The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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Gateways & Trade Corridors

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Coalition Highlight

EPW Releases MAP-21 Reauthorization Act

Late in the evening on May 12, the Senate Environment and Public Works Committee released the text of their six-year, bipartisan surface transportation authorization proposal. The legislation, titled "MAP-21 Reauthorization Act," maintains current funding levels plus inflation, but directs resources toward freight infrastructure and encourages connections to other modes. It notably re-shapes – and renames – the primary *highway* freight network, requires state freight spending, and funds the mega-project competitive grant program Projects of National or Regional Significance (PNRS) at $400 million per year throughout the life of the bill.

In line with EPW's jurisdiction, the bill is a highway-centric proposal drawing money from the strapped Highway Trust Fund. In order to meet the bill's obligations, the Senate Finance Committee will need to find an estimated $100 billion to supplement the Highway Trust Fund's projected receipts.

The bill aptly renames MAP-21's Primary Freight Network the "Primary Highway Freight Network" (PHFN) to reflect the truly single-mode nature of the map. It also provides a method to designate critical urban freight corridors. And while the legislation keeps the 27,000-mile congressionally mandated cap in place, the PHFN allows for more flexibility and additional miles to be designated by states and MPOs, as long as those additional miles close network gaps or establish connections to ports of entry, airports, distribution and logistics centers, rail yards, and agricultural facilities.

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Using the existing formula distribution criteria, the bill directs a total of $6 billion over five years (beginning in Fiscal Year 2016) to be spent on freight infrastructure. A minimum amount of money distributed through the freight formula program must be obligated for projects on the PHFN. That minimum is a proportion determined by the number of miles within the state on the PHFN relative to the total mileage in the state on the PHFN plus the state's total number of Interstate miles not on the PHFN. To use state freight formula money, states must create state freight plans and advisory committees.

Up to 10 percent of this money may be invested in projects within the boundaries of public and private freight rail, maritime projects, and intermodal facilities, but shall only include surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into and out of the facility.

The MAP-21 Reauthorization Act renews the requirements for the U.S. Department of Transportation to develop a National Freight Strategic Plan with new modeling tools and data assessments.

With a benchmark bolstering freight infrastructure put in place by the EPW committee, all eyes now turn to the Senate Commerce Committee to develop the multimodal portion of the bill and the Senate Finance Committee to come up with a way to pay for it.

Administration Proposes $10B Freight Investment through GROW AMERICA Act

On April 29, President Obama introduced the GROW AMERICA Act, his Administration's first-ever multi-year surface transportation authorization bill. The GROW America Act is a four-year, $302 billion proposal that sets aside $10 billion in dedicated freight funding. As outlined in the Obama Administration's FY 2015 budget proposal, the bill would be paid for by combining Highway Trust Fund receipts with revenue generated from corporate tax reform. As previously proposed by the Obama Administration, the Highway Trust Fund would be replaced by a broader "Transportation Trust Fund."

Of the $10 billion dedicated to freight, $5 billion will be distributed to states through a freight formula program that takes into account the percent of freight facilities in that state relative to the rest of the nation, and the tonnage and value of freight moving through the state relative to the rest of the country. To receive this money, states must create a state freight advisory council and state freight plan. Unused money from the incentive state-based formula program will be combined with the remaining $5 billion to fund a discretionary national grant program that supports freight-related infrastructure investment across all freight-carrying modes.

The GROW AMERICA Act would also give $5 billion over four years to the Transportation Investments Generating Economic Recovery (TIGER) competitive grant program. The program, initially established by the American Recovery and Reinvestment Act of 2009, received 797 applications totaling $49.5 billion in asks in 2014, or 15 times the $600 million set aside for the program, according to U.S. DOT. The GROW AMERICA Act calls for an increase in available funds and codifies the grant process, eliminating the need for it to find its way into an appropriations bill every year.

The Administration's combination of grant programs creates a "Race to the Top" for increasing freight capacity and improving conditions in freight-intensive localities across the United States

CAGTC Perspective

Freight Investment Emerges as Priority for Administration, Senate EPW

Leslie Blakey

The Senate Committee on Environment and Public Works got the ball rolling with their MAP-21 Reauthorization Act. The Administration put a stake in the ground when they released the GROW AMERICA Act. Whatever you call it, one thing is clear: freight has momentum!

To recap, on May 12, EPW leadership released a six-year, bipartisan surface transportation authorization proposal that gave freight funding advocates much to be pleased about. The MAP-21 Reauthorization Act contains a formula program that steers state dollars towards freight infrastructure. The legislation also attempts to create system connectivity within its “Primary Highway Freight Network,” and focuses on projects that will enhance freight efficiency. A top priority for CAGTC, it preserves and funds Projects of National and Regional Significance (PNRS) by providing the program with $400 million per year in contract authority from the Highway Trust Fund.

On the other hand, the Administration’s GROW AMERICA Act also stretches limited federal dollars and applies them to freight infrastructure projects. President Obama’s bill, released on April 29, calls for the duel approach of a state-based formula incentive program and a discretionary national grant program, with funds for the two totaling $10 billion. It also codifies TIGER and provides the grant program’s sixth round with $600 million in funding – a $100 million increase over the previous round. As a pay-for, the President proposes a combination of revenues from the Highway Trust Fund and corporate tax restructuring, a proposal similar to one suggested last month by Republican Ways and Means Committee Chairman Dave Camp (R-MI).

These new policy proposals and pay-for mechanisms give us a lot to be excited about, but as Washington looks to create the next surface transportation reauthorization bill, there is room for improvement, particularly in providing for multimodal projects. Furthermore, Senator Boxer’s bill is a six-year proposal set to current spending levels. If that’s where the bar is set, the nation’s surface transportation programs would be locked into today’s barebones funding levels until 2020. We can – we must – do better.

The Senate Commerce Committee is hard at work creating their own version of the bill, which should include policy focused on the multimodal needs of our freight transportation system. Additionally, the Finance Committee is charged with finding the funding for EPW’s bill and plugging the hole in the sinking ship that is the Highway Trust Fund.

Meanwhile, on the House side, CAGTC supports the findings and recommendations issued by the Special Panel on 21st Century Freight Transportation incorporated into the Transportation & Infrastructure Committee’s proposal. The bipartisan recommendations call for robust public investment in all modes of transportation in which freight movement relies and the authorization of dedicated sustainable funding for multimodal freight Projects of National and Regional Significance. CAGTC hopes to see these priorities incorporated into the House proposal, especially given how well they line up with the EPW bill.

During our Membership Fly-In, CAGTC took to the halls of the Capitol to encourage and engage with Members of Congress. Certainly, things are moving in the right direction, but time remaining in this Congress is ticking away. We urge all the Committees of jurisdiction to act quickly to introduce and move legislation.

L. Blakey

Leslie Blakey, Executive Director

CAGTC Spring Fly-In a Success

Amidst the releases of the Senate Environment and Public Works Committee's "MAP-21 Reauthorization Act" and the Administration's "GROW AMERICA Act," and votes on WRRDA, CAGTC held a Fly-In to encourage member interaction and reaction to the happenings in Washington.

On May 19, CAGTC members heard from John Drake, U.S. DOT's Deputy Assistant Secretary for Transportation Policy and were briefed by Senate staffers during a "Focus on Freight" Congressional Staff Roundtable. Additionally, fly-in participants joined Members of Congress and Congressional staff at the "Cheers to Freight" reception, held in conjunction with Florida Ports Council. Several members of Congress spoke on the importance of fixing the highway trust fund and coming up with a long-term solution to fix our nation's infrastructure, including Rep. Lois Frankel (D-FL), Rep. Doug LaMalfa (R-CA), Rep. Corrine Brown (D-FL) and Rep. Alan Lowenthal (D-CA).

CAGTC Members Meet With Representative Albio Sires

On May 20, CAGTC members took to the Hill to speak with Senators, Representatives and Committee staffers about the next surface transportation reauthorization bill and the need for a comprehensive multimodal policy and robust funding for freight infrastructure. CAGTC fly-in participants met with Representatives Lowenthal, Albio Sires (D-NJ), Jerrold Nadler(D-NY), Janice Hahn (D-CA), Markwayne Mullin (R-OK), and Senator Cory Booker (D-NJ), among others.

Senator Cory Booker (D-NJ) Introduces Bill Designed to Improve National Freight Policy

On May 21, Senator Cory Booker (D-NJ), a member of both the Senate Environment and Public Works and the Senate Commerce Committees, introduced the Freight Priorities Act to establish a new approach to national freight policy that would boost the U.S. economy, create jobs, and reduce environmental externalities. The bill seeks to improve all modes of transportation through improved policy for rail, waterways, ports and highways.

"The Freight Priorities Act sets goals that increase efficiencies, reduce congestion and ultimately improve the environmental quality of health of communities surrounding freight networks," said Senator Booker. "This legislation strengthens the economy and empowers communities in New Jersey and across the nation."

Efficiency of multimodal freight networks will be evaluated through performance measures, established by the Secretary of Transportation, and administered through a pilot program designed to evaluate the unique needs and levels of congestion in urban areas. Like the FREIGHT Act, The bill also promotes energy conservation within the freight industry, establishing a goal to reduce CO_2 emissions by 40 percent by 2030.The Freight Priorities Act has been referred to the Committee on Commerce, Science, and Transportation.

Member Spotlight

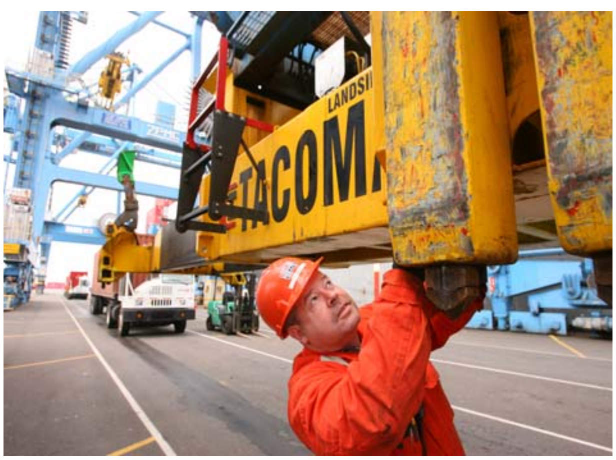
The Port of Tacoma

The Port of Tacoma is an economic engine for Washington state, with more than 43,000 family-wage jobs in Pierce County and 113,000 jobs across Washington state connected to Port activities. A major gateway to Asia and Alaska, the Port of Tacoma is the seventh largest container port in the United States. The Port is also a major center for bulk, breakbulk and project/heavy-lift cargoes, as well as automobiles and trucks.

International container trade has changed dramatically in the past few years. These unprecedented challenges highlight the need for the Port of Tacoma to continue diversifying our cargo mix and find new ways to keep our region competitive.

As shipping lines continue to introduce new, larger ships into the trade, they also are consolidating into a handful of global shipping alliances and sharing terminal space at fewer ports of call. While a simulation this past year shows that Tacoma is ready to handle ships that hold as many as 13,000 containers, the Port of Tacoma is making additional strategic investments in our terminals, road and rail infrastructure to capitalize on our naturally deep water and create the most efficient, productive and cost-effective system for moving freight to market.

The Port is already upgrading Pier 3 to handle 100-guage container cranes. Once realigned, Pier 4 will tie into the renovated Pier 3.



Modernization of Pier 4 will allow for the replacement of outdated container cranes with new equipment capable of serving super post-Panamax ships.

One example of this is the Port of Tacoma's Terminal 4 Pier Modernization project, which the Port expects to begin construction on later this year. Pier 4, part of the Husky Container Terminal, is in need of a time-critical contaminated sediment removal, which will require demolition of the existing structure. The current facility is also becoming outdated in the face of modern containerized ship building trends. With wharves constructed at odd alignments and cranes unable to handle increasingly larger ships, Pier 4 is in need of improvements. The Port intends to demolish and reconstruct Pier 4 in alignment with the neighboring Pier 3 to create one contiguous 2,960 foot long pier structure. The Port is already upgrading Pier 3 to handle 100-guage container cranes. Once realigned, Pier 4 will tie into the renovated Pier 3 capable of simultaneously berthing two ultra-large container ships. The new pier structure will also be designed to accommodate more modern 24-container wide, 100-guage cranes needed to work larger vessels.

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The Port has completed a basis of design. Environmental review under SEPA will be completed in April 2014 and the Port is preparing to submit for necessary in-water permits and commence with final design.

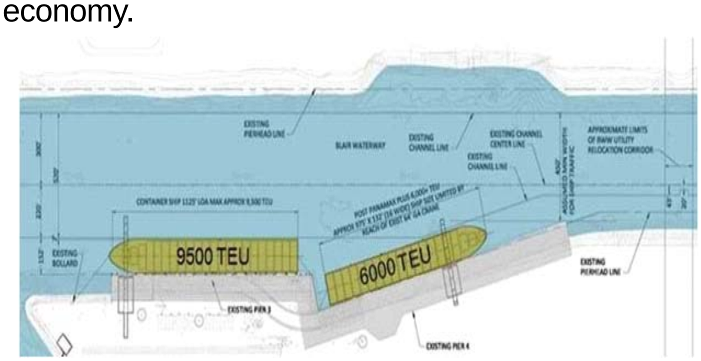
The planned upgrades to Pier 4 will allow the Husky Container Terminal to increase the size of ships it can handle. Today, the terminal can serve ships that carry 6,500 Twenty-Foot Equivalent Unit (TEU) containers. After the improvements, the terminal will be able to handle 18,000-TEU vessels with the new cranes, increasing cargo throughput capacity across the pier from about 160,000 TEUs annually to an estimated 440,000 TEUs. It is the increased throughput that will create the demand for new family-wage jobs in the region.

Today, an estimated 2,370 jobs in Washington state are connected to the movement of cargo through the Husky Container Terminal. The replacement of Pier 4 will not only ensure the terminal's tenants remain in Tacoma, but will also provide more cargo throughput and ensure the Terminal remains competitive in today's evolving international shipping market— providing an opportunity to increase the number of jobs associated with the terminal in the future.

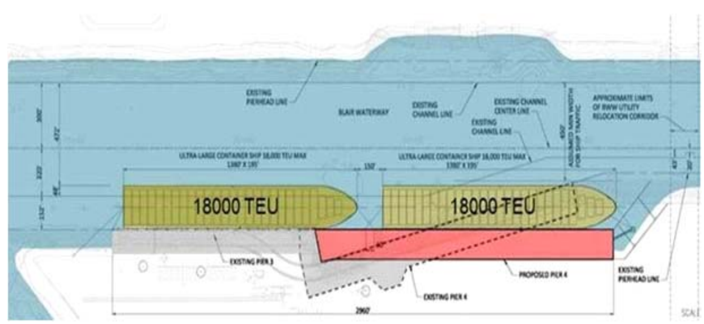
In addition to its planned investments in the Terminal 4 Pier Modernization project, the Port is also seeking to diversify its cargo mix. Most recently, the Port completed cleaning up the former Kaiser Aluminum site and has signed a lease agreement with Northwest Innovation Works for the development of a $1.8 billion manufacturing plant that would convert natural gas to methanol. This product will be exported to Asia, including China, where it will supplant oil and coal currently used to produce a range of plastics and materials contained in our most common household and industrial goods. Northwest Innovation Works will create an estimated 1,000 construction jobs and 200 permanent jobs in our community and renew a clean, value-added manufacturing economy in the Northwest and – at the same time – help China to dramatically reduce its carbon emissions generated by the country's reliance on coal and oil for industrial applications.

Just as critical are the road and rail infrastructure we need to move cargo efficiently to and from terminals. A coalition, including such Port customers as Totem Ocean Trailer Express, continues to remind legislators that the most trade-dependent state in the U.S. needs a transportation investment package to finally complete State Route 167, connecting the Port to the Kent Valley—home to the second largest distribution center complex on the West Coast.

These partnerships are essential to leverage our collective strengths to keep the Puget Sound gateway—the third largest load center for containers in North America—vital to supporting the U.S. economy.



Terminal 4 Pier: Prior to Construction



Terminal 4 Pier: Post-Construction

Source: The Port of Tacoma

NAFTANEXT and the Future of our "North American Neighborhood"

Transportation and trade leaders from the three North American nations gathered at the NAFTANEXT Summit in Chicago to reflect on advancements resulting from the North American Free Trade Agreement's (NAFTA), and perhaps more importantly, what needs to happen next to keep the United States, Mexico, and Canada economically competitive individually and as a continent.

> "Things aren't made in the U.S., they aren't made in Canada, they aren't made in Mexico - they're made in North America."
> -Mark Szakonyi, Senior Editor, Journal of Commerce

"I would like to settle the argument on whether NAFTA has worked or not: it has," declared Amgad Shehata, vice president of international public affairs for UPS, during an opening session of the Summit. But, Mr. Shehata noted, there is much work to be done to cement this progress and ensure continued tri-national economic growth into the future. Despite NAFTA's achievements opening up trade lanes and allowing the three nations to manufacture goods together, the United States' physical infrastructure and regulatory landscape has not kept pace, threatening advances made in policy and diplomacy. Illustrating the considerations manufacturers and transportation providers must make when moving goods internationally, Mr. Shehata noted that more than 40 agencies are privy to review each shipment crossing the Mexico-U.S. border.

*U.S. Secretary of Transportation Anthony Foxx takes a question at NAFTA**NEXT***

Canadian Minister of Transport Lisa Raitt echoed these sentiments, stating, "You can have all the resources in the world, you can have available markets that you want to sell to, but if you don't have that transportation system in the middle, it's not going to do much good to the overall structure." In his remarks, Canadian Ambassador to the U.S. Gary Doer referred to our three countries as "the North American neighborhood," and spoke on the need for efficient cross-border goods movement and increased trade cooperation.

"What's happening in the relationship between the U.S., Canada and Mexico is a growing recognition of the shared future that we have," U.S. Transportation Secretary Anthony Foxx told Summit attendees. He explained that as we continue speaking in these terms, citizens of the three countries will begin to understand how important it is to grow together as a continent.

A meta-analysis conducted by the Texas A&M Transportation Institute and released at the NAFTANEXT Summit, "NAFTA 20 Years After," called on the NAFTA countries to collaborate on customs modernization, cross-border infrastructure development, and the harmonization of policies to ensure uniform regulations covering energy, transportation and sustainability.

A theme clearly emerged in the trade and transport discussions: moving energy in North America is rapidly changing the landscape in ways that were not imagined when NAFTA was developed. North America is rapidly becoming one of the largest energy produces in the world. With opportunity comes challenge. North American shale, Western Canadian oil sands and hydraulic fracking, as examples, place unanticipated capacity and safety constraints on the North American transport system and the availability of low-cost and abundant energy is also poised to spur a North American "manufacturing renaissance," according to a presentation given by PLG Consulting's Taylor Robinson and Graham Brisben. Such a renaissance must be enabled by advances in the regulatory and infrastructure roadblocks that stand to plague unfettered goods movement.

Canadian Ambassador to the U.S. Gary Doer

As Rodney Slater, former U.S. Secretary of Transportation and Honorary Summit Chairman, succinctly stated, "We have come together to not only celebrate, but rededicate ourselves to making NAFTA's dream a total reality." The NAFTANEXT Summit started a dialogue for transportation and trade decision makers, and while robust discussion and information sharing summarized the marked successes of NAFTA, consensus was reached: an even brighter future lies ahead. The path to realizing the untapped potential of the North American economy is long, but promising.

WRRDA Passes with Strong Support in House and Senate; Heads to Obama's Desk for Signature

On Thursday, May 15, on the heels of six months of negotiations, House and Senate conferees formally filed the Water Resources and Reform Development Act (WRRDA) conference report. In a rare demonstration of bipartisanship, the House voted 412-4 in favor of the report and the Senate voted 91-7 to advance the water infrastructure bill to the President's desk; he's expected to sign it in short order.

WRRDA, the first water infrastructure bill since 2007, will authorize 34 new port, dam and flood protection projects, ramp up spending of the Harbor Maintenance Trust Fund (HMTF), and allow Congress final authorizing authority over any projects with completed Chief's Reports. The nonpartisan Congressional Budget Office estimates the implementation of the Water Resources Development Act will cost $5.4 billion over the next five years, with a total price tag half its 2007 successor.

Starting in FY 2015, the legislation calls for the incremental increase in spending of HMTF annual receipts. By 2025, 100 percent of the total Harbor Maintenance Tax collected from the previous year will be devoted to port maintenance and improvement projects. The bill directs the Secretary to make future operation and maintenance spending based on a fair allocation among all harbor types. Donor ports, defined as contributing no less than $15 million annually to the HMTF or receiving less than 25 percent of total HMT revenue for a period of five years, are provided with additional funding that can be used for expanded purposes, including berths, dredging of contaminated sediments, and providing payments to importers or shippers transporting cargo through the port. WRRDA authorizes $50 million annually between FY 2015 and FY 2018 for donor ports and energy transfer ports. If targets for the increased expenditure of the HMT are met, an additional $50 million annually from FY 2019 through FY 2022 is authorized.

WRRDA is being praised as the first water authorization to pass Congress earmark free, a practice eliminated by the House in 2011. The bill also sets time and cost limits for studies on potential projects, speeds up environmental reviews, mandates concurrent Army Corps of Engineers reviews, and adjusts how various projects may seek funding.

	SENATE: WRDA – Water Resources Development Act – S. 601 – Passed by Senate (5/15/13)	**HOUSE: WRRDA** – Water Resources Reform and Development Act H.R. 3080 – Passed by House (10/23/213)	**FINAL: WRRDA** - Water Resources Reform and Development Act – H.R. 3080 – Passed by House (5/20/14) and Senate (5/22/14)
Cost	$5.7 billion	$3.5 billion	$5.4 billion
Project Approval	Authorizes any project with a completed Chief's Report, submitted by the Army Corp. of Engineers, prior to the bill's final passage	Allows Congress final authorizing authority over any projects with completed Chief's Reports submitted by the Army Corp. of Engineers	Allows Congress final authorizing authority over any projects included in Army Corp. of Engineer's "Report to Congress on Future Water Resources Development"
HMTF Spending	Ramps up to 100% spending of annual receipts by 2020	Ramps up to 80% spending of annual receipts by 2020	Ramps up to 100% spending of annual receipts by 2025

Member News

CAGTC Board Member John Greuling Appointed to Illinois State Freight Advisory Council

The Illinois Department of Transportation (IDOT) announced on March 18 that 41 members with extensive experience and expertise in the multimodal movement of freight have been chosen to serve on the new Illinois State Freight Advisory Council.

"The movement of freight is critical to the state's economy and a key component to developing a transportation system that makes sure Illinois continues to compete in the global marketplace," said Illinois Transportation Secretary Ann L. Schneider.

The new members of the Illinois State Freight Advisory Council include representatives from the shipping and freight industries, agriculture, manufacturing, academia, economic development and local government. The panel of experts, with extensive knowledge of the state's system of highways, waterways, airports and railroads, will advise IDOT and other state agencies on all issues involving freight transportation. An initial focus will be on the Long Range State Transportation Plan, the Freight Mobility Plan and the State Rail Plan. John Greuling, President & CEO of the Will County Center for Economic Development, has been appointed to serve on the Committee.

Source: Will County Center for Economic Development

Port Tampa Bay Exec Appointed by U.S. Department of Commerce to Advisory Committee on Supply Chain Competitiveness

Port Tampa Bay announces that Ram Kancharla, vice president for planning and development, has been appointed by U.S. Secretary of Commerce Penny Pritzker, to serve a two-year term on the Advisory Committee on Supply Chain Competitiveness (ACSCC), where he will represent Florida’s largest port and the port sector.

Ram Kancharla, VP planning & development

“Ram is a very good fit for this new committee role, with extensive experience in project development, funding acquisition and overall administration representing literally billions of dollars in infrastructure projects and strategic planning,” Paul Anderson, port president and CEO, said. “The committee will benefit from his involvement, and we support him fully in this distinct engagement.”

Based in Washington, D.C., the ACSCC is a national volunteer association of diverse experts who identify and take action for global competitiveness, share ideas and best practices, and provide advisory input that enables improvements for U.S. supply chains and expands trade opportunities.

Source: Port Tampa Bay

Member News

Gene Seroka Nominated as Executive Director of the Port of Los Angeles

Gene Seroka

Mayor Eric Garcetti has nominated Gene Seroka, an executive with APL shipping line, as the next Executive Director of the Port of Los Angeles.

"I'm proud to nominate Gene Seroka to be the next Executive Director of the Port of Los Angeles, the nation's top container port," said Mayor Eric Garcetti. "I'm confident that Gene will be a strong leader who will enhance our international trade agenda, increase reliability and efficiency through effective management and labor relations, and ensure our Port is a sustainable and positive neighbor to the Harbor community."

Garcetti continued: "I would also like to thank Interim Executive Director Gary Lee Moore for leading the Port so capably over the last seven months, and I am delighted to welcome him back to his critical role as the City Engineer of the City of Los Angeles, where he is responsible for the City's vast network of public infrastructure."

"I'm thrilled that Mayor Garcetti has tapped me to lead the Port of Los Angeles --the busiest container port in the United States," said Gene Seroka. "I look forward to focusing our operations to provide world-class customer service while continuing to invest in a healthy and vibrant harbor community."

The Board of Harbor Commissioners will consider Mayor Garcetti's nomination at its June 5th meeting. Seroka's nomination is subject to confirmation by the Los Angeles City Council.

"Gene Seroka is uniquely qualified to lead the Port of Los Angeles," said Ambassador Vilma Martinez, President of the Board of Harbor Commissioners. "His maritime and global commerce expertise, leadership skills, and strategic vision are exactly what we need as the nation's premier trade gateway."

Martinez said: "The Board of Harbor Commissioners is grateful to all our stakeholders who generously responded to the search committee's survey or met with our team to provide invaluable feedback and perspective. The Port and its Executive Director have wide-ranging responsibilities; but with the help of our diverse and engaged stakeholder base, we are confident that Mr. Seroka will succeed in his efforts to take our Port to the next level."

Seroka is Head of Commercial in the Americas Region for American Presidents Line (APL), a wholly owned subsidiary of Singapore-based Neptune Orient Lines (NOL) and the world's seventh largest ocean carrier. He was previously President of the Americas Region. Based in Phoenix, he led more than 1,000 employees and all of APL's Sales and Operations activities in North, Central, and South America. He managed sales for the Company's Liner Shipping as well as overseeing its four U.S. marine terminals and intermodal operations throughout the geography. In his previous role, he was Vice President Middle East & East Africa, based in Dubai, for NOL group from April 2008

Source: The Port of Los Angeles

Member News

PortMiami Tunnel Opens

After decades of planning and four years of construction, the PortMiami Tunnel is open for travel.

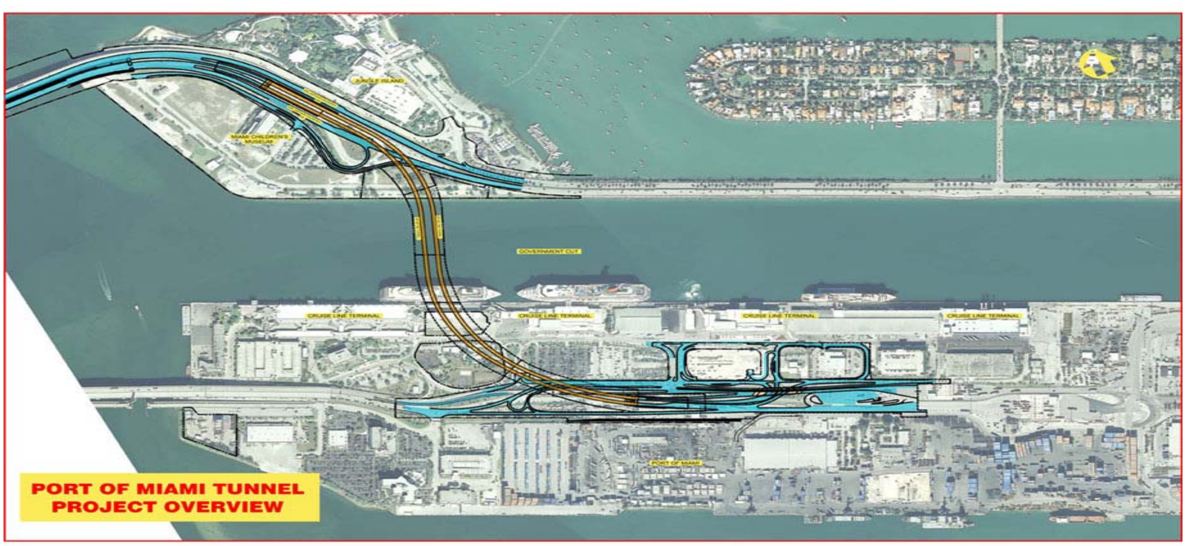
PortMiami is second only to Miami International Airport as the most powerful economic generator in South Florida. The Port's economic viability is extremely important to the citizens of Miami-Dade County and needed to continue expanding its capacity.

Prior to the tunnel being built, the only way into the Port was through Port Boulevard. That caused heavy truck traffic, cruise line buses and private cars to congest the narrow Central Business District, preventing downtown Miami from reaching its full potential.

The Tunnel Project consisted of three components:

- Twin tunnels under Government Cut
- Connections to PortMiami's roadway system
- MacArthur Causeway Bridge widening, realignment of eastbound State Road A1A/MacArthur Causeway lanes and reconstruction of Parrot Jungle Trail frontage road

The PortMiami Tunnel will improve access to and from the Port, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (State Road A1A) and I-395. The Port is located on Dodge Island, a 518-acre island in Biscayne Bay and connected to the city of Miami solely by the Port Boulevard Bridge. All traffic currently enters and exits the island on the existing bridge. Both cruise terminals and cargo handling facilities are located on the island. Cruise and administration facilities are mostly located on the northwest quadrant of the Port, while Royal Caribbean offices and Cruise Terminal J are at the southwest corner. Container yards and space for ships to maneuver and park comprise the remainder of the island. Entering the Port, cargo and cruise traffic are routed onto separate roadways from a point just east of Port Boulevard Bridge. An existing bridge for outbound cargo traffic provides a grade separation with the inbound cruise roadway.



Port of Miami Tunnel Project Overview

Source: PortMiami

Member News

Phil Trenary Named President & CEO of the Greater Memphis Chamber

Phil Trenary, President & CEO, Greater Memphis Chamber

Phil Trenary is named as the new president and chief executive officer of the Greater Memphis Chamber, effective June 1, 2014. Trenary's past business experience and deep connection with Memphis will allow the Chamber to grow and expand its role in making Memphis great.

As the President and CEO of Pinnacle Airlines for 13 years, Trenary grew the business from a small private company earning $75 million annually to a publicly traded company over $1 billion in annual revenue. Since then, Trenary has provided strategic consulting services to the airline industry, assisted the leadership at the University of Memphis to achieve key milestones and provided strategic consulting to Emerge Memphis and Shelby Farms Park.

The selection of Trenary comes after a nationwide search by the Centre Group and the finalists were interviewed by the Chamber's Executive Committee of the Board of Directors.

"Phil's leadership has positioned the Chamber to break the cycle of poverty by creating new jobs and working to provide a high quality of life for all Memphians," said Leigh Shockey, chair of the board of the Greater Memphis Chamber and CEO of Drexel Chemical. "His experience in the private sector gives him first-hand knowledge of what companies' expectations are when it comes to doing business in Memphis."

"I am truly honored to join the team at the Greater Memphis Chamber, a group of dedicated people working every day to make Memphis great," said Trenary. "This is an exciting time to be in Memphis and I look forward to working in collaboration with our business and government leaders to do whatever it takes to retain and attract good jobs that are key to breaking the cycle of poverty.

Before his time at Pinnacle, Trenary founded Texas-based Lone Star Airlines and served as chief executive officer from 1984-1996. He earned a degree in Aeronautical Engineering Technology from Oklahoma State University. He resides in downtown Memphis with his wife, Bridget and their children, Justin, Brittney and Pearce.

Source: Memphis Chamber

Washington Must Address Failing Infrastructure to Avoid Economic Harm: Survey

Global competitiveness and economic and job growth are all severely imperiled by the United States' collapsing transportation infrastructure, overwhelming numbers of business leaders say in a survey conducted by Building America's Future and the U.S. Travel Association.

The full findings of the survey were released at a press conference featuring Building America's Future's co-chairs, former Pennsylvania Governor Ed Rendell and Former U.S. Department of Transportation Secretary Ray LaHood, along with U.S. Travel Association President and CEO Roger Dow.

The survey—conducted among members of the U.S. Travel Association—found that more than three-quarters of travel industry leaders say the current state of our transportation infrastructure puts the U.S. at a competitive disadvantage compared to other countries. More than a quarter of survey respondents call it a "strong disadvantage."

"It is imperative that Congress takes action to fix America's crumbling bridges and potholed roads so that the United States can once again be economically competitive on a global scale. Six of the world's busiest ports are now in China—and none are here in the U.S. America invented aviation, and now the U.S. ranks 18th in the world behind such countries as Barbados and Panama in the industry. It's shameful, and must be remedied," said LaHood.

"From this new survey, 90 percent believe that if Congress fails to pass a new transportation bill that it would 'very likely' or 'somewhat likely' have an impact on their business or destination in the form of increased travel hassles, lost business and lost revenue. In a time where the United States' economy is just getting back on track, we cannot afford additional roadblocks to economic growth," said Rendell.

"President Obama is speaking today on the economic benefits of boosting travel to and within the United States. He's absolutely right about that, but unfortunately our infrastructure cannot handle the travel demand we already have," said Dow. "Within a decade, most of our top 50 airports will experience Thanksgiving-like passenger congestion every week. Labor Day traffic levels will soon be a regular reality on our busiest highways. If we're going to fully capture the economic potential of travel, we must address our infrastructure, and do it now."

The results of this survey come at a critical time for infrastructure and transportation funding in the United States. The Highway Trust Fund is currently projected to go bankrupt in early August, which will cause thousands of new or ongoing transportation and infrastructure projects to be canceled or put on indefinite hold. Halting such critical projects would cost nearly 600,000 American jobs and negatively impact tens of thousands of businesses that regularly depend upon the projects that Trust Fund investments make possible.

Source: Building America's Future

Industry News

Transportation for America Announces New Advisory Board

Transportation for America announces a new 20-person advisory board representing ambitious communities and organizations from across the country

Transportation for America announced the creation of a new advisory board to guide the organization's strategic direction, bringing powerful local voices to T4America's work ensuring that states and the federal government step up to invest in smart, locally driven transportation solutions.

The diverse 20-person advisory board represents regions all over the country and a wide range of experience; including mayors, city councilmembers, chambers of commerce officials, the healthcare industry, metropolitan planning officials, and non-profit advocates.

"Our local economies depend on sustained investment in maintaining and improving our roads, bridges and transit networks, so people can get to work and goods can get to market," said board member Dave Williams, vice president of infrastructure and government affairs with the Metro Atlanta Chamber. "I'm pleased to join with local leaders and Transportation for America in providing a critical voice for local communities at the national level and invaluable on-the-ground assistance to cities, towns and suburbs across the country."

"We are deeply honored to have these ambitious leaders from all over the country at the table with us," said Mayor John Robert Smith, co-chair of Transportation for America and chairman of the new advisory board. "They represent the best of what's happening in places all over the country to ensure that cities, towns and counties are rich with opportunity." The full advisory board, also viewable at http://t4america.org/about/advisory-board:

The Hon. John Robert Smith, former Mayor, Meridian MS (Chairman)
The Hon. Ben McAdams, Mayor, Salt Lake County (UT)
The Hon. Greg Ballard, Mayor, Indianapolis, IN
The Hon. William Bell, Mayor, Durham, NC
The Hon. Elaine Clegg, Councilmember, Boise, ID
The Hon. Chris Koos, Mayor, Normal, IL
The Hon. Marc Morial, President & CEO, National Urban League, former Mayor, New Orleans, LA
The Hon. Mayor Ken Barr, former Mayor, Fort Worth, TX
Maud Daudon, President & CEO, Seattle Metropolitan Chamber of Commerce (WA)
Ralph Schulz, President and CEO, Nashville Area Chamber of Commerce (TN)
Mary Leslie, President, Los Angeles Business Council
Dave Williams, Vice President – Infrastructure and Government Affairs, Metro Atlanta Chamber (GA)
Richard A. Dimino, President & CEO, A Better City (Boston, MA)
Arturo Vargas, Executive Director, National Association of Latino Elected Officials (NALEO)
Leslie Wollack, Program Director, Federal Relations, National League of Cities
Denny Zane, Executive Director, Move LA (Los Angeles, CA)
Renata Soto, Executive Director, Conexión Américas (Nashville, TN)
Peter Skosey, Executive Vice President, Metropolitan Planning Council (Chicago, IL)
Mike McKeever, CEO, Sacramento Area Council of Governments (CA)
Tyler Norris, Vice President, Total Health Partnerships, Kaiser Permanente

Source: Transportation for America

Understanding the Highway Trust Fund and the Perils of Inaction

American Progress
February 20, 2014

Each year, the federal government spends approximately $50 billion on surface transportation programs that support highways, public transportation, and intercity passenger rail. Of this total, $46 billion comes from the Highway Trust Fund, or HTF, which is capitalized by a federal tax of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel.

Dramatic improvements in vehicle fuel efficiency and reduced driving have substantially decreased the amount of gas tax revenue deposited in the HTF each year. In fact, gas tax revenues have fallen so dramatically that since fiscal year 2008, Congress has transferred $54 billion in general fund revenues into the HTF to prevent insolvency. The most recent transfers, authorized as part of the surface transportation bill, Moving Ahead for Progress in the 21st Century, were intended to keep the trust fund healthy through the end of this fiscal year. Unfortunately, current projections show that the highway account will run out of money as early as this August. But the story does not end there.

Under federal law, the HTF cannot run a negative balance. In order to guard against this, the U.S. Department of Transportation, or USDOT, will begin taking special administrative actions this summer during the heart of construction season. Specifically, when the highway account dips below $4 billion, USDOT will either substantially delay payments to states or pay a reduced share—65 cents on the dollar, for example—and special measures will take effect when the mass transit account dips below $1 billion.

The Simpson-Bowles deficit commission called for increasing the gas tax by 15 cents to stabilize the HTF and allow for programmatic growth. Congress must take action soon to avoid bankrupting the fund and hurting our economy.

http://www.americanprogress.org/wp-content/uploads/2014/02/HTF_factsheet2.pdf

Beyond Shovel-Ready: The Extent and Impact of U.S. Infrastructure Jobs

Brookings
May 9, 2014

For decades, policymakers have called for more spending on America's infrastructure to stimulate job growth. In 1982, President Ronald Reagan wanted to raise the federal gasoline tax by a nickel to generate "real, worthwhile work. President George H. W. Bush was widely quoted in 1991 after signing a federal transportation law that, he said, "could be summed up in three words: jobs, jobs, jobs." The American Recovery and Reinvestment Act of 2009 focused on job preservation by pumping billions of dollars into "shovel-ready" transportation, energy, and water projects.

In many ways, this focus is understandable in Washington and beyond given the recent economic struggles facing the country. Construction jobs, after all, accounted for one-third of the jobs lost since the start of the Great Recession, and they are still 1.5 million below their pre-recession level despite three years of steady increases. Spending on infrastructure also attracts attention from policymakers owing to the large multiplier effects these projects can often have on the overall economy, which can lead to gains in productivity and employment.

Yet, as policymakers continue to direct attention to infrastructure, they do not always identify the exact types of jobs supported by these investments. By limiting infrastructure employment to construction alone, and viewing it largely in terms of stimulus spending, policymakers have not considered the breadth of infrastructure jobs found across the U.S. economy.

http://www.brookings.edu/~/media/research/files/reports/2014/05/09-infrastructure-jobs/beyond-shovel-ready.pdf

Upcoming Events

June 22-25, 2014: SMC3 Connections 2014, Naples, FL

July 16-18, 2014: ARTBA Public Private Partnerships Conference, Washington, DC

Sept. 17-19, 2014: National Waterways Conference Annual Meeting, Bossier City, LA

Sept. 21-23, 2014: IANA Intermodal Expo, Long Beach, CA

CAGTC & Freight in the News

NAFTA Making Dallas-Fort Worth a Bigger Trade Gateway
Dallas Morning News
May 19, 2014
http://www.dallasnews.com/business/columnists/jim-landers/20140519-nafta-making-dallas-fort-worth-area-into-a-bigger-trade-gateway.ece

Study of Studies Examines the Successes and Shortcomings of NAFTA
Logistics Management
May 8, 2014
http://cargobusinessnews.com/news/031314 news1.html?utm_source=CBNNewswire+031314&utm_campaign=CBNNewswire+031314&utm_medium=email

Building a National Freight Policy, One Proposal at a Time
Brookings
May 6, 2014
http://www.brookings.edu/blogs/the-avenue/posts/2014/05/06-national-freight-policy-tomer?utm_campaign=Metropolitan+Policy+Program&utm_source=hs_email&utm_medium=email&utm_content=12736710&_hsenc=p2ANqtz--o3jWftcSOlIEfmBnW6ZJhwls_yq3zZ54RtDbAs3ZwuGfifOyuTqFs335Au3udfY3-8nLaL_WTtqsC9SFKkY9Creuo3etRxx3NZMV0dD0Rcr2CZ_Y&_hsmi=12736710

Freight-Movement Roundtable Addressed Federal Transportation Program Needs
Progressive Railroading
May 2, 2014
http://www.progressiverailroading.com/rail_industry_trends/news/Freightmovement-roundtable-addressed-federal-transportation-program-needs--40286

Senate EPW Focused on Long-Term Transportation Authorization
Logistics Management
April 11, 2014
http://www.logisticsmgmt.com/article/senate_epw_focused_on_long_term_transportation_authorization

Why Join CAGTC?

Shape Policy

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

Up To Date Information

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

Access

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

Member Promotion

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

To learn more contact:

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