Environmental Benefits of Transportation Planning & Future Freight Policy

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Environmental Benefits of Transportation Planning & Future Freight Policy

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Note: Level of Service (LOS) A through F approximates the conditions described in Transportation Research Board, *Highway Capacity Manual 2000* period

Train Volumes in 2035 Compared to Current Capacity

Major Railroads Investing Heavily

• Over $15 Billion Total Capital Investment by Major Railroads in 2013
• $2.3 billion - National Gateway connecting East Coast ports to Midwest [CSX]
• $2.0 billion - Heartland Corridor connecting Hampton Roads to Midwest [NS]
• Over $1.2 Billion invested in intermodal terminals since 2000 [UP]
• $4.1 billion - Inland intermodal facility at Kansas City supports West Coast imports/exports [BNSF]
MARINE HWY CORRIDOR EXAMPLES

- James River Barge Line between Norfolk and Richmond, VA (M-64 AMH Corridor)

- Green Trade Corridor between Stockton and Oakland, CA (M-580 AMH Corridor)

- Cross Gulf service between Brownsville, Texas and Manatee, Florida (M-10 AMH Corridor)

- Columbia Coastal Transport Barge Service between Baltimore, MD and Philadelphia, PA and Philadelphia, PA and Norfolk, VA (M-95 AMH Corridor)
The Need for Integrated Collaborative Efforts
Intermodal Connectors – The Last Mile
Surface Transportation Program Reauthorization

54% of America's major roads are rated POOR OR MEDIocre.

US. HIGHWAY TRUST FUND RUNNING OUT DUE TO POLITICAL GRIDLOCK

Where the Highway Ends

V13. COLUMBUS TRIBUNE CAREW CARTOONS.COM WITH APOLOGIES TO SULPHEINSTEIN
MAP-21 LEGACY

• Identify major trade gateways and freight corridors

• Expand freight planning at the state and local levels

• Promote Public-Private Partnerships (P3)

• Continue of TIGER and CMAQ grant programs
Trade Gateways and Freight Corridors

• DOT’s First Strategic Objective for Economic Competitiveness: “Improve the contribution of the transportation system to the Nation’s productivity and economic growth by supporting strategic, multi-modal investment decisions . . .”

• MAP-21: The U.S. National Freight Strategic Plan shall include “an identification of major trade gateways & national freight corridors that connect major population centers, trade gateways & other major freight generators . . .”

• MAP-21: “It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy . . .”
State Freight Advisory Committees
Increased Port Engagement Opportunities

• MAP-21: U.S. DOT shall encourage each state to establish a freight advisory committee including representatives from the state DOT, local govt, freight carriers, shippers, ports, & freight-related assns
• Advise state on freight priorities & funding needs
• Serve as forum for state freight transportation decisions
• Communicate & coordinate regional priorities
• Promote public & private sector information sharing
• Participate in development of a statewide freight plan
Enhancing Local Planning

• FHWA recently proposed revisions to the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, State transportation plans and programs, and the congestion management process.

• Comment period closes in October.
MPO-Port Collaboration
Freight Transportation Perspectives
State and MPO focus is regional and local; private sector focus is increasingly national and global

Source: FHWA
## Significant Differences in Objectives & Perceptions can Impede the Privatization/Concession Process

<table>
<thead>
<tr>
<th>Public Sector</th>
<th>Private Sector</th>
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<tr>
<td><strong>Objectives</strong></td>
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<tr>
<td>– Access capital financing</td>
<td>– Acceptable risk adjusted financial return</td>
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<tr>
<td>– Enhance productivity &amp; efficiency</td>
<td>– Balanced competition &amp; transparency, consistent rules</td>
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<td>– Maximize competition</td>
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<td><strong>Common Perspectives</strong></td>
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<td>– Infrastructure drives value</td>
<td>– Business drives the value</td>
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<td>– Maintaining control is critical</td>
<td>– Investor bears disproportionate risk</td>
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<td>– Mandatory capital improvements key</td>
<td>– Market should drive capital investment</td>
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<td>– Minimizing downside (initial payments) &amp; sharing in upside is both fair and necessary</td>
<td>– Upside value should accrue to investor &amp; be commensurate with risk</td>
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Source: Rich Biter, Florida DOT P3 Workshop
Privatization/Concession
Port Examples

• Port of Jacksonville/MOL/Tra Pac Partnership on Container Terminal at Danes Point
• Port of Corpus Christi La Quinta Trade Gateway Marine Terminal
• Port of Oakland Outer Harbor Terminal Area
• Port of Portland--Public Private Partnership for Operation and Management of Terminal 6
• Maryland Port Administration--Seagirt Marine Terminal
• Alabama State Port Authority--Garrrows Bend Intermodal Terminal
Transportation Investment Generating Economic Recovery (TIGER) Grants

- Ports are eligible for funding along with highways/bridges, transit & freight/passenger rail
- FY13 -- Port-Related Projects received $104 million out of a total allocation of $474 million
- FY14 -- Seven port-related projects received 13% of the total $584 million allocation; 5 freight rail and several port related regional planning grants also awarded
Congestion Mitigation and Air Quality (CMAQ)

• Nearly $30 billion invested in 28,000 projects since 1992; $2.23 billion in FY14
• Diesel emission reduction projects weren’t made a funding priority until 2005
• Are Ports and goods movement projects getting their *fair share* of funding?
• Given the cost effective opportunities to improve air quality & reduce congestion, ports can make a strong case for additional funding.
CMAQ: PORT GRANT EXAMPLES

- Shorepower
- Drayage Truck Replacement
- Drayage Truck Replacement
- Container Barge Service
- Tug Repowers
SUMMARY

• Participate on State and Local Freight Advisory Committees
• Work w/partners to identify and prioritize last mile projects
• Push for increased $$$ from CMAQ and TIGER
• AAPA is a great resource and advocate, esp. on National policy issues (e.g., MAP-21 reauthorization)
QUESTIONS?