs generated locally, these commerce-moving projects will create jobs and produce economic benefit up and down the supply chain, all over the country.

As part of his 2011 Budget Proposal, the President proposed the National Infrastructure Innovation and Finance Fund (NIIFF), a similar program for grant and loan financed capital investment in nationally or regionally significant multimodal infrastructure projects. Meanwhile, DOT has turned its attention to the next round of discretionary multimodal grants, the \$600 million National Infrastructure Investment program, included in the 2010 Transportation Appropriations bill. Guidance for that program is expected out in March and CAGTC hopes to see a strong freight showing in those awards as well.

It's true that programs like TIGER, NII and NIIFF will help reduce congestion and improve the nation's supply chain network. However, there's still a great deal of work to be done. While freight projects captured an impressive 49 percent of TIGER funds, the fact is that \$730 million is a drop in the bucket in terms of national freight infrastructure needs. If we are to capitalize on this investment, we must have a dedicated, firewalled funding stream for freight infrastructure investment and a national program in place to support a wide-angle approach to our goods movement infrastructure.

We at the Coalition are encouraged to see a growing appreciation that this merit-based, competitive approach works well for funding large capital investments in complex, multimodal projects. These cumbersome projects, often spanning multiple jurisdictions, typically do not fit well into the traditional formula models, but are vital to the nation's commerce. We look forward to working with Congress, the Administration and freight industry stakeholders over the coming months to see this approach included in the next surface transportation authorization in the form of a dedicated freight mobility program and trust fund.

competitive, merit-based criteria developed by the department. Unlike the TIGER program, NII does not have the same focus on 'shovel-ready' projects. Also unlike TIGER, the NII program contains specific language providing funds for planning, rather than just construction.

To see USDOT's full report on the TIGER Grant recipients, go to: <http://www.dot.gov/documents/finaltigergrantinfo.pdf>

2010 TIGER Freight Projects					
<u>NORTH</u>			<u>CENTRAL</u>		
National Gateway Freight Rail Corridor	OH, PA, WV, MD	\$ 98,000,000.00	CREATE Program Projects	Chicago, IL	\$ 100,000,000.00
Fast Track New Bedford	New Bedford, MA	\$ 20,000,000.00	Normal Multimodal Transportation Center	Normal, IL	\$ 22,000,000.00
Quonset Wind Energy and Surface Transportation Project	North Kingston, RI	\$ 22,300,000.00	The Southwestern Regional Intermodal Freight Transportation Hub	Granite City, Madison & Venice, IL	\$ 6,000,000.00
Revitalizing Maine's Ports	Portland, Searsport & Eastport, ME	\$ 14,000,000.00	Black River Bridge Replacement	Port Huron, MI	\$ 30,000,000.00
<u>WEST</u>			Appalachian Regional Short-Line Rail Project	KY, WV & TN	\$ 17,551,028.00
Alameda Corridor East: Colton Crossing	Colton, CA	\$ 33,800,000.00	<u>SOUTH</u>		
California Green Trade Corridor / Marine Highway Project	Oakland, Stockton & West Sacramento, CA	\$ 30,000,000.00	Crescent Corridor Intermodal Freight Rail Project	Memphis, TN & Birmingham, AL	\$ 105,000,000.00
Otay Mesa Port-of-Entry I-805 / SR-905 Interchange	San Diego, CA	\$ 20,200,000.00	Port of Gulfport Rail Improvements	Gulfport, MS	\$ 20,000,000.00
US 395 North Spokane Corridor - Francis Ave. to Farwell Rd. Southbound	Spokane, WA	\$ 35,000,000.00	I-244 Multimodal Bridge Replacement	Tulsa, OK	\$ 49,480,000.00
Mercer Corridor Redevelopment	Seattle, WA	\$ 30,000,000.00	I-85 Corridor Improvement Project	Rowan & Davidson Counties, NC	\$ 10,000,000.00
US-491 Safety Improvements	McKinley & San Juan Counties, NM	\$ 31,000,000.00	Bella Vista Bypass	AR & MO	\$ 10,000,000.00
Reconstruction of Pier 29 in Honolulu Harbor	Honolulu, HI	\$ 24,500,000.00			
Auke Bay Loading Facility	Juneau, AK	\$ 3,640,000.00			

Member Spotlight



Tennessee Department of Transportation

At a basic level, analysts and policy-makers understand that transport gateways and corridors include both the terminals and river reaches that together define the nation's system of inland commercial navigation. There is also a general acceptance that navigation, in the form of barge transportation, represents an under-utilized source of capacity that may play an important role in meeting America's future freight needs. In this light, a handful of states are now exploring an enhanced place for inland navigation in their long-run intermodal transportation strategies.

The actions undertaken by Gerald F. Nicely, Commissioner of the Tennessee Department of Transportation (TDOT), represent a solid example of this realization. Faced with severe constraints on funding additional highway infrastructure to handle growing freight volumes, Commissioner Nicely has overseen a renewed focus on waterway transportation within his department.

[Tennessee, Navigation Access, and Freight Capacity](#)

The Mississippi, Tennessee, and Cumberland rivers connect Tennessee shippers with the other locations on the inland river system, as well as international ports along the Gulf coast and Great Lakes. Additionally, the Tennessee-Tombigbee Waterway offers an alternative to the Mississippi River for reaching the Gulf ports from points on the Tennessee and Cumberland rivers. Tennessee's major urban centers—Memphis, Nashville, Chattanooga, and Knoxville—all lie on navigable waterways. Coal destined to Tennessee Valley Authority (TVA) steam electric generation plants accounts for nearly one-third of Tennessee's river traffic. The low cost of water transportation accounts in part for the state's historically low electric power costs. Non-coal shipments include agricultural commodities, corn and soybean byproducts, finished and scrap steel, chemicals, petroleum products, salt, minerals, sand and gravel, and wood products such as logs and mulch. In total, Tennessee ports originate or terminate approximately 56 million tons annually.

On the open reaches of the Mississippi River serving Memphis, tows may include as many as 40 barges. However, river lock dimensions make 15 barges a more common tow size on the Tennessee and Cumberland Rivers. A 15 barge tow with a nine foot draft has a capacity of 22,500 tons of cargo— equivalent to about three typical



Truck traffic crosses the Hernando DeSoto Bridge, into Memphis, TN, as barges move cargo along the Mississippi River below

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freight trains or 120 legally loaded tractor-trailer trucks. Moreover, while Interstate highway and rail links within the state face capacity constraints, much of Tennessee's navigation capacity remains untapped.

TDOT'S Emerging Strategies

Recognizing that the waterways are a valuable component of Tennessee's transportation system, Commissioner Nicely has undertaken a number of initiatives. TDOT is now incorporating waterways into the state's multimodal freight transportation planning activities. The agency has devoted additional staff resources to interact with the waterway industry and affiliated shippers. Improving intermodal connections between the waterway, railways, and highways is also a priority. Also, TDOT has become an advocate of projects to improve waterway performance within Tennessee, such as replacement of the outmoded Chickamauga Lock near Chattanooga. The Commissioner's commitment to waterway transportation is also underscored by his recent election as Chair of American Association of State Highway and Transportation Officials' Standing Committee on Water Transportation. On behalf of the states, this committee develops policies for water transportation programs, investigates available data, pursues studies, and disseminates information.



Barge traffic moves along the Mississippi River in Memphis, TN

Perhaps TDOT's most aggressive pursuit of commercial navigation's contribution to freight mobility within the state is its support of a new research initiative funded jointly by TDOT and the US Army Corps of Engineer's Nashville District. The research program, conducted through the University of Tennessee' Center for Transportation Research, is charged with using real world economics and actual operating practices to identify freight traffic that could potentially be diverted from other surface modes onto the state's waterways. The Commissioner, trained as an economist, clearly understands that shipper decisions regarding freight mode choice are driven by market conditions. Still, TDOT believes that identifying the volumes and nature of current land-based shipments that might be diverted to navigation under alternative economic scenarios is crucial to the state's planning efforts.

Concluding Thoughts

Historically, transportation policy has been colored by infighting among freight modes. More recently, however, most have come to realize that sustaining the nation's freight mobility will require the efficient use of *all* available capacity, regardless of modal orientation. Integrating commercial inland navigation into this multi-modal planning process is, by no means, a panacea. Nonetheless, exploring every available source of capacity is well advised. Accordingly, Tennessee's current efforts to pursue barge transport as one of many alternatives is good policy.



The Hernando DeSoto Bridge, linking Tennessee and Arkansas over the Mississippi River

Coalition News



The Coalition for America's Gateways and Trade Corridors (CAGTC) is pleased to welcome the following **NEW MEMBER**:



OKI is the Metropolitan Planning Organization and Councils of Government of an eight county region surrounding the city of Cincinnati. It serves the region's two million citizens, located in 196 political jurisdictions, on matters of transportation, air quality, land use and economic development. It is the main proponent of a regional freight system that ensures the economic competitiveness of the region.

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

Federal News

HTF Extension Stalls

Senate Adjourns Without Action, Despite Feb. 28th Deadline

As the February 28th expiration of the existing extension of the Highway Trust Fund programs approached, Congress was hard at work trying to get a new extension in place. In December, the House passed their Jobs for Main Street Act, which included an extension of the current surface transportation program along with the stimulus language. However, the Senate is said to be "suffering from 'big bill' fatigue" and instead developed and passed the scaled-down HIRE Act on February 24, which included an extension of the surface transportation provisions, sending it over to the House for consideration.



There were several key differences between the House and Senate passed extensions.

- 1 - Duration - the House version of the extension runs through the end of September (fiscal year); the Senate version runs through December (calendar year).
- 2 - Rescission - the Senate version restores the \$8.7 billion rescinded from the states last fall. The House version does not.
- 3 - State/Local Match - the House version waives the state/local match requirements for highway funds through the extension (September); however, the Senate bill does not.
- 4 - Earmarked Programs - The Senate version distributes 2010 funds for programs earmarked in 2009 to the states in proportion to their 2009 share for use in standard formula programs. Meanwhile, the House version instructs DOT to distribute funds for the PNRS and corridors programs using the program criteria, and sends the remaining earmarked funds out to the states for use in the standard formula programs.

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With the extension deadline looming, Congress had two options: either the House could accept the Senate version as presented, vote on passage and send the bill to the President for his signature before the current provisions expire on Sunday evening *OR* the House could pass a short-term continuing resolution extending the programs, giving them time to reconcile differences between the House and Senate versions.

Several factions within the House Democratic Caucus objected to various portions of the Senate bill and it became clear very quickly that passage of the Senate bill unchanged was not viable. Therefore, the House developed HR 4691, which provides 30-day extensions of several programs set to expire at midnight on Sunday night, including the Highway Trust Fund. HR 4691 was agreed to and sent to the Senate for consideration on Thursday, February 25th.

At this point, the Senate called for unanimous consent to pass the extenders bill, not having the time to invoke cloture before the programs expire. However, Senator Bunning (R-KY) objected to the unanimous consent measure, blocking the bill from moving forward. Despite several attempts Thursday evening and Friday morning, Senator Bunning would not yield.

The Senate adjourned on Friday without taking action on the extenders package. As such, the Highway Trust Fund will expire at midnight on Sunday, February 28th. This means payments from the trust fund will be halted and, beginning Tuesday morning, Federal employees paid with trust fund revenues, such as those at the Federal Highway Administration, will be furloughed until the issue is resolved.

The Senate will return for business on Monday, but votes are not expected before Tuesday. At that point, there are 3 options:

- 1 - Senator Bunning can yield, allowing a unanimous consent measure to pass, bringing HR 4691 to the Senate floor on Tuesday, March 2nd.
- 2 - The Senate moves to invoke cloture on HR 4691 on Tuesday, votes on the cloture measure Thursday and holds a final vote on Friday, March 5th.
- 3 - The House moves on the HIRE Act on Tuesday, March 2nd, votes and sends it back to the Senate for the cloture & vote process.

Federal News

Department of Commerce Hosts Supply Chain Focus Group

On January 20, 2010, Leslie Blakey and Adrienne Gildea of the Coalition for America's Gateways and Trade Corridors (CAGTC) joined nearly fifty other senior industry representatives and federal officials in a focus group to discuss possible next steps by the Administration towards national outreach and policy development on U.S. supply chain infrastructure issues during 2010. The gathering, moderated by Deputy Assistant Secretary of Commerce for Services Joel Secundy, was hosted by the U.S. Department of Commerce, and is follow on to a series of meetings and events held in 2009.

Deputy Assistant Secretary Secundy made it very clear to meeting participants that Commerce Secretary Gary Locke and Under Secretary-designate Francisco Sanchez understand the vital role that supply chains, logistics, and infrastructure competitiveness play in job growth and industrial development. Commerce officials also recognize that, unfortunately, this connection is not evident to many consumers and policy makers.

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After reviewing the findings of the May 2009 interagency "Game Changers in the Supply Chain Infrastructure" conference, hosted by the Departments of Commerce and Transportation, the group focused on plans to gather input on regional and national supply chain infrastructure concerns through a series of events in key supply chain cities.



Freight industry leaders participate in Competitive Domestic Supply Chain Infrastructure Focus Group

The group also discussed the need for a national marketing program to help clarify for consumers and policymakers the freight industry's impact on job creation and the economy. The goal is to help "inform consumers and policy makers of the vital link between supply chain infrastructure and the U.S.

economy." The Administration will then be able to use this information as it works to craft transportation policy and review the surface transportation authorization language proposed by Congress.

The group plans to meeting again to further develop plans for regional meetings and the proposed national marketing effort.

Industry News

Wal-Mart Leads the Way *Industry giant partners with EDF, others to reduce supply chain emissions*

On February 25th, retail industry giant Wal-Mart announced a goal to reduce emissions from its global supply chain by 20 million metric tons by 2015, which is the equivalent of taking more than 3.8 million cars off the road for a year. It is estimated that more than 90% of the company's emissions come from the supply chain, with the remaining 10% coming from stores and other logistics operations.

"Energy efficiency and carbon reduction are central issues in the world today," said Mike Duke, Wal-Mart president and CEO. "We've been working to make a difference in these areas, both in our own footprint and our supply chain. We know that we have an opportunity to do more and the capacity to do more."

According to its statement, Wal-Mart "collaborated with Environmental Defense Fund (EDF) to develop this approach that looks at the supply chain on a global scale. Other external advisers include PricewaterhouseCoopers, ClearCarbon Inc., the Carbon Disclosure Project and the Applied Sustainability Center (ASC) at the University of Arkansas". Representatives from these organizations will team together to identify projects, quantify reductions, engage suppliers and ensure proper procedures are followed for each GHG reduction claim.

This announcement follows up on Wal-Mart's 2009 introduction of its sustainability index to grade suppliers and products on a range of environmental and sustainable factors. Prior to that, in 2008, the retailer's Sustainable Packaging Scorecard aimed at getting suppliers to reduce the amount of packaging in their products, and eliminating any negative environmental impact of their packaging.

Research News



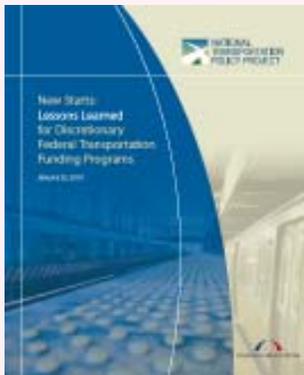
The Good Haul: Freight Innovations for the 21st Century

Environmental Defense Fund
To Be Released – 2010

The Environmental Defense Fund is preparing to release its report, *The Good Haul: Freight Innovations for the 21st Century*, in the coming weeks. The report highlights case studies of innovative technologies and practices that help “modernize freight transportation” while reducing “freight movement’s health and environmental impacts.” In the report, EDF recognizes the essential role freight plays in everything from commerce to the average citizen’s daily life. However, the report points out, the benefits from the nation’s freight and goods movement industry come at a cost - emissions that contribute to global warming and are responsible for serious health problems.

To deal with these issues, the report states that the freight system in the US must ‘modernize to meet demand *and* reduce pollution’. *The Good Haul* puts a spotlight on “proven freight transportation programs, technologies, and methods at work around the world that are less polluting,” including the CREATE project in Chicago, and Seattle’s International Gateway (SIG) intermodal facility.

The report is due out shortly, and will be available at: <http://www.edf.org>



New Starts: Lessons Learned for Discretionary Federal Transportation Funding Programs

Parsons Brinckerhoff/ PB Strategic Consulting FOR
National Transportation Policy Project, Bipartisan Policy Center
January 2010

This paper analyzes the FTA’s discretionary New Starts program to identify the lessons learned and components that might be relevant to these new competitive programs, particularly with respect to federal funding decisions. The New Starts program, administered by the Federal Transit Administration (FTA), is essentially the only discretionary transportation program of any size that offers a history of

program design and implementation extending over many years. The paper was prepared for the Bipartisan Policy Center’s National Transportation Policy Project.

The report is available here:

<http://www.bipartisanpolicy.org/sites/default/files/New%20Starts%20Paper%20Jan%202010.pdf>



America’s Freight Transportation Gateways 2009

Bureau of Transportation Statistics
Research and Innovative Technology Administration, USDOT
November, 2009

America’s Freight Transportation Gateways 2009 is an update of a report released in 2004 by the BTS. The report is a data profile of the nation’s leading international freight transportation gateways in 2008 and presents

summary trend data from 1990. It is a collection of information that highlights the top 25 freight gateways, providing the most recent annual information on the movement of goods through these seaports, airports, and land border crossings. Additional information on more than 200 gateways that are key points of entry and exit for U.S. international trade is available on the BTS website at www.bts.gov.

The report is available here:

http://www.bts.gov/publications/americas_freight_transportation_gateways/2009/

Upcoming Events

March 9 – 10: National Waterways Conference
2010 Legislative Summit, Washington, DC



March 10 – 12: 3rd Annual Transportation & Infrastructure Convention, Washington, DC

*** CAGTC Presenting ***



March 10 – 12: 14th Annual Northeast Trade & Transportation Conference, Newport, RI

*** CAGTC Presenting ***



March 22 – 23: IBTTA's Legislative Conference, Washington, DC



April 6 – 7: 7th Annual North American Marine Highways & Logistics Conference, Baltimore, MD



April 18 – 23: 2010 I-95 Corridor Coalition's Freight Academy, New Brunswick, NJ



April 27 – 29: 2010 Mississippi Valley Freight Coalition Conference and Annual Meeting, Cincinnati, OH



May 3 – 5: ITS America 2010 Annual Meeting & Exposition, Houston, TX

May 5 – 6: 2010 IANA Operations & Maintenance Seminar, Oak Brook, IL



May 5 – 7: SCAG Regional Conference and General Assembly, La Quinta, CA



Due to February's *record-breaking snowfall* in the DC region, CAGTC was forced to postpone the 2010 CAGTC Annual Meeting.

Location and agenda updates will be provided as details become available.

CAGTC & Freight in the News

Oberstar Says House Won't Pass Jobs Bill

The Journal of Commerce

February 25, 2010

<http://www.joc.com/government-regulation/oberstar-says-house-won't-pass-jobs-bill>

The logo for The Journal of Commerce, with "The Journal of" in black and "Commerce" in red.

Freight does fine in latest round of "TIGER" infrastructure disbursements

DC Velocity

February 18, 2010

http://www.dcvelocity.com/articles/20100218_freight_does_fine_in_tiger/

The logo for DC Velocity, with "DC" in a red box and "VELOCITY" in black.

Mexico Infrastructure Fund Plans to Double Projects in 2010

BusinessWeek

February 18, 2010

<http://www.businessweek.com/news/2010-02-18/mexico-infrastructure-fund-plans-to-double-projects-in-2010.html>

The logo for BusinessWeek, with the text in white on a red background.

Transportation Infrastructure: DOT awards TIGER funding

Logistics Management

February 17, 2010

http://www.logisticsmgmt.com/article/449676-Transportation_infrastructure_DOT_awards_TIGER_funding.php

The logo for Logistics Management, with "Logistics" in red and "MANAGEMENT" in black.

Largest Container Vessel to Ever Visit East Coast Pulls Into Hampton Roads

Daily Press

February 15, 2010

http://www.dailypress.com/business/dp-biz_tomoko-ship_0216feb16.0.2689447.story

The logo for Daily Press, in a black, gothic-style font.

Transportation Infrastructure: White House budget calls for \$4 billion for infrastructure fund

Logistics Management

February 2, 2010

http://www.logisticsmgmt.com/article/447275-Transportation_infrastructure_White_House_budget_calls_for_4_billion_for_infrastructure_fund.php

The logo for Logistics Management, with "Logistics" in red and "MANAGEMENT" in black.

Getting TIGER by the Tail

Cargo Business News

February 2010

http://www.cargobusinessnews.com/Feb10/final_say.html

The logo for Cargo Business News, with "CARGO BUSINESS" in blue and "NEWS" in white on a blue background. Below it, the tagline "For the Global Shipper Since 1922" is written in small text.

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 winter, 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 agildea@blakey-agnew.com.