



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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Coalition Highlight

CAGTC Members Compete Well in TIGER VI, Freight Takes One-in-Three Dollars Overall

The latest round of Transportation Investment Generating Economic Recovery (TIGER) grants, announced on September 12 by the US Department of Transportation (USDOT), will provide 72 projects with a total of \$600 million in funds. CAGTC members competed well in this round of the competition; 12 member projects will take home \$135 million in funds.

25 TIGER VI projects were freight specific or contained a freight component, taking in \$198 million, or 33 percent of available funds. This represents a decrease from previous rounds in the amount of money and total awards given to freight relative to other types of projects. By comparison, last year's TIGER V provided funds for 52 projects, 25 of which were freight related, accounting for over \$205 million (or 43 percent) of the total \$474 million distributed. Over the past six rounds of TIGER, freight projects have earned an average of 45 percent of available funds, taking home \$1.9 billion of the \$4.1 billion total.

The TIGER program began as a part of the American Recovery and Reinvestment Act of 2009, better known as the Stimulus. Subsequent iterations have been funded through the discretionary appropriations process, at the will of appropriators. Funding guidelines and minimum project thresholds have changed over time. Additionally, a much heralded cost-benefits analysis is now included, an element often cited when discussing other competitive grant programs.

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However, the program has come under scrutiny over the past six rounds. In May of 2014, at the request of Sen. David Vitter (R-LA), the US Government Accountability Office (GAO) released a report assessing the TIGER program. It cited the lack of program administration transparency as a problem and criticized DOT for failing to document key decisions in the awards process and for accepting applications past the deadline, among other things. Sen. Vitter, and other third party organizations such as Reason Foundation, have has accused TIGER of favoring Democratic districts over Republican districts.

To ease these concerns, Secretary Foxx in his TIGER VI announcement pointed to the fact that this round, funds were distributed equally between red and blue districts. Additionally, on September 24, the GAO released a follow-up document assessing DOT's progress in addressing the May 2014 recommendations. It found that DOT has taken steps to address previous criticisms, including a measurement of performance of individual TIGER projects, but still needed to improve assessment of the overall program. In fact, many projects did not clearly link to the TIGER program's five long-term outcomes, and therefore it was difficult for DOT to assess the overall performance the TIGER program had in achieving long-term goals. Congress, too, lacks information on the successes of the investments in the program and whether they are impacting the nation's transportation infrastructure.

TIGER continues to face scrutiny but is well-worth defending for many on and off Capitol Hill. In April 2013, the Eno Center for Transportation released a report titled Lessons Learned from the TIGER Discretionary Grant Program. The report complimented the program's benefit-cost analysis, broad modal eligibility, cost-share requirements, wide-ranging agency eligibility, and provisions to promote geographic and rural/urban distribution. It did not ignore the argument that TIGER lacks transparency and accountability, but recommended that going forward, the program should provide the basis for final funding decisions. The report also recommended a "congressional approval" component that could provide a political appetite for increased funding levels.

The program also maintains ardent supporters on the Hill. Senator Patty Murray (D-WA), Chairman of the Senate Transportation Appropriations Subcommittee, first authored the program in 2009. Since then, she has remained a fierce advocate of TIGER throughout subsequent funding negotiations. After the Administration launched the sixth round of TIGER grants in February 2014, Senator Murray referred to the program as "a microcosm of what we could do if as a nation we made the broader investments we need to rebuild our crumbling infrastructure."

Republicans too seem to be more supportive of the program; in FY14 the House appropriations proposal completely eliminated the program, but in FY15 they set funding levels at \$100 million and indicated a willingness to negotiate further. Historical efforts by the House to leave the program unfunded may be construed as a bargaining tactic more than a genuine dislike of TIGER. Senator Murray has long prioritized the program and Republicans could see TIGER as useful leverage as they negotiate Appropriations.

TIGER has certainly faced growing pains over six rounds, but the successes of the program and the dire needs of infrastructure projects across our country serve to support the continuation of the program.



CAGTC Perspective

A Comprehensive PNRS Catalogue Starts with CAGTC

We've got another bite at the freight advocacy apple - after receiving entries from just 27 states in response to its projects of National and Regional Significance Survey, USDOT has reopened the survey and given a Nov. 17 deadline to turn in projects. Differing from the original survey, which ran from May 29 to June 30, USDOT has expanded the list of eligible respondents beyond just state DOTs, transit agencies, and tribal governments. As CAGTC requested in July of 2013, USDOT will now accept submissions from metropolitan planning organizations, seaports, railroads, cities, coalitions of governments, economic development organizations, and joint power authorities comprised of multiple local governments which have responsibility for planning and/or implementing infrastructure projects.

The PNRS survey was requested by Congress in MAP-21 and envisioned as a thorough inventory of potential PNRS. To be clear, having your project in the survey does not guarantee a funding award. There is no money allocated to PNRS at this time. Remember, the PNRS program was preserved in MAP-21, but left unfunded by appropriators.

So, why is this survey so important? It will provide Congress with a comprehensive catalogue of PNRS, allowing Members to scan the list and understand how a robustly funded PNRS program could benefit their regional economy. The more we can demonstrate just how many worthy freight projects are begging for federal assistance, the more likely Congress is to provide resources.

A surface transportation bill containing a funded PNRS will be voted on by each Member of Congress. Targeting the committees of jurisdiction with our messages of support is just the first step in a long process to build understanding and appreciation for a well funded multimodal freight grant program. Ultimately, we need the majority of Congress to see the benefit of PNRS and the best way to do that is by showing them how their constituents could benefit from the program.

Support for a freight-focused competitive grant program is gaining steam and now is the time to capitalize on the momentum. Funding PNRS, or a similar freight-specific national competitive grant program, was recommended by the bipartisan House T&I freight panel; the National Freight Advisory Committee, which our Founding Chairman Mort Downey chairs and a number of our esteemed members also serve; the Department of Commerce Advisory Committee on Supply Chain Competitiveness, on which I serve; and also by the Freight Stakeholders Coalition, in which CAGTC participates.

You and I know how many projects across the country need federal assistance to be realized. These projects support American agriculture, manufacturing and other exports. As a nation, we need to show manufacturers, and other job creators, we mean business by partnering to provide world-class infrastructure. Please help make the case to Congress by submitting your freight infrastructure needs and encouraging others to share their projects.

Leslie Blakey, Executive Director



Leslie Blakey

The National Export Initiative: Four Years Later

Eight States On Track to Double Exports In Five-Year Span

In his 2010 State of the Union address, President Obama set the goal of doubling US exports over the next five years, an increase that would support an estimated two million American jobs. This initiative became known as the National Export Initiative (NEI). While progress has been made, with only a year left in the five-year promise, the goal of doubling US exports will likely not be reached.

According to the US Department of Commerce, the United States is now exporting around \$2.35 trillion of goods each year, up from the \$1.54 trillion of 2009 and exports have jumped from 11 percent, to 13.5 percent of GDP since 2009. These gains don't equate to a 100 percent increase, but they do equate to an extra 200 million tons of outbound maritime cargo, 1 million more exported cars, \$40 billion in extra aircraft sales, and \$29 billion in transport services.

Several individual states have met or surpassed the export doubling goal. In a state by state comparison, New Mexico takes first place; exports have risen from \$1.3 billion to approximately \$3.2 billion since 2009. Louisiana has also more than doubled export rates, up to \$69 billion this year from \$32 billion in 2009. North Dakota and Texas are also projected to meet the doubling-export goal, called for by President Obama, and Michigan, Washington, Hawaii, and North Dakota could do the same. The 10 states with the fastest export-growth rates have seen unemployment numbers cut from 9.5 percent to 6.1 percent, contributing to the overall national recovery as high demand for goods around the world leads to more jobs.

Continuing efforts to double US exports by 2015, the Obama Administration will supplement the National Export Initiative with the launch of NEI/NEXT. This tool will help American companies reach more overseas markets by improving data, providing information on specific export opportunities, working more closely with financing organizations and service providers as well as partnering with states and communities to empower local export efforts.

Additionally, recognizing that exports could not reach foreign markets without a strong national freight network, the Obama administration called for unprecedented levels of federal investment in freight infrastructure. The GROW AMERICA Act, released in late April, would provide \$10 billion in dedicated funding for freight over the bill's four-year duration, which would in turn support NEI's goals. With increased levels of investment in our nation's highways, bridges, inland waterways and ports, improved rates of exported goods are sure to help our economy recover and our nation prosper.



Obama Speaks at PortMiami in 2013

Rep. Lowenthal Introduces Bill To Create and Fund Robust Freight Program

Congressman Alan Lowenthal (D-CA) introduced a bill on September 18 to strengthen our nation's economic competitiveness through freight infrastructure investment. His bill, *Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act*, proposes creating a robust freight program, funded through implementation of a 1 percent waybill fee on the cost of transportation of goods. To distribute this money, H.R.5624 creates a two-part incentive formula program, available in states that develop State Freight Plans and form State Freight Advisory Committees, as encouraged under MAP-21. Additionally, the bill establishes a national competitive grant program with broad, multi-modal project eligibility.

The bill adds a significant piece to the freight dialogue. Each day, America's freight infrastructure needs grow and a strategic campaign of public investment is needed to address this problem. Rep. Lowenthal's legislation serves as both an investment plan and a revenue generation strategy.



Rep. Alan Lowenthal

As proposed, the bill would establish a Freight Trust Fund and provide as much as \$8 billion per year for freight infrastructure investment across all modes. Sustained investment at this level is necessary to address a growing backlog of infrastructure needs to support our economy. According to a new report by the National Association of Manufacturers, "the United States is stuck in a decade-long period of decline in overall infrastructure capital spending that will eventually harm job creation, future productivity and global competitiveness."

Momentum is growing in support of a dedicated multimodal freight fund. Last fall, the U.S. House of Representatives' Panel on 21st Century Freight Transportation concluded that Congress should authorize dedicated, sustainable funding for multimodal freight projects. In July, Representative Janice Hahn (D-CA) introduced legislation calling for a dedicated Freight Trust Fund for multimodal freight investment. And, earlier this month, the Department of Commerce Advisory Committee on Supply Chain Competitiveness, a diverse group of supply chain experts from many industries, voted in support of long-term funding for freight investment through a Federal Freight Trust Fund supported by user fees. Additionally, each of these bodies called for distribution of funding through a competitive grant process.

Earlier this year, the Obama Administration proposed its first-ever surface transportation authorization legislation. That proposal, the GROW AMERICA Act, has a number of elements in common with the Economy in Motion proposal by Rep. Lowenthal. Shared features include the dual formula-and-grant incentive approach, support for state and local freight planning and broad eligibility for multimodal projects and applicants.

Since its formation, CAGTC has supported the development of a freight-specific competitive grant program that distributes money to meritorious projects that will enhance system performance across all modes.

House Panel Releases P3 Recommendations

Bi-Partisan Recommendations Applaud P3s as Effective Tool in Toolbox but Stress Importance of Continued, Substantial Federal Funding

On September 17, the House Transportation & Infrastructure Committee's Panel on Public-Private Partnerships released a set of recommendations on how best to utilize public-private partnerships (P3s) to finance transportation infrastructure projects. The panel, chaired by Rep. John J. Duncan (R-TN) and Ranking Member Michael Capuano (D-MA), was tasked with identifying the role P3's should play in the development of infrastructure projects, determining whether P3s enhance the delivery and management of transportation projects, and how best to balance the needs of the public and private entities involved in these partnership projects. The Panel convened seven roundtable discussions and held two hearings over six months before producing its final set of recommendations

The recommendations contain three top line takeaways. The first is a directive to improve public sector capacity, both through increased coordination between the policy goals of the public sector and the specific needs of the private sector and by making improvements to the traditional design-bid-build procurement process. Secondly, the report recommends an increase in the effective expenditure of taxpayer dollars and changes to federal programs to ensure fair consideration of P3 projects. Thirdly, the report encourages the assurance of transparency and accountability, due to the nature of P3s as long-term agreements that should hold both the public and private partners accountable. The Panel sets forth several ways to improve transparency and ensure accountability.

The unanimous recommendations put out by the panel lauds the potential of P3s but consistently caution that they are not a "silver bullet" to the challenge of funding infrastructure modernization. Instead, the report advocates for continued federal investment in highway and transit systems, in addition to institution of reforms to increase the effectiveness and feasibility of P3s.

Read the full report here: http://transportation.house.gov/uploadedfiles/p3_panel_report.pdf

Army Corps of Engineers Solicits Proposals for Dredging Studies

The Water Resources Reform and Development Act (WRRDA) of 2014 requires that the Army Corps of Engineers submit an "Annual Report to Congress" that includes proposals for new project authorizations, studies, and modifications to existing Corps projects. As required by law, the Corps has published a Federal Register notice soliciting projects for inclusion in the Annual report. Responses are due by December 3, 2014 and the report to Congress will be published in February 2015. For more information and details about how to submit proposals, please click here for the Federal Register notice: <http://www.gpo.gov/fdsys/pkg/FR-2014-08-05/pdf/2014-18495.pdf>

Status Report:

Illinois State Freight Advisory Council

By Susan Stitt, Urban Planning Section Chief, Illinois Department of Transportation

The first meeting of the Illinois State Freight Advisory Council (ISFAC) was held on May 12, 2014, at the UPS CACHE facility in Hodgkins, Illinois. The mission of the ISFAC is to provide a standing forum for coordination of freight multimodal planning in the State of Illinois in order to enhance the benefits of every mode, improve intermodal connection, and sustain the State's position as the primary freight hub of the United States.

The role of the ISFAC is:

- Advise the State on freight related priorities, issues, projects, and funding needs.
- Communicate and coordinate regional priorities and information between public and private sector regarding freight industry and system needs.
- Promote the interests of Illinois in improving the freight system.
- The 43 members on the ISFAC reflect a mix of freight experts from across all modes and representing both the modes and commodities which make up the freight composition in Illinois as well as academics.

ILLINOIS



The work of the ISFAC is being accomplished through four subcommittees:

- Freight Corridor Identification and Performance
- Safety, Security, and Environment
- Innovation, Technology, and Trends
- Regional Freight Planning and Development

These subcommittees developed their work plans and presented them to the full committee during a webinar on July 22, 2014. All four subcommittees are developing recommendations in their areas to be presented to the full ISFAC at a meeting in November.

Further information regarding the Illinois State Freight Advisory Council can be found at <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/illinois-freight-advisory-council/index>.

MAP-21 "required DOT to encourage states to establish a freight advisory committee, composed of a representative cross-section of public- and private-sector freight stakeholders." The legislation also required DOT to "encourage each state to develop a comprehensive plan for its immediate and long-range freight-related planning and investment."

Thank you to the Illinois Department of Transportation for providing an update on the developments within their state freight advisory committee. We encourage other CAGTC members who are involved in the establishment of state freight advisory committees and/or state freight plans to submit similar status reports.

For more information please contact Anna Denecke at adenecke@blakey-agnew.com or (202) 828-9100.

Surveys Highlight Discord Between Public Recognition Infrastructure Needs and Willingness to Pay for Them

This summer marked the fifth time in six years that Congress put a band-aid on the Highway Trust Fund. This time, lawmakers cobbled together \$10.8 billion through a combination of budget gimmicks, including reforms to work pension programs, the extension of customs user fees and with a transfer of money from the Leaking Underground Storage tank (LUST) Trust Fund. This temporary bandage is only expected to stave off bankruptcy until next May, meaning that come next spring, Congress will once again be forced to take action to fund federal highway programs.

As Washington grapples with how to pay for the needed long-term fix to the Highway Trust Fund, two recently released polls offer insight into the difficult problem facing lawmakers. According to the AAA, who surveyed 2,013 adults during the first two weeks of May, Americans are rapidly growing more frustrated with long commutes, disastrous highway conditions and the abundance of potholes. Survey results showed that more than two thirds of Americans feel that the federal government has a responsibility to invest more than it does now on roads, bridges, and mass transit. Of those surveyed, 52 percent said they were willing to pay higher fuel taxes per month to pay for increased federal spending. Additionally, 67 percent of Americans agree that taxes on gasoline and diesel consumption are appropriate revenue sources for transportation funding. Strikingly, 51 percent of those surveyed were more likely to vote for a member of Congress who supports increased funding. Compare that to the 19 percent who said they'd be less likely to vote for a member of Congress who supports increased federal spending on transportation.

“68 percent of Americans believe the federal government should invest more than it does now on roads, bridges, and mass transit systems,” according to the AAA study.

A survey conducted by the Associated Press and GfK Public Affairs & Corporate Communications echoed many of the findings in the AAA study. The AP-GfK survey, which was conducted July 24-28th, found that 56 percent of Americans believe that traffic where they live has gotten worst in the last five years. 35 percent of respondents also reported the condition of bridges and roadways has gotten worse. Despite these results from survey takers, 58 percent of respondents oppose raising federal gasoline taxes to fund building new roadways and repairing old ones. By a 2-1 margin survey takers oppose private industry funding transportation improvements in exchange for the right to charge tolls. Lastly, results from the survey show 40 percent of respondents oppose using a tax based on how many miles a vehicle travels and 20 percent approve of doing so.

“Six in 10 people surveyed said cost of good highways, railroads, and airports is justified by their benefits,” according to the AP study.

While Americans seem to agree that the infrastructure deficit exists, there seems to be little consensus on how to solve the problem. Thus, it's no surprise that Congress can't seem to agree on a solution either. While Americans continue to be frustrated by long commutes and unsafe highways, it's up to Congress to determine how to pay for the chronically-deficient Highway Trust Fund, and it's up to the American people to support candidates and elected officials who are willing to do so.



Port of Pittsburgh Announces New Executive Director

The Port of Pittsburgh Commission announced that Mr. Stephen Martinko will be the Commission's new executive director.

Since January, 2013, Martinko has been the deputy staff director of the U.S. House of Representatives Transportation and Infrastructure Committee and previously served as chief of staff for U.S. Congressman Bill Shuster (R-PA). Martinko was instrumental in development of the Water Resources and Reform Development Act (WRRDA) that was signed into law by President Obama earlier this year.



Stephen Martinko

"Steve Martinko understands the value of the Inland Waterways system to Southwestern Pennsylvania and the importance of maintaining and improving the vital waterways infrastructure of this region. He will serve the PPC well as the need for appropriations and operations & maintenance funding will continue for years to come," said Susan Baker Shipley, the Port of Pittsburgh's chairman. Shipley is president for Huntington Bank in Western Pennsylvania and the Ohio Valley.

"Steve's demonstrated ability to successfully build coalitions will position the Commission well in bringing together the many beneficiaries of the Inland Waterways system in Southwestern Pennsylvania and to execute the other functions of the Port," Shipley continued.

The Port of Pittsburgh is the second busiest port in the country and the 17th busiest port overall, handling over 35 million tons of cargo every year. The port's 200 miles of waterways are served by numerous privately owned and operated river terminal facilities and barge lines, as well as a U.S. Army Corps of Engineers district and a US Coast Guard marine safety unit. The port district spans twelve counties, nine of which encompass navigable rivers. The Port of Pittsburgh Commission was created in 1992 to promote the commercial use and development of the inland waterway-intra-modal transportation system and to integrate that system into the economic, recreational, environmental and intermodal future of the residents and industries of southwestern Pennsylvania.

Source: The Port of Pittsburgh Commission

Member News

Florida East Coast Railway Adds Domestic Containers, Chassis

New equipment expands intermodal capacity

Florida East Coast Railway (FECR) is increasing its intermodal capacity by adding new equipment. The company recently acquired 500 new 53' containers and 100 chassis. In addition, the company added 50 refrigerated trailers to meet the needs of customers in the perishables market. All of the units will be in service by mid-October.

These assets align with FECR's strategy to convert existing trailers to containers in order to provide double stack transportation service. Both the containers and refrigerated trailers are equipped with GPS technology providing real-time tracking capabilities. The refrigerated units are also equipped with systems that provide information about operational performance, including temperature levels.

"We continue to see positive growth in our intermodal business as customers from a variety of industry segments recognize the value we provide," said James R. Hertwig, President and CEO. "With the addition of these new units, we are well-positioned to meet the needs of the marketplace during the upcoming peak shipping season and beyond."

Source: Florida East Coast Railway

Member News



Port Names John Bolduc as Acting CEO

The Port of San Diego is pleased to announce the appointment of John A. Bolduc as Acting Chief Executive Officer.

Bolduc, formerly Harbor Police Chief and Vice President of Public Safety, begins his new role immediately. Bolduc took the oath of office at a special Board of Port Commissioners meeting on Friday, July 25, 2014. He succeeds Wayne Darbeau, who was appointed as CEO in December 2010.

"John excels at motivating people. He's an excellent communicator and an inspirational leader. He brings a record of leadership to build on the Port's strong foundation of financial sustainability and integrity," said Chairman Bob Nelson of the Board of Port Commissioners. "We are grateful to have John at the helm during this time of transition and reflection, and we have no doubt he's going to serve the Port well in his new capacity, just as he has so effectively served the public during his entire professional career."

Source: The Port of San Diego

Member News



New CEO Ted. J Fick ready to “lead a vital economic engine for this region”

Port of Seattle Commissioners voted on September 11 to formally appoint their selection for the agency's new Chief Executive Officer - Ted J. Fick. Fick's selection was announced in August.

"I am honored to be chosen to lead an organization that is a vital economic engine for not just the Puget Sound region but for all of Washington," Fick said. "I am ready to dig in to the complex competitive challenges facing the port - and to working with such a skilled team of commissioners, executives and staff. I look forward to all that we will accomplish together."

Commissioners noted their confidence in Fick's skills and their excitement at seeing how his expertise in successfully guiding organizations through changing competitive environments will bring new ideas and energy to the Port of Seattle.



Ted J. Fick

"Throughout the interview process, Ted expressed his passion for leading teams and developing talent at all levels of an organization," said Commission Co-President Stephanie Bowman. "We have a strong, talented team at the port, people who are experts in their field and who have dedicated their careers to building the Port of Seattle. I appreciate Ted's commitment to working with and growing a strong, high-functioning team of professionals."

"Ted understands and appreciates the challenges facing the port," said Commission Co-President Courtney Gregoire. "He also immediately demonstrated to us where he saw opportunities within those challenges, opportunities for making the port stronger and more competitive, and for generating new jobs and growth for our region. I am excited for the staff and community to get to know him and to experience his passion for our port and our region."

Fick has over 25 years of leadership experience in major manufacturing and transportation organizations – including oversight of international operations. He spent many years working in the Puget Sound region's manufacturing and industrial community, beginning at his family's Tacoma-based company, Fick Foundry. He then spent many years at PACCAR, one of the Pacific Northwest's primary manufacturers holding leadership positions in both PACCAR and their division Kenworth.

In 2000, he left the PNW and has since held multiple leadership positions in transportation and manufacturing companies. Most recently, he served as CEO of Polar Corporation, a \$475 million trailer and component parts manufacturer in Minnesota. In that position, he oversaw three operating divisions, multiple manufacturing plants, and a workforce of over 2,000 represented and non-represented employees.

Source: Port of Seattle



Department of Commerce and Partners Provide Real-time Information to Keep Economic Activity Flowing in Port of Jacksonville

America's ports are buzzing with more activity than ever before, and getting supplies from ships to store shelves has never been more efficient. As demand for U.S. goods and services increases, U.S. ports are responding by implementing innovative technologies like PORTS®--NOAA's Physical Oceanographic Real Time System.

The National Ocean Service (NOS) is responsible for providing real-time oceanographic data and other navigation products to promote safe and efficient navigation within U.S. waters. The need for these products is great and rapidly increasing; maritime commerce has tripled in the last 50 years and continues to grow. Ships are getting larger, drawing more water and pushing channel depth limits to derive benefits from every last inch of draft. By volume, more than 95 percent of U.S. international trade moves through the nation's ports and harbors, with about 50 percent of these goods being hazardous materials. A major challenge facing the nation is to improve the economic efficiency and competitiveness of U.S. maritime commerce, while reducing risks to life, property, and the coastal environment. With increased marine commerce comes increased risks to the coastal environment, making marine navigation safety a serious national concern. From 1996 through 2000, for example, commercial vessels in the United States were involved in nearly 12,000 collisions, allisions, and groundings.

Last month, National Ocean Service Assistant Administrator Dr. Holly Bamford and Under Secretary of Commerce for Oceans and Atmosphere and NOAA Administrator Kathryn D. Sullivan attended the dedication ceremony for the latest PORTS® installation in Jacksonville, Fla. The new Jacksonville PORTS® is comprised of 18 stations and 46 individual sensors that transmit real-time weather and water data, all available free online--including on your smartphone. These data are the foundation for business planning and safety in many sectors, including shipping, fishing and tourism.

Part of NOAA's network of observational platforms, PORTS® puts real-time, actionable information, or environmental intelligence, into the hands of people who need it to make informed decisions. The high-quality, reliable information provided by PORTS® supports safe navigation and helps port managers balance environmental and economic.

To view PORTS Jacksonville, click here: <http://tidesandcurrents.noaa.gov/ports/index.html?port=jx>

Source: National oceanic and Atmospheric Administration - United States Department of Commerce

New Report Details How Technology Can Ease Traffic, Reduce Oil Consumption and Harmful Greenhouse Gas Emissions

*Available Technology is Already Proving Successful,
Tech & Transportation Leaders Say*

To coincide with Americans traveling in record numbers this past Labor Day weekend, the technology and transportation industries, along with representatives from AAA and academia, released a new report detailing how technology can reduce U.S. oil consumption, greenhouse gas emissions, and time wasted waiting in traffic. The report, “Accelerating Sustainability: Demonstrating the Benefits of Transportation Technology,” highlights that tools currently available such as connected car and smart cities technologies could be more readily and easily implemented nationwide to improve the way we move people and goods.

The report was unveiled at an event today at the Information Technology Industry Council (ITI) headquarters by representatives from ITI, the Intelligent Transportation Society of America (ITS America), the Information Technology and Innovation Foundation (ITIF), the Center for Clean Energy Innovation (CCEI), and the Digital Energy and Sustainability Solutions Campaign (DESCC).

“Technology is a transformative force for good—and when it is used in connected cars and smart cities—it can help us reduce the amount of oil our country consumes, ease traffic congestion and the pain at the pump, and make our society more sustainable,” said ITI President and CEO Dean Garfield. “Today’s discussion and the report we are releasing show it can be done. What is missing is for our lawmakers to act and bring our 20th Century policies into the 21st Century to make full use of the proven technologies available today.”

“When applied and connected on a national scale, advanced vehicle, infrastructure and aftermarket technologies can reduce U.S. oil consumption by hundreds of millions of barrels per year, in some cases tripling the efficiency benefits of currently available technologies,” according to ITS America President and CEO Scott Belcher. “For example, wireless applications like vehicle platooning could produce fuel savings of more than 10 million barrels per year. As Congress works to pass a long-term transportation bill next year, we hope this study will provide a roadmap to help navigate the latest transportation technologies and their real-world benefits as policymakers work to promote a safer, smarter, more efficient and sustainable transportation future.”

To read the full report visit: <http://digitalenergysolutions.org/knowledge-center/case-studies/accelerating-sustainability-demonstrating-the-benefits-of-transportation-technology>

Source: ITS America

Former U.S. Secretary of Transportation James Burnley Named to Eno Board of Directors

James Burnley IV, former U.S. Secretary of Transportation and Partner with Venable LLP, was appointed to the Eno Center for Transportation's Board of Directors on August 13. Eno Chairman Lillian Borrone made the announcement at the organization's summer Board meeting.

"Secretary Burnley has extraordinary transportation expertise in both law and policy, consequently his judgment and counsel will be invaluable contributions to the Eno Center Board. We look forward to benefiting from his experience and guidance as Eno's work on significant policy issues and our influence across modal sectors continues to grow," said Eno Chairman Lillian Borrone.



Sec. Burnley focuses his practice on government relations and regulatory and legislative affairs, with a concentration in transportation matters. He served as the U.S. Secretary of Transportation from 1987 to 1989 and is one of the nation's foremost authorities on transportation law and policy. He also served as Deputy Secretary of Transportation from 1983 to 1987 and was General Counsel of the Department in 1983. Prior to his years with the U.S. Department of Transportation, Sec. Burnley served as Associate Deputy Attorney General for the Justice Department and as Director of the VISTA Program in the early 1980s. In addition to serving on the Eno Board of Directors, he also serves as co-chair of the Eno Next-Gen Working Group, which is focused on major reform and restructuring of the air traffic control system.

Source: The Eno Foundation

European Commission Announces Funding for Transport Infrastructure

The European Commission (EC) has announced that more than 100 projects, aimed at improving Europe's transport infrastructure, will benefit from more than EUR320m (US\$428m) of funding. The projects were selected in the latest calls under the Commission's trans-European transport network (TEN-T) program, which forms part of the EU's new transport infrastructure policy, introduced at the start of 2014. The program is intended to provide integrated long-distance high-speed travel throughout Europe via road, rail, inland waterways, airports, seaports, inland ports and traffic management systems. It is part of a wider system of planned trans-European networks, including a telecommunications network and a proposed energy network. The 106 selected projects cover sectors including: air traffic management, the European rail traffic management system and intelligent transport systems (ITS). The program also encourages projects that de-carbonize transport networks and systems.

The EC said the first calls for transport infrastructure proposals to develop the projects will be issued in September, with funding from the EU's 'Connecting Europe Facility' (CEF), which will provide a total of EUR26.25bn (US\$35.15bn) will be made available from the EU's 2014-2020 budget to co-fund TEN-T projects in member states.

Source: Trans - European Transport Network

Research News

Sustainable Freight Practices for the Trucking Industry

American Transportation Research Institute

September 18, 2014

This compendium describes sustainable practices from the trucking industry's perspective and highlights the positive impacts of, and opportunities for, specific sustainability tools and programs. The various sections of the compendium describe the role truck drivers can play in advancing sustainability, including driving and vehicle operating techniques that can significantly decrease fuel consumption. Also included in the compendium are vehicle practices including a discussion of trends and impacts related to aerodynamics, tires, engines, alternative fuels, cargo management systems, and higher productivity vehicles. The compendium also describes the role of the public sector in advancing sustainability in the trucking industry, including congestion mitigation, financial incentives and government-funded research and development.

Designed as a one-stop shop for information on motor carrier sustainable practices, the compendium also identifies how public sector practices such as congestion mitigation, research and testing, and the use of standards can advance sustainable freight practices. Research findings quantifying the benefits generated from these public sector practices are also provided.

<http://atri-online.org/sustainable-freight-practices-for-the-trucking-industry/>

An Economic Analysis of Transportation Infrastructure Investment

The White House

July, 2014

Today, current estimates indicate that America's transportation infrastructure is not keeping pace with demands or the needs of our growing economy, for today or for future generations. The costs of inadequate infrastructure investment are exhibited all around us. Americans spend 5.5 billion hours in traffic each year, costing families more than \$120 billion in extra fuel and lost time. American businesses pay \$27 billion a year in extra freight transportation costs, increasing shipping delays and raising prices on everyday products. Underinvestment impacts safety too. There were more than 33,000 traffic fatalities last year alone and roadway conditions are a significant factor in approximately one-third of traffic fatalities. Such fatalities occur disproportionately in rural America, in part because of inadequate road conditions.

That's why the President introduced the GROW AMERICA Act, a four-year, \$302 billion proposal to fund our nation's transportation system and invest in the nation's future growth. The President's plan addresses the nation's significant infrastructure investment gap through targeted investments now and lays the groundwork for increased efficiency in the future. The President has been pressing Congress to act to avoid a lapse in funding of the Highway Trust Fund which will go insolvent as early as August, putting numerous active projects at risk.

http://www.whitehouse.gov/sites/default/files/docs/economic_analysis_of_transportation_investments.pdf

Research News

Catching Up: Greater Focuses Needed to Achieve a More Competitive Infrastructure

*National Association of Manufacturers
September 2014*

As multiple sectors of public infrastructure show signs of aging and decay with no solutions in sight, we are at an appropriate juncture to consider a highly focused infrastructure effort designed to improve safety, increase competitiveness and improve economic throughput.

The necessity of new investment does not mean we should persist with the same old models. Experts continue to have interesting and important discussions concerning critical reforms and innovative approaches to investing, funding, delivering and operating infrastructure.

Widespread access to high-quality infrastructure is indispensable to the United States' economic development and standard of living. A more focused and outcomes-driven infrastructure effort is needed, and new ideas can and should accompany any increase in investment. Strong support exists within the business and manufacturing communities for building a more competitive, nationwide infrastructure network.

<http://www.nam.org/~media/291B6CD4982042E288BA781B39F79E7F.ashx>

Department of Transportation Should Measure the Overall Performance and Outcomes of the TIGER Discretionary program

*United States Government Accountability Office
September 2014*

Since 2009, Congress has appropriated \$4.2 billion to DOT to award TIGER grants for transportation investments intended to have a significant impact on the nation, a region, or a metropolitan area. GAO was asked to review the TIGER program. During the review, GAO noted a number of concerns with DOT's process for evaluating TIGER applications and selecting projects during the 2013 funding round. Consequently, in May 2014, GAO recommended that DOT establish additional accountability measures for the 2014 and subsequent TIGER funding rounds.

In this report, GAO assesses (1) DOT's progress in addressing the May 2014 recommendations; (2) the extent to which DOT has leveraged non-federal funds in selected TIGER grants awarded from 2009 through 2012, and met other selected program objectives; and (3) steps DOT has taken to measure the performance of the overall TIGER program. GAO reviewed DOT guidelines and grant agreements for 20 TIGER projects selected by region, type, and other factors.

GAO recommends that DOT develop clear linkages between project performance measures and program goals to better measure the performance of the TIGER program and its funded projects in meeting the program's long-term outcomes. DOT agreed to improve performance measurement for the program.

<http://www.gao.gov/assets/670/666025.pdf>

Upcoming Events

October 7, 2014: SANBAG Business 2 Business Expo
San Bernardino, California

October 21-24, 2014: Association of Metropolitan
Planning Organizations Annual Conference
Atlanta, Georgia

November 5-6, 2014: Cargo Business News &
Memphis World Trade Southeast Freight Conference
Memphis, Tennessee

November 9-13, 2014: American Association of
Port Authorities Annual Convention
Houston, Texas

Governments
SANBAG
Working Together



CAGTC & Freight in the News

Freight shippers, providers call for long-term federal funding plan
Journal of Commerce
September 8, 2014
<http://bit.ly/1ysjOjc>

Carrier, shipper interests push federal freight policy
Heavy Duty Trucking
September 9, 2014
<http://bit.ly/1ysjEsj>

Transportation reauthorization bill should incorporate freight mobility principles, coalition says
Progressive Railroading
September 11, 2014
<http://bit.ly/1ysjJvQ>

Seven US ports snag \$73 million in federal funding
Journal of Commerce
September 12, 2014
<http://bit.ly/1ysjVv8>

CAGTC Members Win Big in TIGER VI
MarineLink.com
September 15, 2014
<http://bit.ly/1ysjUY1>

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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For more information about **The Coalition for America's Gateways and Trade Corridors**

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