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Improving America’s Intermodal Freight and Goods Movement

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Coalition Highlight

The DRIVE Act:
What’s In It For Freight?

On July 30, the U.S. Senate voted 65 to 34 to pass the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. All eyes now turn toward the House, which adjourned for a five-week recess the same afternoon the Senate passed their bill. Before Representatives left town, they passed a short-term extension, which the Senate then approved in short order. The House has until October 29 to pass their version of a long-term transportation bill and conference the two proposals.

The Senate’s DRIVE Act builds on freight provisions in MAP-21, taking the highway-centric foundation and creating a holistic, multimodal program. Importantly for the country’s manufacturers, retailers, farmers and other businesses, the bill includes dedicated, sustainable funding to improve the freight network through the creation of a freight-focused formula program and two merit-based, competitive grant programs.

National Multimodal Freight Policy
Whereas MAP-21 took the important step of creating a national freight policy, the DRIVE Act creates a national multimodal freight policy, to better reflect the true nature of goods movement. Included in the bill is a first of its kind National Multimodal Freight Network, comprised of connectors, corridors, facilities of all freight modes, and the national highway freight network. When finished, the map will be a useful tool for investment decisions made by private companies, as well as by local and state municipalities. It is a marked improvement over MAP-21’s National Freight Network, which was highway-only and failed to take into account the modes and nodes critical to moving goods in, out, and around the country.

National Freight Strategic Plan
Because the multimodal freight title fell out of MAP-21 during negotiations, the National Freight Strategic Plan suffered the same fate as the National Freight Policy portion of the 2012 transportation bill, accounting for just highway movement. The DRIVE Act remedies the problem by adding all modes and nodes and increasing the emphasis on key trade gateways and corridors.

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State Freight Advisory Committees & State Freight Plans
While MAP-21 encouraged their creation, the DRIVE Act mandates that states establish state freight advisory committees and state freight plans. Further, the bill gives state freight advisory committees the ability to influence the National Freight Network.

National Highway Freight Network (NHFN)
MAP-21’s National Freight Network consists of three components – a Primary Freight Network (PFN), any portion of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The DRIVE Act retains those requirements, but adds in a process for designating critical urban freight corridors and requires inclusion of all intermodal connectors, which are critical to moving goods between modes. Finally, the bill renames the PFN the Primary Highway Freight System (PHFS), to better reflect the highway-only map.

Under the DRIVE Act, the PHFS cap increases from 27,000 to 30,000 miles in the initial designation process. The bill allows the Secretary of Transportation to designate future segments by up to 5 percent of total system mileage. In redesignating the PHFS, the Secretary will consider points of origin, destination, and linking components of supply chains, as well as input from state freight advisory committees. States may also increase the number of miles designated in their respective state by up to 10 percent of the number of miles originally designated in that state, to close network gaps and establish first and last mile connections.

Freight Formula Program
The DRIVE Act authorizes dedicated funding for the new freight program, allowing States to fund projects that enhance regional and national freight movement. Funding begins at $1 billion per year and incrementally increases, reaching $2.5 billion by 2021. Although each state receives an amount of money consistent relative to their existing apportionment, how a state may use those funds varies based on their number of miles on the PHFS. States with a higher percentage of miles, relative to other states, may obligate funds apportioned to the State for projects on the PHFS, critical rural freight corridors, and/or critical urban freight corridors. States with low PHFS mileage may obligate funds for projects on any component of the NHFN.

Assistance for Major Projects Program
The highway-focused Assistance for Major Projects Program (AMPP) bears resemblance to Projects of National and Regional Significance (PNRS) and is funded through Highway Trust Fund contract authority. Contract authority ensures that the program will receive year-to-year funding, rather than be left to the will of appropriators. AMPP is a megaprojects highway-focused competitive grant program, with a minimum project threshold of $350 million and a minimum project award of $50 million, with exceptions for rural projects. Under the DRIVE Act, AMPP funding would begin at $250 million and incrementally increase until reaching a maximum of $400 million in years 2019-2021.

Assistance for Freight Projects
The Assistance for Freight Projects program is the first-ever freight-specific multimodal competitive grant program. It is authorized for appropriations at $200 million per year. The program has broad-based applicant and project eligibility. Senators Maria Cantwell, Patty Murray, Cory Booker, and Edward Markey recently introduced legislation, the National Multimodal Freight Policy and Investment Act, which called for the multimodal investment strategy that was incorporated into the DRIVE Act’s multimodal freight program. The Assistance for Freight Projects program has a minimum threshold of $10 million and a maximum threshold of $100 million, except in the cases of rural projects.
On July 30, the Senate passed the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. The landmark legislation provides almost $15 billion for freight infrastructure projects and includes corresponding multimodal freight policy to support decision making at the local, state, and federal level. The Senate positioned us for success, but it’s our turn to keep up pressure.

Whereas MAP-21 provided the first-ever national freight policy, the Senate bill makes that freight policy multimodal. The DRIVE Act is also reflective of CAGTC’s requests to Congress and the Administration to expand on existing components of the primary freight network and national highway network. The reformatted primary freight network increases the mileage cap, adds intermodal connectors, and creates a designation process for critical urban freight corridors. CAGTC has championed a multimodal network for years, and the DRIVE Act answers our request.

Since CAGTC’s creation, we have been championing a freight-specific, multimodal competitive grant program. Proposals have included such a program over the years - the FREIGHT Act, the MOVE FREIGHT Act, Economy in Motion, and the GROW America Act, to name a few. But never before has such a proposal passed the Senate, until now. The Assistance for Freight Projects Program, largely adopted from the National Multimodal Freight Policy and Investment Act, is a monumental step in the direction of our goals.

The bill also revives a Projects of National and Regional Significance approach, referred to as Assistance for Major Projects Program (AMPP) and guarantees six years of funding. CAGTC has been the #1 cheerleader of this approach, and the DRIVE Act delivers.

It’s now up to the House to carry forward this good work. Time is short: by the end of October, the House must introduce and pass its own transportation bill (unless the body chooses to adopt in full the DRIVE Act), then move to conference the House and Senate proposals. The Senate prioritized freight in an unprecedented manner, and as stakeholders, we need to share our message with the House: freight can’t wait. The time to make investments in our goods movement system is now.

In 2013, the House Transportation & Infrastructure Special Panel on 21st Century Freight Transportation spent six months visiting freight facilities and holding field hearings. After seeing the many and varied needs of the supply chain, the Representatives were unanimous in recommending dedicated and sustainable funding to support freight infrastructure. It is our job to continue championing these recommendations, supporting the House to legislate their findings.

The House adjourned July 30 for a five-week August recess. This means they’ll be in district – your backyard – until early September. Use the coming weeks to invite your Member of Congress to tour your headquarters or project sites. Reinforce the message that a long-term bill must include dedicated and sustainable funding for freight.

The wind is at our backs but our job is not done. Freight mobility projects are an economic boon, but without federal support, we all pay the price. Sound policy and robust funding, as provided for in the DRIVE Act, must be included in the transportation bill that crosses the finish line and is signed into law.
WRRDA Update: Slow Start to Implementation, Lawmakers Claim

At a June 10 House Transportation & Infrastructure Committee hearing, marking the one-year anniversary of the enactment of the Water Resource Reform and Development Act (WRRDA) of 2014, questions over the pace of implementation took center stage.

WRRDA passed last year with widespread support from bipartisan coalitions in both the House and Senate. H.R. 3080 was the first major water infrastructure bill in seven years. The $12.3 billion law included provisions to build 34 new port, dam and flood protection structures, strengthened Congressional oversight, and deauthorized $18 billion of old, inactive projects. Additionally, WRRDA 2014’s 10-year plan incrementally increased Harbor Maintenance Trust Fund (HMTF) expenditures. If successful, 100% of revenue collected for the HMTF will fund harbor operation and maintenance activities by 2025.

At the June 10 hearing, House Republicans contented the Army Corps of Engineers was prioritizing the Administration’s agenda over Congressional intent. Specifically, the focus was on the Corps’ compliance with Section 7001 of the law, which requires the Corps evaluate proposals submitted by non-federal sponsors, based on five criteria, and report their findings to Congress in an annual report. Committee Chairman Rep. Bill Shuster (R-PA) and Subcommittee on Water Resources and Environment Chairman Rep. Bob Gibbs (R-OH) questioned the first annual report’s content quality, citing its lack of detail as a chief concern.

To date, the Corps has issued less than 40% of the 200 pieces of implementation guidance required to carry out WRRDA. Of the implementation guidance issued, the majority of it focuses on nontechnical sections of the law and does not tackle more complex matters. The Corps has not issued guidance on key provisions relating to the HMTF or public-private partnerships and has not issued its final project deauthorization list.

Jo-Ellen Darcy, assistant secretary of the Army (civil works), affirmed the Corps’ intent to write comprehensive guidelines as quickly as possible. Her written testimony expanded on the Corps’ process: “Implementation guidance is prepared in a thoughtful, deliberative manner to ensure that it is appropriately considered and coordinated, which takes time to complete.”

Rep. Shuster called for further collaboration between members of the Transportation & Infrastructure Committee and the Corps to expedite remaining guidance.
The annual Department of Transportation appropriations process briefly seemed on-track this spring, with both the Senate and the House committees of jurisdiction advancing bills. On June 9, the House voted to approve their version of the FY2016 Transportation, Housing and Urban Development (THUD) appropriations bill—a $55.3 billion proposal that provides DOT with $17.2 billion in discretionary spending. For the second year in a row, the House bill authorizes $100 million for the TIGER Program. In previous years, TIGER was omitted and the House only agreed to fund it as a result of conference negotiations with the Senate.

On the other side of the Capitol, the Senate Committee on Appropriations favorably reported their bill out of Committee on June 25. THUD, along with 11 other appropriation bills approved by the committee, awaits a final vote from the full Senate. The Senate THUD bill contains similar provisions to the House’s version, with the exception of TIGER grant money: the bill notably maintains the current TIGER funding level of $500 million for an additional year.

The continued support for the TIGER program is encouraging; the program continues to be the only source of available federal funds for multimodal freight infrastructure projects. Freight has traditionally competed well in the TIGER program. During the most recent round of awards, DOT provided two-in-five award dollars, or more than $198 million, to projects with a freight component.

The THUD appropriations bill still faces significant hurdles on its way to becoming law. The White House issued a veto threat to the House bill, citing their displeasure with policy riders concerning travel restrictions with Cuba and a controversial truck driver safety provision. Hoping to force Senate Republicans into bargaining, the Administration has also requested Democrats filibuster all FY2016 appropriations bills when they come to the Senate floor.
Illinois Soybean Association

Illinois is the nation’s soybean capital, producing more of this important crop than any other state. In fact, in 2014 Illinois produced a record-breaking yield of 550 million bushels of soybeans—that's a lot of animal feed, biodiesel and food products.

All that production means more than just jobs for farmers; the soybean industry creates jobs in transportation, processing, livestock, research and more—all supporting the Illinois economy. In and of themselves, soybeans contribute $5 billion to the gross state product each year.

But in order to have any value, soybeans must have a reliable transportation system to move from the field to end consumers. Most of the soybeans grown in Illinois are processed to create meal for animal feed and oil for biodiesel and other applications. Approximately 44% of the soybeans grown in Illinois are exported to overseas customers, leaving the state by rail or waterways.

However, Illinois' ability to continue offering the world a sustainable, reliable supply of soybeans is threatened by the state's aging transportation systems. Lack of maintenance on Illinois infrastructure can have deteriorating effects on the ability to get soybeans to market. For example, a failed waterway system could create an additional 58 million truck trips annually. Additionally, weight limits on bridges can force farmers to detour as much as 50 miles, significantly cutting into farmer profits and impacting the cost-competitiveness of Illinois agriculture.

That's where Illinois Soybean Association (ISA) steps in. ISA invests checkoff funds in research and solutions for transportation infrastructure, including rail, roads and waterways. ISA staff and farmer-directors work closely with business, government, academia and industry to raise awareness of current infrastructure challenges and find solutions, focusing efforts on the following projects:

**Domestic Soy Transportation**

ISA's goal is to increase farmer profitability by improving the soy freight movement system to reduce total transportation costs. ISA investments help growers understand chokepoints in the state’s infrastructure that inhibit efficient commodity transportation. From there, ISA works to engage farmers, community leaders, elected officials, logistics providers, transportation companies and others in conversations to raise awareness and identify potential solutions to the transport challenges in order to optimize cost and competitiveness.

ISA convened farmers and community leaders for a discussion on local infrastructure concerns during the Transportation Issues Forums in March 2015.
Such was the goal of the “Transportation Issues Forums” held in three communities earlier this spring. These ISA farmer-director hosted meetings created an opportunity to address local transportation concerns, often specific roads and bridges, with farmers and community stakeholders.

Another example of ISA’s work in domestic soy transportation was a late harvest survey of farmers on elevator wait times. Survey findings were then shared with the state’s largest elevators, helping them understand that long wait times for farmers cost both the farmer and the elevator money. Respondent input also provided ideas on how to alleviate long wait periods.

Public-Private Partnerships
The Illinois River is a significant waterway for freight movement and numerous other uses, serving local, regional, state and national economic interests. However, lock and dam infrastructure on the river has far exceeded its 50-year life span and is in dire need of rehabilitation. Understanding that federal funding allocations are stretched thin, and increases in appropriations have been constrained, ISA is spearheading a collaborative effort for public and private investments to repair and update the infrastructure. The public-private partnership (P3) project made a significant advance with the passage of the Water Resources and Reform Development Act of 2014 (WRRDA), in which P3 pilot programs (P5) were established. ISA and its partners are working closely with the U.S. Army Corps of Engineers on an action plan to bring a transaction to fruition.

Containers-on-Barges
ISA is working with public and private stakeholders to develop a new river freight service for the transport of soybeans, soy products and other agricultural commodities from Midwest origins to New Orleans. The initiative for containers-on-barges (COB) would leverage the use of empty shipping containers on river barges to move commodities to export position. ISA has played a critical role in facilitating discussions and exploring options for developing a commercially competitive and sustainable service. Earlier this year those discussions culminated in a test launch of a service, with Ingram Barge Company loading a river barge with 54 containers in Paducah, Ky. and shuttling them to America’s Central Port in Granite City, Ill. In recognition of their leadership on inland waterway transportation innovation, ISA and other COB partners were awarded the America’s Marine Highway Leadership Award from the U.S. Department of Transportation Maritime Administrator Paul “Chip” Jaenichen during a ceremony on June 16.

Learn more about ISA’s transportation initiatives at http://bit.ly/1IHmcGS
In December 2014, the California Freight Advisory Committee (CFAC) published a detailed report on both immediate and long-range freight objectives. The “California Freight Mobility Plan” (CFMP) establishes a three-tier system to focus investments and ensure projects critical to the health of California’s transportation network receive funding.

In response to MAP-21’s Section 1118, which recommends States develop State Freight Plans, the California State Legislature passed Assembly Bill 14 in 2013. The bill requires the California Transportation Agency (CalSTA) to submit a state freight plan by the end of the following year. CalSTA created CFAC to execute the report. Comprised of 62 member organizations, CFAC represents a range of freight industry, government, environmental, and community interests.

CAGTC member organizations serving CFAC include Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Port of Long Beach, Port of Los Angeles, Port of Oakland, San Diego Association of Governments, and Southern California Association of Governments.

The Committee developed a list of objectives to address when drafting the CFMP.

The CFMP goals closely align with MAP-21’s freight planning goals and include:

- Economic Competitiveness
- Safety & Security
- Freight System Infrastructure Preservation
- Environmental Stewardship
- Congestion Relief
- Innovative Technology & Practices

The CFMP targets funds to four project types:

- System Preservation
- Operations and Management
- Community and Environmental Stewardship
- Capacity Expansion

The CFMP builds on the success of existing California freight policy, such as the Trade Corridors Improvement Fund (TCIF). Voters approved the TCIF Program in 2006, which authorized the California Transportation Commission (CTC) to invest $2 billion in infrastructure bonds. Combined with an additional $5.2 billion collected from other sources, California was able to complete 81 high-priority seaport, railroad and highway projects. The CFMP expands on the TCIF Program by prioritizing high-traffic corridors and gateways—a central link to national and global trade markets.

The CFAC also released appendices alongside their final report. The supplements contain regional and modal freight summaries, freight trend analyses, information on public outreach and stakeholder participation, along with other notes. This comprehensive material facilitates freight planning on the local and regional level.

Further information regarding the California Freight Advisory Committee can be found at http://bit.ly/1KL013Z

MAP-21 encouraged states to establish freight advisory committees and comprehensive plans for immediate and long-range freight-related planning and investment. We encourage Trade Corridor Bulletin readers involved in 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.

The Vision:
As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility. This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equality, and human and environmental health.
Joseph C. Szabo tapped to lead the Chicago Metropolitan Agency for Planning

New executive director has varied experience in local, state, federal governments, civic affairs, and transportation

The Chicago Metropolitan Agency for Planning (CMAP) will be led by a new executive director whose broad background is matched by a strong passion for improving the region where he grew up as the son of a career railroader.

Joseph C. Szabo was selected unanimously after a national search by the agency’s board, which is appointed by elected leaders from across the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. He will be responsible for operations of CMAP, which has state and federal mandates for regional integration of planning for land use, transportation, and related factors that shape quality of life and economic prosperity.

“Our region and agency are fortunate to have a leader of Joe’s depth and vision,” said Gerald R. Bennett, chair of the CMAP board and mayor of Palos Hills. “Metropolitan Chicago and the state as a whole are facing unprecedented challenges such as the need to rebuild crumbling infrastructure, give residents options to live nearer to where they work, and expand parks and open space, to name a few of our priorities. To a significant extent, his highly varied background enables Joe to embody these regional aspirations.”

Prior to joining CMAP as a senior fellow in January, Szabo had served 2009-15 as the twelfth Administrator of the Federal Railroad Administration (FRA) within the U.S. Department of Transportation (U.S. DOT). He led a staff of over 900 professionals located in Washington, DC, and at field offices across the nation as the first FRA head to come from the ranks of rail workers, having served as a conductor and switchman with the Illinois Central Railroad and Metra, where his father Joseph F. Szabo also worked for 40 years.
But long before filling a prominent position in the Obama administration, Szabo began his public service as a zoning commission member in his native south suburban Riverdale, Illinois, where he later served as a park district commissioner, village trustee, and ultimately mayor. He also was a member of the South Suburban Mayors and Managers Association executive board and transportation committee and the regional Council of Mayors executive committee.

“For me, this is a return to my roots in local government,” said Szabo. “Municipalities are the most representative form of government, and CMAP depends on its strong connection to our region’s towns, cities, and counties. While at U.S. DOT, I recognized that CMAP is viewed nationally as a model of regional collaboration. I look forward to working with the agency board, stakeholders, and staff to continue that record of excellence on behalf of this region that I love.”

Szabo is also familiar with Springfield, having served 1996-2009 as state legislative director of the United Transportation Union, for which he guided rail safety and regulatory policies. CMAP is actively engaged with officials in the General Assembly, the Illinois Department of Transportation, and others to pursue legislative and policy outcomes that benefit the region and state.

“Joe knows our region’s, our state’s, and our nation’s transportation system as well as anyone,” said Bennett. “Having worked in that field for 38 years, he has a command of mobility issues that profoundly shape the economic prosperity and livability of our communities. The CMAP board and I are enthused to have him at the helm of this agency at such a pivotal time for metropolitan Chicago and the State of Illinois.”

Bennett, the board, and Szabo thanked CMAP interim executive director Jill Leary for guiding the agency since January, when Governor Rauner appointed original CMAP executive director Randy Blankenhorn as Illinois Secretary of Transportation. When Szabo assumes his new position on June 15, Leary will resume her duties as chief of staff, responsible for the agency’s work plan and day-to-day activities. The agency’s staff serves both the board and the MPO Policy Committee, which are jointly responsible for reviewing and approving projects that use federal transportation funds in the region.

Through the board and MPO Policy Committee, officials from across the seven-county region in October 2010 unanimously adopted the GO TO 2040 comprehensive regional plan. The innovative, policy-based plan establishes coordinated strategies to help the region’s 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Among other honors, CMAP has received the American Planning Association’s first-ever National Planning Excellence Award for a Planning Agency and the U.S. Environmental Protection Agency’s Smart Growth Award.

Source: Chicago Metropolitan Agency for Planning
FMC Approves Northwest Seaport Alliance Between CAGTC Members

After completing a competitive review and analysis, the Federal Maritime Commission (FMC) voted unanimously to allow the Northwest Seaport Alliance. The alliance agreement, between CAGTC members Port of Seattle and Port of Tacoma, went into effect on July 23, 2015, as scheduled.

The Alliance authorizes the two ports to meet, discuss, and reach agreement on the management, use and operation of their marine cargo business, including joint business planning and marketing to further develop infrastructure and improve productivity. To help achieve its goals, the agreement authorizes establishment of a Port Development Authority (PDA), effective August 1, 2015, to promote and assist economic development of the Alliance’s marine cargo operations. The PDA will focus on unified business retention and recruitment; coordinated enhancement of the value of marine cargo properties; improved intermodal rail service; improved freight capacities; the general promotion of maritime economic development; and other related Port business activity.

The Alliance represents an effort by two ports that have faced challenges in regional business development and plan to overcome these challenges by jointly coordinating capital investments to enhance facilities in order to attract ever larger vessels. The Alliance’s focus on upgrading its terminal facilities and rail connections is key to furthering its competitive position.

Chairman Cordero commented, “I would like to express my support for the Northwest Seaport Alliance which brings together neighboring ports to coordinate their import and export functions that provide a foundation for our Nation’s foreign oceanborne trade. This Alliance would become the third-largest trade gateway in North America, behind the Ports of Los Angeles and Long Beach and the Port of New York/New Jersey. The Pacific Northwest is a key region for inbound and outbound United States cargo, moving cargo not only for the regional trade, but also cargo headed to destinations throughout the entire U.S. Midwest, and this Alliance will help the region remain competitive into the future.”

Source: Federal Maritime Commission http://1.usa.gov/1OAqgcc
The Board of Commissioners for the San Diego Unified Port District appointed Randa Coniglio as President and Chief Executive Officer (CEO) at its June 11 Board meeting. Coniglio was selected as the top candidate after a rigorous nation-wide executive search that began last December. Coniglio is the first woman CEO in the Port’s 52-year history.

“Randa is a focused, diligent and highly creative leader who consistently delivers strong outcomes,” explained Port Chairman Dan Malcolm. “This, combined with her track record in gaining the trust of stakeholders, achieving consensus and maintaining long-term, mutually beneficial relationships truly set her apart as the best candidate for this position.”

“I am so honored to have been selected as the Port of San Diego’s next President and CEO,” said Coniglio. “We have such great momentum right now on a variety of fronts. I am very fortunate to have this opportunity at a time when there is so much positive energy around the Port’s projects and initiatives.”

Coniglio previously served as the Port’s Executive Vice President of Operations over the departments of Real Estate, Maritime, Environmental and Land Use Management, Strategy and Business Development, Government and Community Relations, and Marketing and Communications.

Coniglio was hired in 2000 by the Port District after a 13-year private sector career in real estate development and real estate portfolio management. During her tenure at the Port, she was promoted six times.

Port staff’s accomplishments under Coniglio’s leadership are extensive with highlights that include entitling the 500-acre Chula Vista Bayfront Master Plan in 2012; successfully obtaining a unanimous approval vote from the California Coastal Commission for a $700 million San Diego Convention Center expansion; facilitating the opening of The Headquarters shopping facility, which transformed the old San Diego Police Headquarters into a bustling retail center; and securing a 25-year lease renewal to Dole Fresh Fruit. She has been a driving force on the executive team that turned around a budget deficit in FY 2011-2012 and delivered a $12 million surplus in FY 2013-2014.

Source: Port of San Diego http://bit.ly/1KmU0b3
Member News

Oregon DOT Launches OreGo

Enrollment in the nation’s first per-mile charging system now open to 5,000 vehicles

State officials and private partners kicked off Oregon’s new pay-by-the-mile road usage charge program, OReGO, welcoming drivers to enroll online starting July 1.

“The doors are now open for Oregonians to enroll their vehicles and test-drive OReGO state-wide,” said Vicki Berger, chair of Oregon’s Road User Fee Task Force, and a former member of the Oregon House of Representatives who helped pass legislation creating Oregon’s new road usage charge program in 2013.

OReGO participants will pay 1.5 cents per mile while driving in Oregon, and receive a credit on their bill for state gas tax paid at the pump. OReGO is currently limited to 5,000 vehicles state-wide. ODOT is asking participants for feedback and suggestions for improving OReGO along the way.

Source: Oregon Department of Transportation http://1.usa.gov/1ClGQLg

Industry News

DOT Fact Sheets Highlight Grim State of U.S. Roads and Bridges

The Department of Transportation’s July 9 fact sheets demonstrate how our transportation system is in a dire state of disrepair. Over the last six years, Congress has passed 33 short-term measures rather than funding transportation for the long term. Relying on 2013 data from the Federal Highway Administration and the American Society of Civil Engineers 2013 Report Card for America’s Infrastructure, DOT’s table of state-by-state road and bridge conditions demonstrate this.

Experts agree: The only way to prepare our transportation system for the next generation is to stop this cycle of short-term measures and pass a long-term transportation bill. Access state-by-state data here: http://1.usa.gov/1M1sbqN

Source: Department of Transportation (DOT)
Industry News

Eno Center for Transportation Welcomes New Board Members from Intel, Boeing, and MARTA

Sam LaMagna, John Blazey, and Keith Parker join Eno Center Board as Phil Washington, Art Cameron, and Mort Downey step down

The Eno Center for Transportation is pleased to announce three new members to its Board of Directors: John Blazey, Boeing; Sam LaMagna, Intel; and Keith Parker, MARTA.

John Blazey is Vice President of Commercial Aviation and Transportation (Legislative Branch Government Operations) at Boeing. He is responsible for securing legislative support for Boeing’s commercial airline business sector. He brings to Eno nearly 20 years of experience working on the House Appropriations Committee and is well known for his financial and policy background. Blazey’s addition is a wonderful opportunity for Eno to continue the work being done in its Next-Gen Working Group.

Sam LaMagna currently serves as the Director of Advanced Driving Technologies for the Transportation Solutions Division at the Intel Corporation. His role in the proliferation of intelligent commuting technologies such as Advanced Driver Assist Systems (ADAS) represents an exciting new partnership for Eno and the chance to work further in the Autonomous Vehicle spectrum.

Keith Parker is the General Manager and CEO of the Metropolitan Atlanta Rapid Transit Authority (MARTA), the ninth largest transit system in the country. Prior to joining MARTA, Parker served as CEO of transit systems in San Antonio and Charlotte. In addition to these leadership roles, in 2014 METRO Magazine named Parker one of the twenty “Most Influential People of the Decade”. His leadership skills and experience working in multiple public transit systems is an invaluable asset to Eno.

“I am excited for the opportunity to join the Eno Board of Directors. After Boeing’s participation in the Eno’s working group and its efforts on NextGen and Aviation Certification requirements, I look forward to becoming more involved in the Eno Center for Transportation through my role on the Board,” said Mr. Blazey.

Mr. Parker added, “I look forward to joining the Eno Board of Directors and becoming involved with the Eno Center for Transportation. Through their Center for Transportation Leadership, Eno has helped foster many careers within the transit industry and I am excited to be a part of an organization that further supports transit professional development.”

Eno is also saying goodbye to three board members – Phil Washington, new CEO of L.A. Metro; Art Cameron, Boeing; and Mort Downey, Chairman of the Washington Metropolitan Area Transportation Authority (WMATA). Together these three individuals dedicated nearly 20 years of hard work and service to Eno.

Source: Eno Center for Transportation http://bit.ly/1MKvnG3
Update: Metropolitan Freight Series

Brookings Institute
June 2015

Brookings Metropolitan Policy Program releases the final two installments in the Metro Freight Series, a collection of new research examining the volume of goods flowing through U.S. ports and across the nation by truck, train, boat, plane, and pipeline. Using a unique database developed by Brookings and the Economic Development Research Group, these reports illustrate how a small collection of metropolitan markets produce, consume, and distribute the vast majority of all U.S. goods.

The first report, “The Great Port Mismatch: U.S. Goods Trade and International Transportation,” focuses on how the country’s international ports—the water, air, and surface transportation facilities that handle its exports and imports—function at the metropolitan level. While the largest 25 ports move 85 percent of all international goods, they primarily serve customers in other parts of the country.

The second report, “Metro Modes: Charting a Path for the U.S. Freight Transportation Network,” supplements the international analysis by exploring the domestic freight network in greater depth. While a variety of transportation modes help stitch these regions together, including airports, railroads, and waterways, trucks serve as a backbone for the nation’s entire freight network, moving more than two-thirds of the volume of all U.S. goods annually.

Source: Brookings Institute [http://brook.gs/1GrMhab]

Truck-Friendly Tolls for 21st Century Interstates

Reason Foundation
July 2015

This study addresses the question of whether there is a value proposition for the trucking industry in supporting such an “Interstate 2.0” endeavor. For understandable reasons, this industry has a long history of opposition to tolling, objecting to “double taxation” (paying both tolls and fuel taxes for the same highway) and to toll roads often being used by governments as “cash cows” (charging far more than needed to cover the capital and operating costs of the toll road, and diverting the excess revenue to other purposes).

The study reviews two other ways of increasing investment in major highways that have been advocated by the trucking industry, for example an across-the-board increase in federal gasoline and diesel taxes (such as 15 cents/gallon combined with inflation indexing). But that revenue would very likely be spread across all the myriad programs currently supported by the Highway Trust Fund, diverting most of it away from major highways such as the Interstates. Indeed, data recently published by the Government Accountability Office reveal that only about 6% of that $50 billion a year program is actually spent on “major” highway and bridge projects.

Upcoming Events

September 13-17, 2015: CVSA Annual Conference & Exhibition
Boise, Idaho

September 20-22, 2015: 2015 IANA Intermodal Expo
Fort Lauderdale, Florida

September 27-30, 2015: CSCMP Annual Conference
San Diego, California

September 28-30, 2015: 2015 NASCO Continental Reunion
Windsor, Ontario

CAGTC & Freight in the News

CAGTC applauds DRIVE Act’s creation of freight program, call for freight investment
American Journal of Transportation
June 23, 2015
http://bit.ly/1LxU7mU

EPW Committee hopes to DRIVE surface transportation bill through Senate
Railway Track & Structures
June 24, 2015
http://bit.ly/1e66QY0

Legislators debut bill to invest in multimodal freight infrastructure
Progressive Railroading
June 29, 2015
http://bit.ly/1LQUbW

Rep. Lipinski Introduces Future Transportation Research and Innovation Act
Chicago Tribune
June 29, 2015
http://trib.in/1JpgIyZ

Separate House and Senate actions focus on surface transportation authorization
Logistics Management
July 16, 2015
http://bit.ly/1CTxGWx
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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