Senate, House Share Freight Vision

When the Senate’s Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act passed on July 29, it ignited a frenzy of speculation as to what the House counterpart bill would look like. All eyes turned toward the lower chamber, even as Congress approved another short-term extension to MAP-21 and promised to address a longer-term bill later this fall.

The DRIVE Act has a six-year bill lifespan with $350 billion in contract authority. The legislation was approved by a vote of 65-34 and combines text from all four committees of jurisdiction—Commerce, Science, and Transportation; Environment and Public Works; Banking, Housing, and Urban Affairs; and Finance. The bill includes dedicated funding to improve and enhance the freight network, as well as the first-ever national multimodal freight policy.

Much is still unknown about how the House will proceed on a successor to MAP-21, but a roadmap for freight was developed by the House Committee on Transportation & Infrastructure’s Special Panel on 21st Century Freight Transportation, and there isn’t much daylight between the Panel’s recommendations and the DRIVE Act.

The Special Panel recommendations, issued in October of 2013, were the result of a six-month investigation into the state of freight transportation, which included hearings and visits to crucial trade corridors around the country. The Special Panel’s final report - issued unanimously by the bipartisan group of Representatives - outlines a set of policy objectives for freight transportation improvements to strengthen the U.S. economy.

Continued on Page 2
Chief among the Special Panel recommendations was a call for Congress to “establish a comprehensive national freight transportation policy and designate a national, multimodal freight network.” The DRIVE Act heeds that call. The Senate bill establishes, for the first time, a national multimodal freight policy. The bill creates a framework for developing a National Multimodal Freight Network, comprised of connectors, corridors, and facilities, across all freight transportation modes, that are critical to moving current and future freight.

Members of Congress on the Special Panel on 21st Century Freight Transportation also recommended that Congress “ensure robust public investment in all modes of transportation on which freight movement relies.” The Senate bill responds to that recommendation in several ways.

Firstly, the DRIVE Act establishes the “Assistance for Freight Projects Program,” authorized through appropriations at $200 million annually throughout the lifespan of the bill. The competitive grant program awards deserving projects with funding and has broad project and applicant eligibility. Secondly, the DRIVE Act includes a freight formula program, with $11.65 billion over six years. The amount gradually increases over the lifespan of the bill. The freight formula program is designed to provide states with the necessary resources to address roadway freight projects.

The DRIVE Act also responds to the House Panel’s recommendation to “authorize dedicated, sustainable funding for multimodal freight Projects of National and Regional Significance (PNRS) through a grant process.” The Senate’s legislation creates a merit-based grant program, the Assistance for Major Projects Program - or AMPP - to fund large-scale infrastructure projects.

AMPP is structured similarly to Projects of National and Regional Significance, which was included in MAP-21 but left unfunded by appropriators. The two have the same program goals, though AMPP has a minimum project threshold of $350 million, while PNRS set the minimum at $500 million. The DRIVE Act provides AMPP with contract authority, meaning the funds are guaranteed out of the Highway Trust Fund. Because money will be coming from the Highway Trust Fund, projects must demonstrate benefits to the movement of freight on highways. The freight formula program includes a 20 percent flex for multimodal freight projects.

The Special Panel on 21st Century Freight Transportation issued unanimous recommendations on how to improve the nation’s goods movement infrastructure. The unusual bipartisan agreement showcased in the report emerged in the midst of a hyper-partisan era and can be taken as a sign that many segments of the political spectrum can come together to agree on freight.
After a long, hot August recess, Congress returned to Washington, DC in September, met with cooler weather and a full docket of must-do items. Congress addressed its first challenge head-on, successfully averting a federal government shutdown by passing a Continuing Resolution through December 11, 2015. Not an insignificant date, the December timeframe roughly aligns with the date our nation’s debt ceiling will need to be modified for the 15th time in as many years. Further into the future, we see the 2016 election dominating the landscape in Washington, DC and beyond.

We have a window of opportunity to link arms and move forward in passing a long-term surface transportation authorization. Before recessing in August, the Senate passed a bill establishing a funded multimodal freight program. The freight program received bipartisan support, demonstrating that CAGTC’s message is being received across the nation: Freight Can’t Wait.

Freight can’t wait for a surface transportation authorization that moves forward after the 2016 elections and it definitely cannot go unfunded in a long-term bill, forcing economically-critical freight projects to remain in limbo up to six years.

There’s no time to waste before the October 29 expiration of MAP-21’s extension. CAGTC members are rallying in Washington, DC October 21 & 22 to share our message of urgency with Congress. We will be pounding the pavement to talk about the much-needed policy improvements and dedicated funding to support freight infrastructure projects that, lacking federal partnership, stand to languish and bog down our economy.

The importance of this message cannot be overstated nor can it be over-repeated. If you are coming to Washington, plan to take to the halls of Congress with the message that freight investment must take priority in any long-term bill. If you’re unable to make it to Washington, meet with your Member of Congress and their staff during the October 12 district work week. Or, simply pick up the phone. Remind our elected officials of the infrastructure needed to keep the economy in your region vibrant and moving. Our trading partners are outpacing investment in their goods movement networks. Further deferring federal investment in our national freight system stifles our ability to keep pace in a world marketplace.

Elaine Nessle, Executive Director
HTF Dollars Stretch into New Year, DOT Predicts

The Department of Transportation released its September calculations for the Highway Trust Fund (HTF) predicting the federal government will not run out of money for infrastructure projects until June 2016. It was previously anticipated that the latest short-term MAP-21 patch, which Congress passed in July, would only maintain solvency through the end of this year.

While the additional six months of funding provided by H.R. 3236 allows Congress more time to debate the substantive components of a multiyear transportation bill, the extra dollars also alleviates pressure on legislators to pass a long-term solution in the near future. With the extended timeframe, some advocates fear that pushing action on a bill until 2016 risks placing surface transportation on the backburner through the presidential election in late 2016.

However, while H.R. 3236 included enough funding to maintain Highway Trust Fund solvency until July 2016, authorization of highway and transit programs was only extended until October 29. As a result, Congress must pass another program authorization extension in order to prevent a lapse in infrastructure funding payments to states. The length of that extension could indicate the political will to debate, pass, and conference a long-term House surface transportation bill with the DRIVE Act.

Latest Highway Trust Fund Account Projections:

Source: U.S. Department of Transportation
Senator Tom Carper Calls for Fuel Tax Update

On August 5, Senator Tom Carper (D-DE) introduced the TRAFFIC Relief Act. The Senator’s office stressed the bill would finally bring an end to the cycle of short-term transportation funding patches. In addition to being the first bill to include a hashtag in its title, the Tax Relief and #FixTheTrustFund for Infrastructure Certainty Act of 2015 raises the current fuel taxes by 16 cents-per-gallon over four years. After the gasoline tax settles at 34.3 cents-per-gallon, and the diesel tax reaches 40.3 cents-per-gallon, in 2019, the tax will subsequently index to inflation.

The TRAFFIC Relief Act, which is cosponsored by Senate Minority Whip Dick Durbin (D-IL) also offers tax relief for working class families to offset rising prices at the pump. The bill expands the earned income (EITC) and child (CTC) tax credits by making the increase in the refundable portion of the CTC and EITC for families with three or more children permanent. It also strengthens the EITC for individuals without children and simplifies the process to qualify for the tax credit.

Senator Carper’s bill follows three similar proposals introduced in the House earlier this year. In February, Congressman Earl Blumenauer (D-OR) introduced the UPDATE Act of 2015. With the support of 36 cosponsors endorsed by the Chamber of Commerce and the AFL-CIO, the bill phases in a 15 cent-per-gallon tax increase over the next three years on gas and diesel. Across the aisle, Republicans have sought their own revenue-raising solutions to the Highway Trust Fund crisis. Congressman Jim Renacci (R-CO)’s The Bridge to Sustainable Infrastructure Act would index the gas tax to inflation starting in January 2016, before jumping again three years later. While Representative Tom Rice (R-SC) proposed a revenue-neutral, 10.1 cent-per-gallon raise on the federal motor fuel tax in early July.
City of Chicago

Chicago is the nation’s rail hub with nearly 1,300 trains travelling through the city each day. Over 500 of these trains – carrying more than 37,500 railcars – carry freight. The city handles one quarter of all freight rail traffic in the United States and its shipment volumes are expected to increase by 150% by 2040. Rail lines in the area, built more than a century ago, are not configured for the current volumes and types of freight, causing delays and congestion. A single freight train can take as long as 30 hours to pass through the Chicago region. These delays not only harm the region economically but also lead to increased roadway congestion, generate unnecessarily high levels of air pollution, and give rise to many safety concerns.

In response to these challenges, the City of Chicago, along with the State of Illinois and the Association of American Railroads (representing the freight railroads serving Chicago as well as Metra and Amtrak), partnered to form the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. The program includes 70 rail and highway infrastructure improvements that are critical to Northeast Illinois. The CREATE Program will produce higher capacity and more reliable rail corridors through the region and has the potential to generate an estimated economic return of $28.3 billion over the next 30 years, as projects are completed.

One such project, a grade separation of the Norfolk Southern Railroad from 130th Street and Torrence Avenue, was completed by the Chicago Department of Transportation in July 2015. Prior to CREATE’s improvements, the daily vehicle delay at these at-grade crossings totaled more than 240 hours and presented safety concerns about vehicle-train crashes. The new grade separation removes this source of traffic delay and provides safety benefits by eliminating the possibility of vehicle-train crashes.

This infrastructure investment removed two at-grade crossings of Norfolk Southern tracks, one with 130th Street and one with Torrence Avenue, by creating two new bridges to carry the tracks over the streets. The project also addressed highway traffic flow by lowering Brainard Avenue and directly connecting it with 130th Street at Torrence Avenue, reconfiguring what had previously been a confusing five-leg intersection into a standard four-leg configuration. Finally, an obsolete century-old bridge that carried two NICTD South Shore Line commuter rail tracks was replaced with a modern structure.

The finished project supports approximately 4,000 jobs at a Ford Motor Company assembly plant and New Car Shipping Center, located on opposite sides of the grade separation. Better traffic flow has eliminated vehicle backups between the assembly plant and the shipping center. Furthermore, when freight trains previously blocked the road Ford employees were forced to drive a 10-mile loop to access the employee parking lot. The finished grade separation allows unimpeded entry and exit from the employee parking lot. The benefits of the CREATE project investment are expected to strengthen this area’s competitive position for attracting and retaining industrial development.

Continued on Page 7
The 130th & Torrence & Norfolk Southern Grade Separation project also improved neighborhood safety and connectivity. The location had been designated a “911 Critical Crossing,” which means emergency vehicles had to go over the at-grade crossing in order to access nearby neighborhoods and were often delayed by train movements. Since the two new Norfolk Southern track bridges were built, this issue no longer exists. In addition, the project includes a pedestrian and bicycle path and bridge over Torrence Avenue, providing a safe crossing between the Hegewisch neighborhood on the east side of Torrence and a longer trail on the west end of the project. This pathway also connects to another community path south of 130th Street that leads to Hegewisch Marsh Park.

The 130th & Torrence & Norfolk Southern Grade Separation project exemplifies a successful partnership and outcome. The finished product provides the surrounding community with safety, time savings, and economic benefits. While this project represents one of the many achievements since the program’s inception, the CREATE partners have planned several other projects that currently await a funding source for construction. Freight infrastructure projects like this are vital to the American economy and the CREATE projects in particular are critical to creating the transportation capacity needed to sustain future economic growth.

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The Supply Chain Innovation Network of Chicago (SINC) has two overarching themes: 1) support sustained investment in the region’s infrastructure and 2) encourage private sector growth by advancing the business interests of transportation, distribution and logistics companies, as well as the businesses that service and supply the industries that comprise this cornerstone of Illinois’ economy.
Illinois’ elected leaders and industry executives are conscious of the need to promote efficient movement of freight, services and people through the nation’s busiest intermodal hub, busiest international airport, second largest public transit system, most extensive interstate highway exchanges, waterways that access the Great Lakes, the Atlantic Ocean, the Gulf of Mexico, the commercial river systems in the center of the country, Amtrak’s inland hub and the third largest retail market.

The rail yards, truck terminals, distribution centers, industrial producers, commercial development operators and the beneficial owners of freight have a common interest in seeing the Chicago region focus on the resolution of business problems associated with moving the nation’s commerce.

SINC is uniquely situated as the chief private sector advocate for TDL industries’ interface with Illinois state and local government agencies and officials concerned with promoting business and economic growth.

SINC was launched nearly two years ago by World Business Chicago, the city’s economic development agency.

SINC has subsequently emerged as a leading advocate for streamlined truck permitting for oversized and overweight loads moving through the seven-county region and the nearly 400 local government jurisdictions that comprise metropolitan northeastern Illinois. The chief elected executives of all seven counties and the Mayor of Chicago have embraced this initiative.

The goal of this groundbreaking undertaking is to make streamlined truck permitting in the Chicago region a national model. Significant progress has already been demonstrated by the Illinois Department of Transportation and the Illinois Toll Highway Authority. The multi-county collaboration is underway.

A second initiative is directed towards helping industry meet workforce shortages in major TDL job classifications. While the shortage of commercial drivers is a national challenge, SINC has undertaken the task of helping connect CDL schools with employers in anticipation of proving Chicagoland has a successful proactive approach to filling the job vacancy pipeline. Eight critical job classifications have been identified for priority attention.

A pilot project is being pursued to introduce off-peak delivery to Chicago’s central business district. SINC is collaborating with the Chicago Department of Transportation, the University of Illinois Chicago-Urban Transportation Center and with receivers of goods to test the feasibility and benefits of improved utilization of delivery fleets and congestion reduction.

Other initiatives are under consideration. However, a distinct filter is applied regarding any new project: “Does this initiative help address a real-life business problem that TDL companies will recognize as providing a measurable benefit to the company bottom line”?

SINC’s Board of Directors is comprised of executives of leading private sector TDL companies with significant investments or presence in the Chicago region. The current Chairman is Doug Waggoner, President & CEO, of Echo Global Logistics. Any private sector enterprise motivated to help promote TDL company interests can be a member, donor or contributor to the organization’s finances or agenda.

Visit the SINC web site at: www.supplychainchicago.com, email Adam Lomasney at adam@s
supplychainchicago.com or write to SINC, 177 North State Street, Suite 500, Chicago, Illinois 60601.
Port Tampa Bay CEO Paul Anderson Elected Chairman of the Florida Ports Council

At the Florida Ports Council Annual Board Meeting today in Sarasota, Port Tampa Bay CEO Paul Anderson was elected chairman of the Council. Port of Fernandina Director Val Schwec’s term ended as of this meeting. Anderson will be chairing the Board of the Florida Ports Council, which is the professional association of Florida’s 15 public seaports, providing advocacy, leadership and research on seaport-related issues at the state and federal level. The other officers elected were Steven Cernak, CEO of Port Everglades, as Vice-Chairman, and John Walsh, CEO of Port Canaveral, as Secretary-Treasurer.

“Paul Anderson has been an invaluable member of the Florida Ports Council both as legislative co-chair and as vice chairman. His extensive experience at the state and federal levels will be a great asset to our organization,” said Doug Wheeler, president and CEO of the Florida Ports Council. “We look forward to working with federal and state leaders on improving freight funding and policy and to continuing our leadership role in positioning Florida as a leader in the global marketplace.”

Anderson has dedicated his work to the success and advancement of the nation’s seaports. A former federal maritime commissioner, he has held numerous other high-profile leadership positions in the public and private sectors over the past three decades—all of which have served to make him an extremely qualified leader in the maritime industry. Prior to joining Port Tampa Bay, Anderson served as the chief executive officer of the Jacksonville Port Authority. Additionally, he currently serves as elected chairman of the Florida Ports Financing Commission and has held several leadership roles within the American Association of Port Authorities. In addition, Anderson currently serves on the board of directors for both the Florida Chamber of Commerce and Associated Industries of Florida.

“I am honored and humbled by the confidence my fellow port directors have placed with me. I look forward to working with them and all of our ports to continue the great work of being a leading economic engine for the state of Florida,” Paul Anderson, port president and CEO, said.

Source: Florida Ports Council
The four international marine container terminals at the Port of Oakland today announced they are developing a program to operate their terminal gates on Saturdays to reduce weekday congestion at the port. The new program, called OakPass, is expected to begin in the fourth quarter of this year, pending review by the Federal Maritime Commission and other conditions.

The terminals, through the Oakland MTO Agreement (OAKMTOA), have submitted a filing to the FMC describing the proposed program. The terminals are currently working to ensure that an adequate supply of labor will be available to operate the new gates. OAKMTOA has established OakPass LLC, a not-for-profit company, to manage the Saturday gate program.

“The Port of Oakland and the four international container terminals agree on the need for additional capacity to reduce congestion and accommodate future volume growth,” said John Cushing, president of OakPass LLC. “After spending well over a year evaluating options including night gates, we determined that adding a Saturday gate is the most practical and cost-effective method to increase capacity in a way that meshes with availability of truck drivers and longshore workers and serves the entire supply chain.”

To help pay for the cost of the new gates, the terminals will begin collecting an Extended Gate Fee (EGF) of $17 per twenty-foot equivalent unit (TEU), or $34 on a typical forty-foot container. The EGF will be assessed on loaded import and export containers entering or exiting the terminals during Peak hours, defined as Monday through Friday, 7:00 a.m. through 6:00 p.m.

No EGF will be assessed during OffPeak hours (Saturdays 7:00 a.m. through 6:00 p.m.). Empty containers and transshipment cargo will be exempt from the EGF, according to the filing submitted to the FMC. The EGF will be charged to the beneficial cargo owner, not to trucking companies or drivers. Registration of cargo owners will be required.

OakPass is currently setting up the information systems and financial arrangements needed to collect, track and distribute EGF payments. By the time OakPass begins operating Saturday gates, all cargo owners moving containers through the Port of Oakland will need to be registered with OakPass to pay the EGF on containers delivered or picked up during Peak hours. OakPass will provide registration instructions within the next several weeks at OakPass.com.

Source: Port of Oakland
L.A. Metro Announces First Chief Innovation Officer

Metro CEO Phillip Washington Taps Nationally Recognized Transportation Expert Dr. Joshua L. Schank to Head Newly Created Office of Extraordinary Innovation

The Los Angeles County Metropolitan Transportation Authority announced the selection of Dr. Joshua L. Schank as the first-ever head of Metro’s newly created Office of Extraordinary Innovation. Dr. Schank’s hire reflects L.A. Metro’s commitment to innovation, accessibility and accountability in transportation for all Angelenos.

Dr. Schank currently serves as President and CEO of the Eno Center for Transportation in Washington, D.C., an influential, nonpartisan transportation policy think tank. At Eno, Dr. Schank successfully sought innovative solutions to pressing national transportation concerns through consensus and coalition building among industry leaders, elected officials and academics. In this role, Dr. Schank also directed Eno’s highly visible working groups on public-private partnerships (P3s), freight, aviation and transportation finance.

Dr. Schank started his career at the New York Metropolitan Transportation Authority as a transportation planner and went on to work as a Congressional Transportation Fellow and Legislative Assistant in the United States Senate. He also worked as a senior associate for two major international transportation consulting firms, specializing in public transit and federal transportation policy. He also served as Director of Transportation Research for the Bipartisan Policy Center based in Washington, D.C., where he directed a large panel of former elected officials, policy experts, business executives and civic leaders overseeing a national study of federal transportation policy that resulted in recommendations for accountable, performance-based transportation programs.

“Dr. Schank is highly regarded across the transportation industry as a collaborator and an innovator,” said L.A. Metro CEO Phillip Washington. “He is a leader in transportation policy and driving mobility solutions through his own unique vision.” In July, just two months after taking the helm as Metro’s new CEO, Washington announced the creation of an Office of Extraordinary Innovation. The intent of this office is to champion new ideas to improve mobility in L.A. County. The responsibilities are threefold: 1) Inform the high-level vision for L.A. Metro through exposure to innovative people, organizations and industries; 2) Support Metro departments in piloting and implementing new and experimental programs and policy and 3) Serve as the primary liaison for new ideas relevant to L.A. Metro coming from entrepreneurs, private sector entities, academia or individuals.

“This office will be responsible for mining and implementing the most out of the box and innovative strategies the transportation industry has ever seen in this country,” said Washington. “This will be our Innovative Strike Force Team in areas such as public-private partnerships, value capture opportunities, high technology and autonomous vehicle impact on transit, as well as leading the agency’s strategic planning efforts.”

Source: LA Metro
Port of Long Beach Completes ‘Green Port Gateway’ Rail Project

On September 16, officials at the Port of Long Beach celebrated completion of a $93 million rail project vital for improving the efficiency and sustainability of cargo movement as shipment volumes increase at the port.

The “Green Port Gateway” project — funded in part with state and federal transportation dollars — was greenlighted for construction at the end of 2012 and was completed this year. The project realigned a critical rail pathway to relieve a bottleneck, allowing Port terminals to increase their use of on-dock rail, decreasing truck traffic and air pollution. The upgrades will serve the Port’s southeast terminals, including the new Middle Harbor terminal.

Overall, almost 6 miles of new track was laid. The work included adding a third rail line under Ocean Boulevard, along with new retaining walls, utility line modifications and roadway improvements. Every on-dock rail train eliminates as many as 750 truck trips from regional roadways.

“The Green Port Gateway shows the Port of Long Beach’s commitment to moving trade in an environmentally responsible way,” said Lori Ann Guzmán, President of the Board of Harbor Commissioners. “I want to thank our state and federal partners who recognized the importance of this critical project.”

The California State Transportation Agency, California Transportation Commission and CalTrans helped with $23.1 million from the state’s Proposition 1B Trade Corridor Improvement Fund. The U.S. Department of Transportation and the Maritime Administration assisted with $17 million from the TIGER III program (Transportation Investment Generating Economic Recovery).

The Port plans $1 billion in rail projects over the next decade as part of a broader modernization program to strengthen the Port’s competitiveness and reduce port-related impacts to the environment. Compared to trucks, trains emit one-third less greenhouse gases on a ton-mile basis.

Port of Long Beach CEO Jon Slangerup said the Green Port Gateway is a key part of building the “Port of the Future.”

“This project will enable us to reach our goal of moving 35 percent of containerized cargo via on-dock rail this decade,” Slangerup said. “It will also support our long-range ambition to eventually move 50 percent of our goods directly from terminals by train.”

Source: Port of Long Beach
The Intermodal Association of North America (IANA) announced today that Stephen A. Keppler has joined the association as Senior Vice President. The Board approval of this newly created position acknowledges IANA’s growth in membership as well as its program and service offerings. Keppler’s responsibilities will extend throughout the organization. These include overseeing the Member Services and Conferences/Events departments and developing new businesses for the association’s Information Services.

“IANA is lucky to be adding a person of Steve’s caliber to the Association staff,” said IANA president and CEO, Joni Casey. “His wealth of knowledge, expertise and standing in the freight community will be put to good use on behalf of IANA’s membership, starting at the Intermodal EXPO next month.”

Keppler brings nearly two dozen years of experience in truck safety and freight transportation issue management. Most recently Keppler was the executive director of the Commercial Vehicle Safety Alliance, a position he held since 2009.

Before joining CVSA, he served as director of vehicle systems at Intelligent Transportation Society of America, the nation’s largest organization dedicated to advancing the research, development and deployment of Intelligent Transportation Systems.

Keppler previously worked six years with the U.S. Department of Transportation’s Federal Highway Administration Office of Motor Carriers, which would later become the Federal Motor Carrier Safety Administration. His roles there included conducting field compliance reviews and roadside inspections.

He holds two bachelor’s degrees — in civil engineering and architectural engineering — from Drexel University and lives in Ellicott City, Md., with his wife, Dana, and sons Alexander and Elliott.

Source: Intermodal Association of North America
The Maritime Administration recently launched four white board animation videos for two of its programs—StrongPorts and America’s Marine Highways. The StrongPorts videos illustrate the importance of ports to the nation’s economy, the challenges ports face, and how the Maritime Administration can assist stakeholders through the program. The America’s Marine Highways animation demonstrates how the program can help expand the use of waterways, rivers, Great Lakes, and coastlines for movement of freight. For more information on the programs, and to view the full-length videos, please visit the following websites:

**StrongPorts Program:** [http://1.usa.gov/1Oqr594](http://1.usa.gov/1Oqr594)
**America’s Marine Highway Program:** [http://1.usa.gov/1VJbylm](http://1.usa.gov/1VJbylm)

**Video 1: Importance of Ports**

**Video 2: Port Challenges and the StrongPorts Program**

**Video 3: Solutions and Services**

**Video 4: Marine Highways**

*Source: U.S. Maritime Commission*
U.S. DOT Forms Coalition to Address Truck Parking Needs

The U.S. Department of Transportation announced a new public-private coalition on August 21 to address the parking problems plaguing truckers nationwide. The National Coalition on Truck Parking will continue working to find solutions to truck parking needs. The Coalition’s membership includes the Federal Highway Administration, the Federal Motor Carrier Safety Administration, the American Association of State Highway and Transportation Officials, the American Trucking Associations, the Owner Operator Independent Drivers Association, the National Association of Truck Stop Operators and the Commercial Vehicle Safety Alliance.

“Without truck drivers, America’s businesses would suffer and the economy would come to a halt,” said Federal Highway Administrator Gregory Nadeau. “They deliver the goods and products we use every day, and are critical to freight movement in our country.”

Administrator Nadeau emphasized the Administration’s plan to address the infrastructure deficit with a $478 billion, six-year surface transportation reauthorization proposal, the GROW AMERICA Act, which would provide $18 billion over six years for targeted investments in freight. This new funding for transportation could be used to construct or expand truck parking facilities and deploy tools for commercial motor vehicle drivers to find safe, available places to park and rest.

“Highway safety depends in part on making sure hardworking, professional truck drivers have a safe place to recuperate after spending hours on the road,” said FMCSA Acting Administrator Scott Darling. “We at FMCSA are committed to addressing this shortage of safe and convenient truck parking for the drivers who do so much to advance our economy.”

The “Moving Ahead for Progress in the 21st Century” Act (MAP-21) required the USDOT to conduct the survey to determine if adequate parking is available for truck drivers based on the level of commercial traffic in the state. Along with state departments of transportation, the USDOT surveyed safety officials, truckers and truck stop operators, and other trucking industry stakeholders.

The Department’s findings in the “Jason’s Law Truck Parking Survey Results and Comparative Analysis” show most states reported having truck parking shortages occurring at all times of the day on every day of the week. The analysis includes a discussion of the factors that can influence truck parking and offers ways to improve the measurement of the truck parking problem, including the collection of data on supply and demand, congestion and safety.

Over the coming months, the USDOT and National Coalition on Truck Parking will engage in a dialogue with state and local governments, law enforcement and the trucking and business communities to work together to advance truck parking solutions to meet the needs of the nation’s truck drivers.

Source: U.S. Department of Transportation
Research News

ATA U.S. Freight Transportation Forecast to 2026
American Trucking Association
August 2015

A new report released today by American Trucking Associations projects freight volumes will increase by nearly 29% over the next 11 years. Forecast, a collaboration between ATA and IHS Global Insight, projects a 28.6% increase in freight tonnage and an increase in freight revenues of 74.5% to $1.52 trillion in 2026. For the first time, this year’s Forecast includes near-term projections for 2015 and 2016 and estimates for changes in the size of the Class 8 truck fleet.

Among Forecast’s findings:
- Trucking will still be the dominant mode of freight transportation, although the share of tonnage it hauls dips slightly. Even though truck tonnage grows over the forecast period, trucking’s share will dip from 68.8% in 2014 to 64.6% in 2026.
- Due to tremendous growth in energy production in the US, pipelines will benefit more than other modes. Between 2015 and 2026, pipeline volumes will increase an average of 10.6% a year and their share of freight will increase from 10.8% in 2015 to 18.1% in 2026.
- While railroads’ share of freight tonnage will drift down from 14.2% in 2015 to 12.3% in 2026, intermodal freight will be the second fastest growing mode at 4.5% annually through 2021 and increase 5.3% per year thereafter.
- The number of Class 8 trucks in use will grow from 3.56 million in 2015 to 3.98 million by 2026.


Jason’s Law Truck Parking Survey
U.S. Department of Transportation
August 2015

The U.S. Department of Transportation released survey results that point to a lack of truck parking information and capacity across the nation and called for a national coalition to address the problem and help find targeted solutions. Almost half of the state departments of transportation surveyed reported that truckers were forced to drive on freeway interchange ramps and shoulders of highways, which represents a safety issue.

The Department’s findings in the “Jason’s Law Truck Parking Survey Results and Comparative Analysis” show most states reported having truck parking shortages occurring at all times of the day on every day of the week. The analysis includes a discussion of the factors that can influence truck parking and offers ways to improve the measurement of the truck parking problem, including the collection of data on supply and demand, congestion and safety.

Source: U.S. Department of Transportation [http://1.usa.gov/1Qrhi5t](http://1.usa.gov/1Qrhi5t)
Upcoming Events

Long Beach, CA

November 16-19, 2015: NITL Annual Conference & Freight Exhibition
New Orleans, LA

January 6-9, 2016: NRC Conference & REMSA Exhibition
San Diego, CA

January 10-14, 2016: TRB Annual Meeting
Washington, DC

CAGTC & Freight in the News

Congress in the DRIVER’s Seat
Journal of Commerce
September 5, 2015
http://bit.ly/1JRbEny

Rep. Lipinski’s Bill Promoting Research and Innovation in Transportation Moves Forward in the House of Representatives
Chicago Tribune
September 10, 2015
http://trib.in/1KqYryM

Advocates pressure House GOP to get moving on roads bill
The Hill
September 14, 2015

Freight movement in focus at Will County CED’s annual Global Summit
The Herald-News
September 16, 2015
http://bit.ly/1Mc5UW5
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, lightning-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!

Up to Date Information
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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