



CAGTC

Coalition for America's Gateways & Trade Corridors

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Coalition for America's Gateways and Trade Corridors

What is CAGTC?

- Coalition for America's Gateways and Trade Corridors: Founded in 2001 as a national advocacy organization for freight infrastructure
- Mission: Raise public recognition and Congressional awareness of the nation's freight needs and to promote sufficient funding in federal legislation for our multimodal goods movement system

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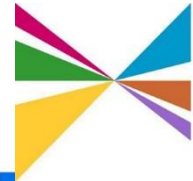


PORT TAMPA BAY



THE NORTHWEST SEAPORT ALLIANCE
Gateway to Solutions

THE PORT OF LOS ANGELES



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Ohio • Kentucky • Indiana
Regional Council of Governments



Port of LONG BEACH
The Green Port



MAJESTIC REALTY CO.



METROPOLITAN TRANSPORTATION COMMISSION



Florida East Coast RAILWAY

CED WILL COUNTY CENTER FOR ECONOMIC DEVELOPMENT



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State of U.S. Freight Infrastructure

System strains. Driving up costs of goods and services:

- In 2015, truck congestion alone cost ~\$160 billion in operating time and wasted fuel.
- 2015's month-long West Coast port slowdowns cost the U.S. economy between \$200-\$400 million daily.

Evolving supply chains.

- “Building to order” is replacing “building to stock.”
- E-Commerce is changing the way goods are delivered, causing first-mile/last-mile strain.
- Manufacturers are selling to each other.

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FOLLOW THAT... **CAR**

*A supercharged
intermodal adventure
through the North American
neighborhood!*



Compliments of:

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Coalition for America's
Gateways & Trade Corridors
www.tradecorridors.org
202.828.9100

Departure Point: Saltillo Engine Plant Coahuila, Mexico



The Dodge Charger's supercharged HEMI Hellcat Engine is manufactured in the Saltillo Engine Plant in Coahuila, Mexico.



The supercharged HEMI Hellcat Engine travels by TRUCK, leaving Mexico via the Laredo, Texas border crossing. It travels north, through the U.S., entering Canada via the Detroit-Windsor Border.



The supercharged HEMI Hellcat Engine travels by TRUCK, leaving Mexico via the Laredo, Texas border crossing. It travels north, through the U.S., entering Canada via the Detroit-Windsor Border.



Along with other parts made in America, the supercharged HEMI Hellcat Engine arrives in Ontario, Canada, at the Brampton Assembly Plant, where the Dodge Charger is assembled.



The fully-assembled Dodge Charger leaves Canada and re-enters the U.S. by TRAIN. The vehicle is unloaded in Louisville, Kentucky.



Final Destination: Dodge Dealership Louisville, Kentucky



The car is delivered to the Dodge dealership, where it is ready for purchase.

**Avoid bumps in
the road!**

.....
**U.S. supply chains don't
stop at our borders.
Federal policy and
investment should reflect
shared manufacturing
with our trading partners.**
.....

*This brochure was produced in
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FCA

FIAT CHRYSLER AUTOMOBILES

NASCO

State of U.S. Freight Infrastructure

Growing U.S. population. By 2045, the U.S. population is estimated to increase by nearly 70 million. The USDOT estimates each person in the U.S. requires the movement of approximately 63 tons of freight annually.



Brent Spence Bridge: Built for daily traffic of 80,000 vehicles, of which 4,000 were trucks. Carries 165,000 vehicles, 30,000 are trucks. Delays on the bridge cost travelers over \$750 million per year in wasted time and fuel.

State of U.S. Freight Infrastructure

Investment needs. There is no comprehensive needs assessment of the freight system, but the first FASTLANE grant solicitation received \$9.8 billion in requests for the \$800 million available.

Insufficient funding. No dedicated revenue for multimodal freight. Primary source of road funding – Highway Trust Fund – faces annual shortfalls: about \$90 billion in the next six years.

Siloes. Although goods movement is a systems approach, planning, investment and revenue collection are done in modal siloes.

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State of U.S. Freight Infrastructure

Bottom Line: It is bad for business.

National Association of Manufacturers (NAM) reports:

- 70 percent of members surveyed believe American infrastructure is in fair or poor shape.
- 65 percent do not believe infrastructure will be able to respond to the competitive demands of a growing economy.

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Known Opportunities

- **FASTLANE**
 - \$4.5 billion over 5 yrs - \$500 million for intermodal
- **Freight Formula Funding**
 - \$6.3 billion over 5 yrs – 10% of state's apportionment for intermodal/multimodal



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Changing Dynamics



White House
Infrastructure
Council



Changing Dynamics

- President Trump's Infrastructure First Plan, with direct federal investment?
 - How will it be funded?
- P-3 Driven Infrastructure First Plan?
 - How can we develop a plan that doesn't disadvantage regions and project types?

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Changing Dynamics

- Tax Reform?
 - Lots of competition for funding!
- Status Quo?
 - Will the next four years be continued administration of FAST Act?
- Devolution?
 - How will supply chains be impacted? 77% of US freight moves between states.

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Port Canaveral Multi-Modal Terminal for Marine Highway Rail Barge

Background

Port Canaveral (CPA) is located in Cape Canaveral, Brevard County, Florida, and center of the state's Atlantic coast, known as the Space Coast.

The rail-barge travels from Port Canaveral's North Cargo Transfer Station through the Barge Canal and up the Indian River to the inland berth, the barge will enter Orlando Utilities Commission plant (OUC). From OUC the rail cars will go across Highway U.S.-1 to the storage tracks, and then the rail cars will be picked up by Florida East Coast Railway.

Goals

- Substantial impacts on the region's economy, local congestion, and regional air quality.
- Substituting a low emission tug and rail barge for local truck drayage.
- Efficient rail connection to haul trucking shipments that originate and terminate at the port.

Problems a completed project will solve:

1. The truck and rail-on-barge connection will reduce truck trips and fuel consumption, extend the life of area highways and bridges, reduce congestion and travel time, provide air quality benefits.
2. Long-term job growth at port, railroad, and customers.
3. Accidents will decline by diverting truck traffic to rail.



Next Steps

Port Tampa Bay US 41 Separated Grade Crossing of CSX Rail Line

Background

Port Tampa Bay is a major transportation gateway to West Central Florida, a region that is expected to grow at a faster rate than any other in the State in the next 15 years. The Port has a \$17.2 billion annual economic impact on the region resulting primarily from the direct and indirect jobs associated with its cargo, shipbuilding and repair, and passenger cruise lines of business. In fiscal year 2015, the public and private berths at the Port handled more than 37 million tons of cargo serving local and international markets.

The expected growth in cargo handled through the Port and its ventures into real estate development present challenges in preserving mobility for people and freight accessing the diverse land uses of Port Tampa Bay. An efficient land-side transportation network, including roadway and rail infrastructure, is crucial to the Port's operations, quality of service and its competitiveness.

Cost

\$180 million

Website

<https://www.tampaport.com/>



PORT TAMPA BAY.

PortMiami Cargo Gate Modification and Process Improvements

Background

PortMiami is the Cargo Gateway of the Americas and one of the leading container ports in the nation. Trade with Latin America and the Caribbean comprise more than half of the Port's cargo business. PortMiami is a major North-South logistics hub that benefits from the strength of the Latin American economies and growing markets.

The State of Florida has committed \$457 million to the tunnel and \$112 million for the 50-foot dredge project. All of these investments will help PortMiami triple its cargo imports and exports and will create thousands of new jobs in the South Florida region.

Goals

This project will consolidate the cargo gates of two terminal operators and relocate to a central location with existing gate infrastructure that will be rehabilitate with the latest technology to increase the efficiency and speed of gate operations. It also increases cargo yard capacity, speeds truck processing, and accommodates growing cruise business.

PortMiami's Cargo Gate Infrastructure Improvements project is an innovative public/private partnership that will provide the necessary increased capacity for the Port to attract new import-export trade opportunities in the Southeast U.S. that have been lost to foreign competitors.

Cost

\$30 million

Website

<http://www.miamidade.gov/portmiami/>

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