Freight Stakeholders Brief Senate Staff on Reauthorization Wish List

On November 19, representatives from the Freight Stakeholders Coalition gathered on Capitol Hill to promote the group’s surface transportation reauthorization platform. The informal Coalition of 18 associations, representing different interests in the freight system, spoke to the importance of public investment and sound, multimodal freight policy in front of over 50 Senate staffers, members of the media, and the public.

Politico’s Adam Snider moderated a discussion on the nine reauthorization principles laid out by four representatives of the Freight Stakeholders Coalition. CAGTC Executive Director Leslie Blakey addressed the importance of dedicated freight funding, saying that thus far, “freight has been an afterthought, something that will, presumably, benefit from a larger transportation program.”

“Freight requires funding that is dedicated and sustainable, and distribution must allow for complexity and creativity,” continued Blakey. Highlighting the need for increased capacity and system resiliency, Blakey observed that the slow down on the West Coast is caused by a multitude of factors and the system has no elasticity to deal with unforeseen circumstances.

“Freight does not fit neatly into traditional transportation funding programs because it is multimodal. We currently have no collection mechanism that is multimodal or mode neutral,” said Blakey. “Perhaps ironically, areas that stand to have the largest positive impact on efficient and reliable freight movement – where the modes meet – have the most difficult time securing funding due to their complex nature.”

Continued on Page 2
Chuck Baker, president of the National Railroad Construction and Maintenance Association and CAGTC Board Member, highlighted the long list of associations supporting infrastructure investment and emphasized that Congressional action to provide funding would be met with support. He noted that freight investment is the “ultimate bipartisan issue,” critical to job creation and economic growth. “Right now the U.S. freight transportation system is a source of tremendous comparative advantage for U.S. manufacturers, U.S. shippers, U.S. exporters,” said Baker. “We are on the precipice of squandering that advantage.”

President and CEO of American Association of Port Authorities Kurt Nagle highlighted the growth of international trade, which currently accounts for nearly one third of the U.S. economy. Stressing the critical importance of a national system, Nagle explained that, “for a national freight system to be successful, it must touch every state and both prioritize and sustain investment.”

Robyn Boerstling, of the National Association of Manufacturers, spoke to the importance of increasing federal infrastructure investment amounts, a trend she says took a turn for the worse in 2003. As a result of underinvestment, shippers have had to improvise and make-do with a less-than-perfect system. “Big shippers are out of tricks,” Boerstling commented, noting the pressure on shippers to find less congested and costly routes. “We need to make strategic capacity enhancements in key corridors to support the movement of commerce.”

A multi-modal freight office within the Office of the Secretary was recommended by panelists as a locus for multimodal freight policy development. “A high-level freight office tasked with coordinating among the modal agencies should serve as a central point of accountability for a freight program, as well as a resource for developing creative financing arrangements for freight projects,” remarked Blakey.

During the Q&A session of the panel, staff asked about the possibility of a dedicated freight fund and what types of projects it would pay for. Panelists responded with examples including intermodal connectors and projects involving multiple modes benefitting freight and reducing the associated negative safety and environmental impacts of freight. Panelists added that there would need to be an assurance the full sum of money entering the freight fund is used on freight projects.

Other questions focused on the highway-centric freight policy in MAP-21 and how that might impact a freight program. Panelists indicated that they would like to see freight policy reflective of all modes moving freight and a multimodal approach would be critical to truly improving the flow of goods.

With a new Congress set to convene in January, the Freight Stakeholders Coalition reminded staffers of the needed commitment to the modernization of our nation’s freight transportation system. Projected growth in manufacturing and trade in years ahead must be accommodated, or the U.S. risks being surpassed by foreign competitors.

To read the entire policy platform, visit http://tradecorridors.org/images/2014_FREIGHT_STAKEHOLDERS_COALITION_PLATFORM.pdf
January 1 is our annual reset button, creating a fresh start both personally and professionally. Following a Congressional election, the notion of a new beginning could not be truer. The 114th Congress will wipe clean the slate of legislative proposals, making way for fresh ideas from lots of new faces.

With roughly 70 new Congressional Members to meet, this time around our “get-to-know-you” efforts will shine a spotlight on the importance of freight infrastructure and the obstacles it faces, as well the progress in policy-thinking to date. This type of education is most effective when Members understand how freight transportation impacts their district or state and you, as our Coalition constituents, are the best conduit of this information. Don’t wait until January to begin the education – talk to your Member while they are in district over the Holidays. And even if your Member is a seasoned veteran of Capitol Hill, keep them informed of your freight priorities. To best serve you, Representatives and Senators need a smooth and steady communication stream expressing priorities and concerns.

MAP-21 shows our education efforts can be effective in communicating to Members of Congress that freight investment supports the everyday lives of their constituents, while increasing our national competitiveness. The facts say it all: MAP-21 was passed during one of the least productive governing periods in our nation’s history. The 112th Congress only enacted two percent of bills and resolutions, while previous decades saw passage rates ranging between 5 and 7 percent. And yet, MAP-21 passed with a 74-22 vote in the Senate and a 372-52 vote in the House. In an era of “no new programs,” MAP-21 began a freight foundation for the 114th Congress to build upon. For a Congress that rarely agreed on anything, a message this unified signals that Congress wants to prioritize freight.

Just as CAGTC and its members carried the message to several Congresses on the dangers of underinvesting, we must do the same for the 114th Congress, beginning now. If you’re not in DC, invite these new members to visit your projects, speak at a ribbon cutting ceremony, or attend a meeting with local business leaders. Help educate and reinforce both Members new to their positions and long-time office-holders who might benefit from a refresher course.

Our hard work paid off in the 112th Congress and MAP-21 was passed into law. In the 113th Congress, we continued our messaging, and there’s no reason to think our efforts won’t be effective in the 114th Congress. The time between now and May is short, but that’s all the more reason to use every opportunity to make our case!

On behalf of CAGTC leadership and staff, I offer our best wishes to you and yours for the Holiday Season – and our hopes for working closely with you to achieve your transportation goals in the coming year!

Warmest wishes,

Leslie Blakey, Executive Director
World Economic Outlook Report Explores Infrastructure Funding

The International Monetary Fund’s (IMF) half-yearly “World Economic Outlook” provided compelling data on the importance of continued public investment in infrastructure, even during fiscally constrained time-periods like the recent Great Recession. The report first studied the cash-infusion brought on by the stimulus in the immediate aftermath of the recession and then examined the restraint cash-strapped governments have since instituted as a mechanism to reduce debts while keeping taxes low. The IMF argues that the latter approach is short-sighted. Under the right circumstances, infrastructure spending can significantly influence both short and long term growth.

To explore the effects of increased infrastructure investment on the overall economic health of developed nations, IMF researchers studied a series of “shocks” in 17 rich countries, where investment grew more than forecasted, between 1985 and 2013. The IMF found that unexpected increases in public investment of around 1 percent roughly equated to only 0.4 percent increase in GDP growth same-year, but a 1.5 percent growth four years later. Significantly, the 1 percent growth did not create unsustainable debts. Rather, a higher GDP contributed to a decrease of 0.9 percentage points in the debt-to-GDP ratio that year and four percentage points after four years.

The IMF also found that stimulus is strengthened when investment is financed by debt. An increase in public investment around 1 percent of GDP boosts national GDP by 0.9 points the first year and 2.9 percentage points in the fourth year. In slow-growing economies, such as the US and Germany, a debt-financed increase in public investment equal to 1 percent of GDP will boost GDP by an impressive 1.5 points in the first year and 3 points in the fourth.

The report also makes the argument that there’s no time like the present for increased levels of public investment. Unemployment is still high in most rich countries, thus creating a “demand” for these types of investments, which spur job creation. Additionally, interest rates around the globe hover near zero, improving the financing abilities of most rich countries.

The World Economic Outlook is the IMF’s primary survey of the global economy, analyzing economic policy and providing forecasts for global prospects. It is published twice a year, with shorter updates in the quarters in-between. To read the report, please visit http://www.imf.org/external/pubs/ft/weo/2014/02/pdf/text.
Dewberry is a leading professional services firm with a proven history of providing architecture, engineering, and management and consulting services to a wide variety of public- and private-sector clients. Established in 1956, Dewberry is headquartered in Fairfax, Virginia, with more than 40 locations and 2,000 professionals nationwide.

Their regionally focused transportation expertise and experience with all delivery methods helps clients apply their input where it will be most effective and ensures project success. Dewberry’s engineers apply proven methodologies and technologies to support clients’ transportation goals to strengthen communities and positively impact the quality of life.

They offer a high level of proficiency in addressing complex challenges resulting from continued growth, high traffic volume, overworked transportation networks, and aging infrastructure. Dewberry’s employees are tenacious problem-solvers, driven by helping to develop and maintain efficient transportation systems that are resilient.

Rachel Vandenberg, national director for ports and intermodal, joined Dewberry in July 2014. She brings to Dewberry a focus on the interconnectivity of transit, rail, highway, and port and marine sectors, and how investments in this infrastructure can have a direct correlation to a community’s economic strength.

As infrastructure improvements are planned, Dewberry’s diverse team of experts can provide broad-reaching solutions by applying supply chain-focused thinking to projects. This may include:

• Total delivered cost of the load, from manufacturing plant to the store (including all types of handling and storage in between)
• Time to market and also, where the supply chain acts as a moving warehouse, time-certainty in goods handling and transport
• Reliability for transportation users
• How to do all of this safely within infrastructure that is also moving people to work, store, and play

**Tulsa Port of Catoosa**

For more than four decades, Dewberry has provided civil, environmental, and architectural services to support the port’s growth. A major project now underway, funded in part by a U.S. Department of Transportation TIGER Grant, will rehabilitate the port’s main dock in order to expand capacity, enhance stevedoring operations, and improve multimodal services. Under construction in phases, the rehabilitation project includes an off-dock replacement of the existing transit warehouse, renovation of the 200-ton overhead bridge crane, and the addition of a 300-ton overhead bridge crane that will expand the port’s lifting capacity and accommodate larger, 60-foot-wide deck barges. Reconfigured rail spurs on the main dock will serve each crane and enhance access to the port’s 13 miles of rail network, which connects to the Burlington Northern-Santa Fe and Watco Railroads.

*(Continued on page 6)*
Mark your calendars and save the date for the CAGTC 2015 Meeting!

The Coalition for America’s Gateways and Trade Corridors will host its 2015 Annual Meeting April 22 & 23, 2015 in Washington, DC. The public session will take place April 22. The members only portion will be April 23.

Be sure to check the Coalition’s website for more details as the meeting approaches or email enessle@blakey-agnew.com for more information.
A November Brookings report, titled “Mapping Freight: The Highly Concentrated Nature of Goods Trade in the United States,” explores production locations and movement patterns of goods throughout the United States. Among its top-line findings, Brookings reports that 77 percent of the nation’s freight moves between different states. These numbers rise if looking at specific commodities. For example, 86.9 percent of electronics, 81.7 percent of chemicals and plastics, and 78.1 percent of machinery commodities cross state or international boundaries. Furthermore, Brookings shows that the largest metropolitan areas serve as trading hubs for the entire country, consolidating trade from various surrounding regions and revealing “clear hierarchies in how metropolitan, non-metropolitan, and international regions trade with one another.”

The policy implications of Bookings’ report are significant. With so many metropolitan goods produced locally, but sent over state and international borders, the necessity of federal funding and national policy is clear. Policymakers must invest in infrastructure assets, which are vital to efficient goods movement facilitation. Brookings calls for a national strategy, accompanied by a targeted investment program. “Dedicated funding must be found to invest in these critical metropolitan hubs and their associated freight corridors,” the report argues.

Brookings’ findings and subsequent policy recommendations are directly in conflict with Congressional proposals that would eliminate the federal role in transportation policy. On Nov. 14, Rep. Tom Graves (R – Ga.) introduced the Transportation Empowerment Act (TEA), a bill designed to slowly decrease the federal gas tax and transfer authority over federal highway and transit programs to the states. The current 18.4 cents-per-gallon gas tax would be reduced to 3.7 cents-per-gallon over the course of five years. The funds still collected through the smaller gas tax would be distributed to states through block grants. On Nov. 14, Sen. Mike Lee (R-UT) introduced a companion bill to TEA in the Senate. It was subsequently voted on in the form of an amendment to the short-term extension of MAP-21 in July. The amendment failed.

It’s unlikely the devolution movement will gain much steam in the 114th Congress. TEA did not receive a vote in the House and fell well below the 60-vote threshold for approval in the Senate. Furthermore, organizations usually diametrically opposed, such as the U.S. Chamber of Commerce and the AFL-CIO, have called for a federal gas tax increase, as opposed to a decrease of any kind. With new research produced by organizations like Brookings, advocates for a strong federal hand in our national transportation system will have ammo in the coming months and years.
The Effects of Container-Fleet Growth on Globalization

On Dec. 3, ProgressiveEconomy highlighted recent growth in container-fleet capacity by featuring the United Nation’s Conference on Trade and Development Review of Maritime Transport for 2014. According to this report, in the last year alone, capacity for Twenty-foot Equivalent Units (TEUs) on container-ships grew by 3.8 million units, the largest increase in history. In fact, overall container ship capacity has nearly doubled since President Obama took office.

This growth in and of itself is remarkable, but ProgressiveEconomy seeks to understand what it means for globalization. Three British academics published a paper last year quantifying the effects of international trade agreements and container shipping trends on globalization from 1962-1990. They cite agreements such as the U.S.-Canada auto pact of 1965 and the U.S.-Israel FTA of 1985 as responsible for increasing trade by about 45 percent. However, they credit the adoption of container shipping, which began on Atlantic routes in 1966, as responsible for a 790 percent increase in trade during the same 1962-1990 time frame.

Considering the exponential gains in world container-ship capacity over the past six years, TEU increases are likely having an enormous effect on globalization and the world economy. For additional projects and analysis, visit the Progressive Economy’s article and subsequent list of additional reading: http://progressive-economy.org/2014/12/03/world-container-fleet-capacity-has-nearly-doubled-since-president-obama-took-office/
Status Report: Washington State Freight Advisory Committee

In January 2013, Washington State’s Freight Mobility Strategic Investment Board established the Washington State Freight Advisory Committee (WAFAC), as suggested Section 1117 in MAP-21. The WAFAC includes representatives from the private sector as well as ports, MPOs, maritime industries, rail, trucking, workforce, tribal, aerotropolis, city, and county representatives.

In order to properly address the challenges of stakeholder issues, the WAFAC created four separate folios, which presented issues and recommended policy actions and/or solutions. The folios were separated into:

- Air Freight;
- Ports and Inland Water Ways;
- Rail; and
- Trucking.

In May 2014, the Committee announced the publication of its final report, titled “Washington State Freight Trends & Policy Recommendations.” Recommendations from the report were submitted to US DOT and to the Washington State Transportation Commission, for their work in updating the Washington Transportation Plan. Key findings from the report include:

- All modes are part of the global freight supply chain, which is critical to Washington’s economy (state and federal regulations should not interfere with modal competition);
- Consistent and stable federal and state funding is necessary to address freight infrastructure needs and the broader transportation investments;
- Freight provisions in MAP-21 (and its reauthorization) can be improved to better recognize the intermodal nature of freight mobility and international trade;
- There is a gap in Washington state tax policy to support the efficient movement of freight at a regional or state level; and
- Routing, queuing, and other changes have improved the flow of freight, but border gateways still need attention to further facilitate goods movements.


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.” We encourage 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.
Administration Champions CAGTC Members Port of Virginia and Port of Seattle

Vice President Joe Biden and Transportation Secretary Anthony Foxx traveled this fall to the Ports of Virginia and Seattle, respectively, to highlight the benefits of TIGER funds. Secretary Foxx joined Port of Seattle officials on Oct. 6 to tout the $20 million TIGER grant US DOT is awarding the facility. In his speech, Foxx highlighted the benefit funding will provide national competitiveness and the greater Seattle area.

“The $20 million TIGER grant awarded to the Port of Seattle will help strengthen and extend an aging dock, enabling it able to accommodate two post-Panamax ships at a time,” said Secretary Foxx. “The goods we transport are the lifeblood of our economy. So as our nation moves freight into and out of the country, we depend on the efficiency of our ports and port facilities to keep that freight—and our economy—moving.” Foxx went on to illuminate the future of freight in order to further explain the importance of investing in freight now and not later in the future.

“By 2050, our nation will have to move almost twice the amount of freight we move now and our ports will need to be able to handle that exponential growth,” added Foxx. “In addition, the widened Panama Canal will soon allow super post-Panamax ship traffic, and ports will need to accommodate these massive vessels to compete in the global freight network. At DOT, we’re working to ensure they have the means to do so.”

A week earlier, Vice President Joe Biden paid a visit to the Port of Virginia to highlight the Port’s role as an economic engine. “Shipping is the lifeline of our economic being,” stated Vice President Biden. “Over 343,000 jobs exist because of this port.” These jobs, according to the VP, help generate regional employment at a time when military branches are suffering from smaller budgets.

The $16 million TIGER project championed by the Vice President will connect Norfolk International Terminals (NIT) to Interstate 564. The completed project will allow cargo to move faster and alleviate traffic congestion near the world’s largest naval base, which is located next to NIT.

Both the Port of Seattle and the Port of Virginia serve as examples of shovel-ready freight projects in need of federal funding. Now that they’ve secured the dollars, the ports invest in their infrastructure and ultimately help the US maintain its competitiveness in the decades ahead. With TIGER funds in high demand, both Administration officials took moments during their visits to tout the GROW AMERICA act which, if enacted, would develop a more integrated freight system and provide additional funds for important projects.
Ports of Seattle and Tacoma form Seaport Alliance to strengthen gateway, grow maritime jobs

The Seattle and Tacoma port commissions plan to unify the management of the two ports’ marine cargo terminals and related functions under a single Seaport Alliance in order to strengthen the Puget Sound gateway and attract more marine cargo for the region. On Monday, Dec. 1, the Federal Maritime Commission approved the “interlocal agreement,” a first step in finalizing the alliance.

The Seaport Alliance will manage marine cargo terminal investments and operations, planning and marketing, while the individual port commissions will retain their existing governance structures and ownership of assets.

This unprecedented level of cooperation between the state’s two largest container ports is a strategic response to the competitive pressures that are reshaping the global shipping industry. Taken together, marine cargo operations at both ports support more than 48,000 jobs across the region and provide a critical gateway for the export of Washington state products to Asia.

“The ports of Seattle and Tacoma face fierce competition from ports throughout North America, as shipping lines form alliances, share space on ever-larger vessels and call at consolidated terminals at fewer ports,” said Port of Tacoma Commission President Clare Petrich. “Working together, we can better focus on financially sustainable business models that support customer success and ensure our ability to reinvest in terminal assets and infrastructure.”

“Where we were once rivals, we now intend to be partners,” said Stephanie Bowman, co-President of the Port of Seattle Commission. “Instead of competing against one another, we are combining our strengths to create the strongest maritime gateway in North America. The Seaport Alliance is the result of our shared commitment to maintaining the economic health of our region through a thriving maritime industry.”

The Seaport Alliance is the outgrowth of talks held under the sanction and guidance of the Federal Maritime Commission (FMC), the independent federal agency responsible for regulating the U.S. international ocean transportation system. Subject to further FMC review and approval, the two port commissions will enter into an Interlocal Agreement (ILA), which is intended to provide the ports with a framework for a period of due diligence to examine business objectives, strategic marine terminal investments, financial returns, performance metrics, organizational structure, communications and public engagement. Following the due diligence period, the two port commissions intend to submit a more detailed agreement for the Seaport Alliance to the FMC by the end of March 2015.

During the due diligence period, John Wolfe, Port of Tacoma CEO, and Kurt Beckett, Port of Seattle Deputy CEO, will co-lead the planning work and coordinate with both port commissions.

Source: The Port of Tacoma
OCTA Chief Named Among ‘Most Influential’ of Decade

Metro Magazine honors CEO Darrell Johnson among 20 people nationally who helped shape transportation over last 10 years

Orange County Transportation Authority CEO Darrell Johnson has been named one of the “Most Influential People of the Decade” by Metro Magazine, a national publication and industry leader covering bus and rail transportation.

Johnson received the honor among 20 people who helped shape the public transportation industry during the past decade, according to Metro Magazine, which began publishing in 1904 and published the list in honor of its 110th anniversary.

The list also includes President Barack Obama, U.S. Sen. Barbara Boxer (D – California), American Public Transportation Association president Michael Melaniphy and Ray LaHood, former U.S. Secretary of Transportation.

“This brief list gives you an idea of the talented, bold people who have made a lasting impact on public transportation and been an inspiration to others,” reads an excerpt from the magazine.

Johnson was noted for his work with OCTA and as a board member for APTA. The article reads: “Although he has only been CEO at OCTA since early 2013, Johnson has been instrumental in the agency’s successes for several years, serving as deputy CEO to Will Kempton.

In addition to capital project delivery through Measure M Orange County’s voter-approved half-cent sales tax for transportation improvements, Johnson has placed an emphasis on enhancing the efficiency and safety of OCTA bus and Metrolink commuter-rail operations, which serves more than one million passengers each week.

As Johnson leads the effort to enhance all modes of transportation for the residents, businesses and tourists of Orange County, he has done so with an emphasis on keeping OCTA a financially sound agency that safeguards taxpayer dollars. Johnson implemented a pension-reform plan that will save Orange County taxpayers $85 million during the next 20 years. A new contract for ACCESS paratransit service was executed resulting in a $46 million savings. A refinancing of the 91 Express Lanes debt resulted in a savings of more than $26 million over the next two decades and the lease for OCTA Headquarters was renegotiated to save $40 million during the next 30 years.”

To see the entire list look online at http://www.metro-magazine.com/article/story/2014/10/metros-most-influential-people-of-the-decade.aspx

Source: OCTA
Dewberry Welcomes the Ports and Intermodal Expertise of Kenneth Spahn

Dewberry, a privately held professional services firm, has hired Kenneth Spahn, PMP, as a market segment leader for ports and intermodal. Based in the Bloomfield, New Jersey, office, he will be responsible for providing technical support for employees and managing multidiscipline teams to deliver ports and intermodal projects around the region, including New York, New Jersey, Pennsylvania, Connecticut, and Massachusetts.

Spahn has more than 30 years of experience in ports and intermodal, having worked in a cross-section of business, operational, and technical areas for the largest port on the east coast, Port Authority of New York and New Jersey (PANYNJ). Prior to joining Dewberry, he served as the assistant director for port capital programs and redevelopment at the PANYNJ. While there, Spahn oversaw staff responsible for development and implementation of a $1.7-billion capital plan and a $17-million annual operating budget, including areas of port planning and redevelopment, program and project management, asset management, port resiliency, and sustainability matters.

“I am thrilled to be part of the team where I intend to enhance Dewberry’s capability and presence in the port and intermodal market and ensure continued superior quality of services that exceed customer expectations,” said Spahn.

Spahn earned a bachelor’s degree in marine transportation from the State University of New York, Maritime College and a master’s degree in management engineering/industrial management from the New Jersey Institute of Technology. He is a member of the Project Management Institute and recently served on the Board of the Maritime Association of the Port of New York and New Jersey.

About Dewberry

Dewberry is a leading professional services firm with a proven history of providing architecture, engineering, and management and consulting services to a wide variety of public- and private-sector clients. Recognized for combining unsurpassed commitment to client service with deep subject matter expertise, Dewberry is dedicated to solving clients’ most complex challenges and transforming their communities. Established in 1956, Dewberry is headquartered in Fairfax, Virginia, with more than 40 locations and 2,000+ professionals nationwide. To learn more, visit www.dewberry.com.

Source: Dewberry
Florida East Coast Rail and PortMiami Announce Sunshine Gateway

Florida East Coast Railway (FECR) and PortMiami, through a strategic alliance, are offering the Sunshine Gateway service, which includes on-dock intermodal rail capabilities. This seamless ship to rail transfer allows the port to handle additional volumes and ensures that shipments move more quickly and efficiently with the potential to reach 70 percent of the United States population in four days or less.

“Our goal has always been to facilitate the process of cargo shipments for fast and efficient delivery to our customers,” said Juan M. Kuryla, PortMiami Director. “Through our partnership with FECR, we are expanding access for shipments coming into and out of the port to reach their final destinations seamlessly and with greater reliability.”

President and CEO James R. Hertwig noted, “In today’s global marketplace, shippers often need solutions that go beyond the United States borders and involve multiple modes to move goods from the point of origin to the final destination. In order to meet the needs of supply chain managers, it is important for various modes of transportation to work together seamlessly. We are pleased with the positive impact we have seen as a result of our partnership with PortMiami and look forward to continuing to provide effective solutions for shippers.” In January 2015, FECR and PortMiami will hold an event celebrating this new service.

Source: Florida East Coast Railway

Matt Rose to Address Crude by Rail Workshop # 186

Title: Crude Oil by Rail Shipments: Logistics and Community Impacts

On Sunday January 11, 2015 Transportation Research Board’s Freight Rail and Urban Freight Transportation committees will jointly sponsor a two part workshop at the TRB Annual Meeting at the Washington, D.C. convention center (Room 150A).

The growth in crude oil by rail has provided the rail industry with rapidly expanding marketing opportunities as well as challenges in safety and public perception. Session 1 will examine the petroleum industry’s changing logistical patterns, operational and safety challenges, and equipment requirements.

The second session will feature a panel discussion of the public sector’s response to the expansion of rail shipment of crude oil, including the public perception of risk and the effects on regions that receive crude oil.

Registration is required and is available at http://www.trb.org/AnnualMeeting2015/AM2015Registration.aspx

Session 1: Moving Crude Oil by Rail: Energy Sector Development Patterns, Railroad Developments, Risk Analysis, and Tank Car Issues
Graham Brisben, Professional Logistics Group, Inc.
Matthew K. Rose, BNSF Railway Company
Christopher P. L. Barkan, University of Illinois, Urbana-Champaign
Thomas D. Simpson, Railway Supply Institute

Session 2: Public Sector Response to Crude by Rail
Denver D. Tolliver, Upper Great Plains Transportation Institute
Jeff Plale, Wisconsin Office of the Commissioner of Railroads
Tamara Nicholson, Iowa DOT
Sarah Gulick, Pennsylvania Department of Transportation
Theodore K. Dahlburg, Delaware Valley Regional Planning Commission
In recent years, ports have emphasized their need for a go-to guide to plan, fund and execute critical repair and project upgrades. While the public largely remains unaware that ports receive and move out billions of dollars in goods today and will require the capacity to handle trillions of dollars’ worth of goods in the future, this topic is not new to port officials. These capabilities require costly investments and although ports have a history of entering public-private partnerships to operate their facilities, funding their modern intermodal freight projects is requiring the port industry to engage with a new, larger cast of public and private partners.

In order to help solve these challenges, the Department of Transportation and the American Association of Port Authorities brought together experts from around the port industry to develop an easy-to-read, easy-to-understand, and easy-to-execute Port Planning and Investment Toolkit. This Toolkit is being built around modules on planning, funding and executing projects, with the goal of making navigating the best course of action to accomplish your goals easier and more user friendly than ever before. The toolkit modules can be used to help ports:

• Evaluate port conditions
• Define problems
• Plan thoroughly
• Navigate the preplanning process
• Engage private partners
• Present actionable needs to administrators
• Access available funding
• Complete project

A Funding Strategy: Getting Started

The Funding Strategy module is the first tool developed for the Port Planning and Investment Toolkit.

Click here to access the Case Studies illustrating the use of the funding strategies. These include examples of (1) long-term capital planning, (2) upgrading capacity, (3) asset-backed and leased financing, (4) weighing traditional vs. alternative financing and (5) responding to environmental requirements.

Click here to download the complete Funding Strategies Module document.
Click here to download the Funding Strategies Port Concessions Evaluation Tool.
Click here to download the Funding Strategy Checklist.

Before ports make any large investment decisions or can get local, state, federal and private partners on board in support of repairs and upgrades, a funding strategy must be outlined defining the port’s objectives, strategies and timelines for finding specific forms of investment and delivery. The Maritime Administration and AAPA recognize each port investment project is unique with its own set of obstacles. Our team of industry experts developed the Funding Strategy module to guide careful evaluation and planning to determine the best approach for investment strategies that will get attention and garner support.

While the safe and easy transfer of goods and passengers is a port’s main function, each port has its own unique circumstances for financial needs and appropriate solutions. Your port may be faced with different needs than another, and also have different financial means to solve these problems. There is no one way to solve every port need. This module offers a range of solutions designed to address a variety of needs, as well as an example analysis tool that can be used to evaluate the financial feasibility of a port terminal concession.

Source: Maritime Administration
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. Additionally, the compendium 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 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/

The Impact on the US Economy of Changes in Wait Times at Ports of Entry

National Center for Risk and Economic Analysis of Terrorism Events (CREATE), University of Southern California
2014

Inspections of people and vehicles at US border crossings are vital to homeland security and preventing unauthorized movement of people and freight into the US interior. However, these inspections incur various costs, including imposing delays on legitimate traffic and increasing expenditures to operate the crossings. In this study, we quantify the economic impacts of delays related to movement of passenger and commercial vehicles across 17 major land border crossings and international air travelers’ at 4 major US airports. We estimate the value of time spent in these delays, and how this changes if one inspection officer is added to each crossing’s staff. We quantify how the transportation cost of shipping goods by truck into the US changes if wait time falls, and use the GTAP CGE model to estimate the changes in macroeconomic activity in the US, Canada, and Mexico caused by the decrease in transportation costs. We also determine how many new cross-border passenger–vehicle trips results from a fall in wait time, and quantify the increase in economic activity in the US and its border regions associated with these new trips. Our results indicate that changes in US Customs and Border Protection (CBP) staffing would have significantly positive impacts no SU GDP, trade balances, and employment, and would also significantly reduce the opportunity cost of waiting by passengers and truck drivers. These results should prove useful to those making decisions on border inspection resources, analysts researching trade facilitation issues, and the general public and its representative organizations who incur the costs but also the benefits of inspection.

Intergovernmental Challenges in Surface Transportation Funding
The Pew Charitable Trusts
September 2014

The federal government and the states are partners in almost every major domestic policy area. Together, their dollars pay for health care, education, transportation, public safety, and many other programs important to the American public. According to data from the U.S. Office of Management and Budget and the U.S. Census Bureau, federal grants to states in 2012 made up 15 percent of total federal spending and accounted for about a third of states’ revenue. In recognition of this involvement, Pew conducts original analyses to provide clear, data-driven explanations of the state-federal fiscal relationship and to inform federal and state decision-makers working to achieve financial stability at both levels of government.

This paper examines the contributions of the states and the federal government, as well as those of localities, to the funding of highway and transit programs. It is the first in a series, Fiscal Federalism in Action, that will describe how the federal-state fiscal relationship works in several policy areas to which both levels of government make significant financial contributions. All levels of government have a long history of investment in transportation, and all are facing challenges in maintaining transportation expenditures. Future research will explore similar topics in other policy areas, such as higher education and K-12 programs.

http://www.pewtrusts.org/~media/Assets/2014/09/SurfaceTransportationIntergovernmentalChallengesFunding.pdf?la=en

The Life and Death of the Highway Trust Fund
Eno Center for Transportation
December 2014

The Life and Death of the Highway Trust Fund is the result of an 18-month effort to evaluate the current political, economic, and legal forces behind the U.S. Highway Trust Fund (HTF). The analysis in the report begins with an overview of how the U.S. surface transportation program arrived at its current funding crises, describing the recent history of funding shortfalls at the federal level and attempts to remedy those shortfalls. Next, the report provides a thorough account of the historical and political reasons why the current HTF structure - which was created to fund the construction of the Interstate Highway System on a cost-to-complete basis - persists, despite recent failings. The third part of the analysis explores a set of international case studies. Based on a broad review of peer nations, Australia, Canada, Germany, Japan, and the United Kingdom were selected for further analysis as part of this report. Finally, the study highlights three potential solutions:
   1. Adjust spending to reflect revenues
   2. Adopt a hybrid funding approach that relies on both general funds and gas tax revenues. This would codify the hybrid system that Congress has unintentionally created.

To read the entire report please visit: https://enotrans.r.worldssl.net/wp-content/uploads/wpsc/downloadables/Highway-Trust-Fund2.pdf
Upcoming Events

**January 7-10, 2015:** NRC Conference  
Hollywood, Florida

**January 11-15, 2015:** TRB Annual Meeting  
Washington, DC

**April 18-21, 2015:** American Planning Association’s  
2015 National Planning Conference  
Seattle, Washington

**April 22-23, 2015:** CAGTC Annual Meeting  
Washington, DC

CAGTC & Freight in the News

**Freight Coalition Looks for Dedicated Revenue Stream**  
*CQ Roll Call*  
November 18, 2014  
http://bit.ly/1zDXiAG

**Rail Grabs Share of TIGER VI Grants**  
*Progressive Railroading*  
October 8, 2014  
http://bit.ly/1yqdxa8

**Breaking Through the Transportation Funding Gridlock**  
*A Podcast Associated with SupplyChainBrin*  
October 3, 2014  

**Waybill Fee for Freight Projects Proposed in House**  
*American Shipper*  
October 3, 2014  
http://bit.ly/1usz9Gs

**Highway Bill: ‘Nowhere to Go But Up’**  
*Heavy Duty Trucking magazine*  
October 2, 2014  
http://bit.ly/1BO4iQv
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.

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