

FEDERAL HIGHWAY
ADMINISTRATION

State of Texas Border Partnership E-Newsletter

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Recovery Act funds 10,000th highway project

Tens of Thousands of Jobs Created, Critical Milestone Reached

WASHINGTON - Reaching a major milestone in creating jobs and improving the nation's infrastructure, U.S. Transportation Secretary Ray LaHood announced recently that the Federal Highway Administration has approved 10,000 highway projects funded through the American Recovery and Reinvestment Act of 2009 (ARRA) since its passage in February.

"What better way to cap off the year than with 10,000 highway and bridge projects putting people back to work, strengthening the economy, and making travel safer for everyone," said Secretary LaHood.

Of the \$26.6 billion available for highway projects through the Recovery Act, \$21.8 billion has been obligated to 10,000 projects nationwide - of which 6,092 highway projects are underway. This money is helping employ tens of thousands of men and women and significantly improving more than 27,000 miles of roads and bridges.

"Highway projects are moving forward across the country," said FHWA Administrator Victor Mendez. "Thanks to the Recovery Act, drivers, pedestrians, and cyclists will see significantly improved roadways in 2010."

Construction on some of the nation's largest infrastructure projects is just beginning, such as the Caldecott Tunnel in San Francisco, which is set to start construction in early January. At \$257 million, this project, which relies on \$192.4 million in ARRA funds, is one of the largest ARRA projects in the nation. Several other major federal-aid highway

projects have recently begun construction, including:

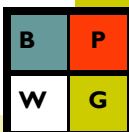
I-215 Widening Project in San Bernardino and I-405 Widening in Los Angeles. During the summer, work began on two billion-dollar projects in California - the I-215 Widening Project in San Bernardino, which is using \$128 million in ARRA funds to reduce traffic congestion that had been crippling the local economy, and the other using \$189.9 million in ARRA funds to add 10 miles of carpool lane on Los Angeles' northbound I-405, one of the most congested routes in the nation. Both projects are expected to continue through 2013.

US19/SR 55 Interchange reconstruction in Clearwater, Fla. Construction on this \$109 million project began in early December. Expected to be completed in July 2014, it will reduce congestion by building two new interchanges, removing numerous traffic signals, and creating 12 miles of uninterrupted travel for the route's estimated 89,500 daily drivers. The \$45 million in ARRA funding made it possible to begin this project two years earlier than originally planned.

To date, the U.S. DOT has approved more than 11,300 transportation projects, worth \$32.1 billion in Recovery Act funding, of which 7,600 projects are currently underway. In January 2010, the U.S. DOT is set to announce \$8 billion in grants for high-speed rail and \$1.5 billion under the TIGER Discretionary Grants program, which will spur job creation as major national projects get underway. For additional information, please see the website below.

URL Source: <http://www.fhwa.dot.gov/pressroom/dot09200.htm>

Date: 12/28/09



Texas town to create industrial rail park

The city of Levelland, Texas, recently announced plans to develop an \$8.6 million industrial rail park. To include 300 acres for new businesses, the park is projected for completion next year.

The project will be funded by \$3.3 million in federal stimulus dollars and \$1.5 million from a local economic development group's cash reserves. The city also will obtain a \$3.8 million loan through a bond sale.

Railroad Specialties Inc. will install more than 21,000 feet of 132-pound rail and concrete ties in the park, which will feature 18 lots and provide direct access to a nearby rail line. Four new businesses already have expressed interest in relocat-

ing to Levelland once the park is complete, city officials said in a prepared statement.

Source: Progressive Rail-

roading

URL website: <http://>

www.progressiverailroading.com/news/article.asp?id=22193 or visit the City of Levelland's website

at: <http://www.ci.levelland.tx.us/CivicAlerts.aspx?AID=62>

[AID=62](http://www.ci.levelland.tx.us/CivicAlerts.aspx?AID=62)

Date: 12/16/09



TX-OK-AR DOT exec's to speak at Dallas rail conference

The Executive Directors of the Texas, Oklahoma and Arkansas State Departments of Transportation (DOT) will all be presenters at the 6th Annual Southwestern Rail Conference in Dallas on January 29, 2010.

This marks the first time all three DOT Directors will be together to discuss the future of passenger and freight rail development on the South Central High Speed Rail Corridor. They will be joined by John Horsley, Executive Director of AASHTO. The South Central and the Gulf Coast Rail Corridors are two of those slated for future higher speed passenger rail service in Texas and adjoining states.

The January 2010 rail conference will also bring news about the recently formed Rail Division within the Texas Department of Transportation and it's first ever Director, Bill Glavin. Other presenters will discuss the statewide Texas passenger rail transportation plan mandated by the legislature, new national and state legislation that affects railroads and rail service, how we can integrate



transportation systems and the communities they serve, what's happening with the major freight rail carriers (UP and BNSF) and how freight rail districts create economic benefits for large and small towns.

Details can be found at www.swrailconf.org. The conference is hosted each of the past several years by Texas Rail Advocates, a 501(c)3 non-profit organization. www.texasrailadvocates.org

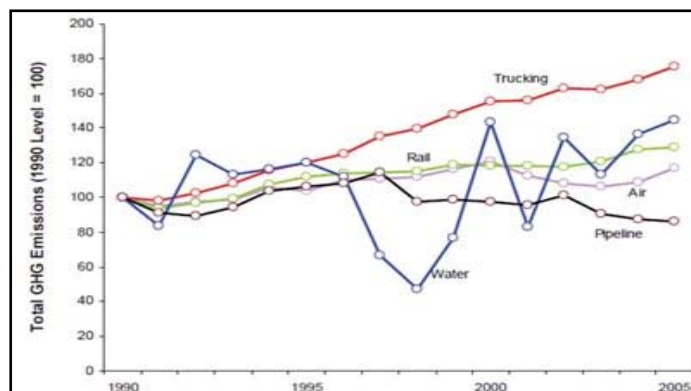
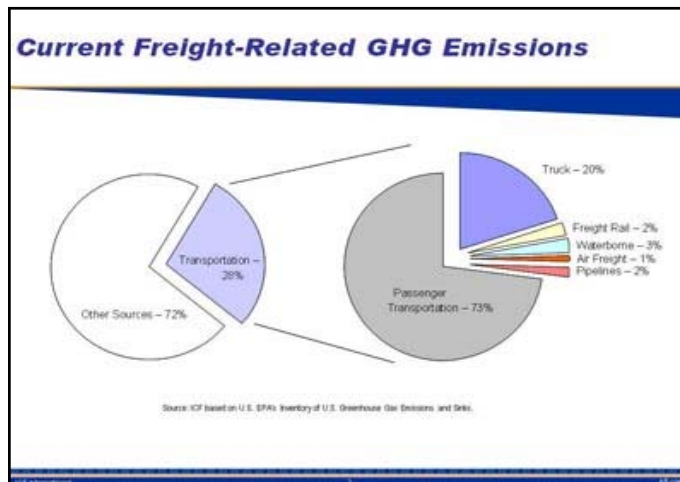
Freight fuel consumption and greenhouse gas emissions – current activity

A recent consultant-prepared report has been released that summarizes policies to support a reduction in greenhouse gas (GHG) emissions from freight movements. This paper starts with a brief description of the current freight activity in the United States and its associated effects on GHG emissions. The suggested policies to support a reduction in freight GHG emissions are divided into seven categories: (1) carbon taxes and other pricing mechanisms, (2) improvements in trucking fleet fuel efficiency, (3) improvements in railroad fuel efficiency, (4) improvements in fuel efficiency of other modes, (5) alternative fuels, (6) mode shift, and (7) congestion mitigation. This paper concludes with a brief analysis of the combined effects of these policies.

GHG emissions from freight transportation are tied closely to freight energy use. Both are growing because energy efficiency improvements in the freight sector have not kept pace with growth in demand. The transportation sector in total is responsible for 28% of all U.S. GHGs, as reported in the U.S. Environmental Protection Agency's (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks (Figure 1). Within the transportation sector, freight movement accounts for 27% of transportation GHG emissions, with the majority of emissions generated by trucking.

Energy use and GHG emissions from freight transportation have grown at roughly twice the rate of passenger transportation emissions over the last 15 years. The causes are robust growth in freight demand coupled with an overall decline in energy efficiency within the freight sector. With the exception of pipelines, GHG emissions from all freight modes have increased over the last 15 years. Freight-truck GHG emissions increased by 69% from 1990 to 2005 and accounted for almost 90% of the increase in freight GHGs.

Freight-rail emissions increased by 29% during this period and air freight emissions increased by 15%. The rapid growth in freight GHGs and the overall decline in freight energy efficiency reflect a growing reliance on freight modes – particularly truck and air – that provide faster, more reliable service but have higher energy intensity. The notable exception



to freight's growing energy intensity can be seen in rail shipments. Rail ton-miles grew by 62% between 1990 and 2005, exceeding the growth rate for truck and air cargo, but rail energy efficiency also has improved. In contrast, freight-truck energy efficiency declined between 1990 and 2005.

However, the recent spike in diesel prices has focused attention on truck fuel efficiency and is likely to slow or even reverse this trend. Between 2000 and 2005, freight-truck energy efficiency was essentially flat. Looking ahead, freight-transportation energy use and GHG emissions are expected to grow modestly over the next three decades, led again by the trucking sector.

Total domestic freight transportation GHG emissions are projected to increase 74% by 2035, an increase of about 1.8% annually. Trucking will still account for the vast majority of domestic freight GHG emissions. For additional information on this report, please see: <http://www.fhwa.dot.gov/policy/otps/innovation/issue1/policies.htm>

Trucks involved in fatal accidents –codebook 2007

The Transportation Research Institute at the University of Michigan, Ann Arbor, has released a report that is a census of all medium and heavy trucks involved in a fatal accident in the United States. The report combines vehicle, accident, and occupant records from the Fatality Analysis Reporting System (FARS) with information about the physical configuration and operating authority of the truck.



This report documents the November 18, 2009 version of the Trucks Involved in Fatal Accidents (TIFA) 2007 dataset. The report summarizes all the information in the computerized data file. The 2007 TIFA file contains records for all the medium and heavy trucks that were involved in a fatal accident in all 50 of the United States and the District of Columbia during cal-

endar year 2007. Trucks with a gross vehicle weight rating of 10,000 pounds or less, primarily pickups, are excluded as nonsample, as are emergency vehicles and other non-trucks. All the vehicles described are from Version 02Jul09 of the Fatality Analysis Reporting System (FARS) file for 2007 accidents, developed by the National Highway Traffic Safety Administration (NHTSA). The 2007 TIFA file is a census file, which means there is one record for each of the 5,049 medium and heavy trucks involved in a fatal accident in 2007. The codebook 2007 presents frequencies for the FARS variables and the TIFA survey variables for the actual number of cases in the file.

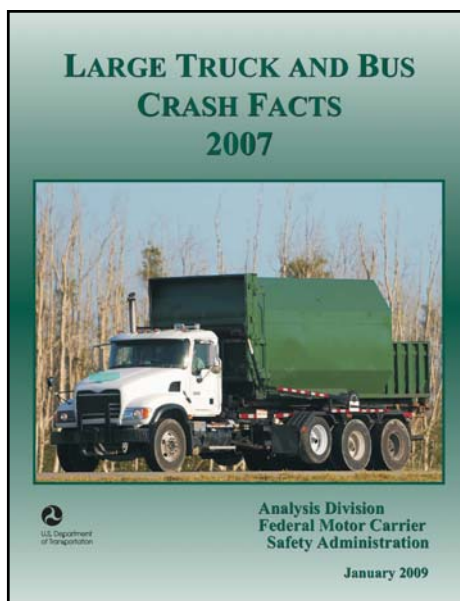
URL Website: http://www.trb.org/HighwaysI/Blurbs/Trucks_Involved_in_Fatal_Accidents_Codebook_2007_162705.aspx
Date: 12/21/09

FMCSA releases “Large Truck and Bus Crash Facts”

The complete *Large Truck and Bus Crash Facts* annual reports contain vehicle miles traveled (VMT) and vehicle registration data that are made available only in the late autumn or early winter. For the 2008 report, the Federal Motor Carrier Safety Administration (FMCSA) is publishing this online Early Release of the annual report, based solely on crash data from the National Highway Traffic Safety Administration and FMCSA.

These data are enough to complete most of the tables in the published annual report; however, any tables that depend on VMT and vehicle registration data for the calculation of crash rates will be missing 2008 data for some of the rows and columns. In these early release tables, missing data are indicated by dashes. When VMT and

vehicle registration data become available, FMCSA will revise the tables in this report that depend on those data, add additional tables, and publish the final version of the full 2008 report in print and online (PDF and HTML) editions. Final online versions of the *Large Truck and Bus Crash Facts 2007* report are available on FMCSA's A&I web site at: [LargeTruckCrashFacts2007.pdf](http://www.fhwa.dot.gov/ltrb/crashfacts/2007/LargeTruckCrashFacts2007.pdf) (.PDF) and [2007LargeTruckCrashFacts.htm](http://www.fhwa.dot.gov/ltrb/crashfacts/2007/2007LargeTruckCrashFacts.htm) (HTM)



EPA Issues Rules to Curb Emissions in U.S. Waters

EPA adopts rules under Marpol, Clean Air Act to cut nitrous oxide

The Environmental Protection Agency is adopting a two-prong regulatory strategy to curb emissions from large ships operating in U.S. waters.

The agency announced earlier this month that it is issuing rules to conform with Annex VI of the International Maritime Organization (IMO) convention on maritime pollution, known as Marpol. Annex VI, which Congress approved last year, adopts 200-mile emission control areas. Vessels operating within the zone must burn low-sulfur fuel or otherwise control emissions of sulfur- and nitrous oxides and particulate matter.

Part two of EPA's strategy is adoption of rules under the Clean Air Act governing emissions from U.S.-flag ships with new diesel engines of 30 liters or more displacement. Emission reductions will be in two tiers, using existing and new technology to reduce nitrous oxide emissions by 80 percent after 2016.

The new regulations provide some relief for ships in the Great Lakes and St. Lawrence Seaway. If low-sulfur distillate fuel is not available, vessels will be permitted to burn bunker fuel with the lowest sulfur content available. The EPA also will provide temporary regulatory relief for Great Lakes operators that claim compliance will cause economic hardship.

The EPA estimates compliance will cost operators \$1.85 billion for fuel and technology changes in 2020, rising to \$3.1 billion in 2030. Neither of the EPA's rules addresses the issue of greenhouse gas emissions from ships operating in U.S. waters. The IMO will meet in March to continue discussion of the carbon dioxide issue.

Source: The Journal of Commerce Online - News

URL: <http://www.joc.com/node/415486>

Date: 12/29/09

Port of L.A. to allow some extensions for older trucks

The Port of Los Angeles said recently that it will allow a limited number of truckers to continue operating their existing trucks past a Jan. 1 deadline for cleaner trucks.

The modifications follow and are designed to be consistent with a ruling last week by the California Air Resources Board that allows truckers who have purchased a new truck or retrofitted rigs with private funds to continue to operate their existing truck until April 30, while waiting for the new truck to be delivered or the retrofit to be installed.

The next phase of the so-called clean trucks plan is slated to begin Jan. 1, when 1993 and older trucks will be banned, and 1994-2003 trucks will need to be retrofitted or replaced. The extension amendment will allow the same extension as CARB, but to qualify for the extension based on private purchase of a retrofit,

trucks must be a Level 3 retrofit and must also have a 25% nitrogen oxide (NOx) reduction capability.

The Port of Long Beach has also approved similar amendments to its tariff, so if the retrofit on order does not have this additional NOx reduction capability, it will not meet the necessary requirements and the extension will not be allowed in either port, the Port of Long Beach said.

For additional information, please see:

[http://www.ttnews.com/articles/basetemplate.aspx?](http://www.ttnews.com/articles/basetemplate.aspx?storyid=23417)

[storyid=23417](http://www.ttnews.com/articles/basetemplate.aspx?storyid=23417)

Date: 12/16/2009

FY 2010 transportation spending bill enacted

More than two months into the fiscal year, the U.S. Department of Transportation now has a full-year spending measure in place after President Barack Obama signed an omnibus appropriations bill on Wednesday, December 15th. Obama's action came after the Senate voted [57-35](#) Sunday to approve the conference report for the Fiscal Year 2010 transportation appropriations bill. The new law will greatly increase spending for the U.S. Department of Transportation, kill a proposed national infrastructure bank, provide additional funding for high-speed rail, and require Amtrak to allow firearms in checked baggage.

The House voted [221-202](#) last week to approve the \$447 billion conference report for [HR 3288](#), which contains five other spending bills that also had not been enacted even though the current fiscal year began Oct. 1. Overall, the 2010 spending bill for the U.S. Departments of Transportation and Housing & Urban Development provides \$122.1 billion, a 12 percent increase from last fiscal year. That amount includes \$67.9 billion in budget authority, up from \$55 billion provided in FY 2009. The omnibus provides the following amounts for selected key transportation programs:

- \$41.1 billion for federal-aid highways, plus an additional \$650 million from the General Fund
- \$10.7 billion for mass transit
- \$3.5 billion for airports
- \$2.9 billion for modernizing air-traffic control
- \$2.5 billion for high-speed rail and intercity passenger rail, \$1.5 billion above the president's original request. This money is in addition to the \$8 billion appropriated in the recovery act.
- \$1.6 billion for Amtrak
- \$873 million for highway safety
- \$600 million for competitive grants to support significant transportation projects in a wide variety of modes (similar to a \$1.5 billion grant program created by the American Recovery and Reinvestment Act). [Projects that support investments in inland ports and freight rail will be favored.](#)

Overall, the U.S. DOT funding level is about ten percent higher than it was in FY 2009.

Source: AASHTO Journal

URL website: <http://www.aashtojournal.org/Pages/121809appropriations.aspx>

Report looks at how transportation must adapt to global warming

A report issued recently by the Bipartisan Policy Center's National Transportation Policy Project calls for federal action to ensure that the nation's transportation system can adapt to the impacts of climate change, especially with respect to rising sea levels and damaging storms.

Since transportation infrastructure is built to last for decades, the report recommends weighing the effects of climate change when assessing the location, investment, and design for projects. This takes on added urgency, as the report points out, because nearly half of the nation's population lives within 50 miles of a coastline. "Increasingly intense storm activity and surges, exacerbated by rising sea levels, are putting an ever-increasing range of this coastal infrastructure at risk," according to the report, "Transportation Adaptation to Climate Change."

The report proposes various actions that could be taken to address the threats. These include incorporating adaptation measures in the upcoming surface transportation authorization and climate-change legislation. Although an energy and climate bill, [HR 2454](#), passed the House in June 2009 with adaptation provisions, the report expresses concerns that the issue could get lost in debates over an emissions cap-and-trade system, carbon pricing, and the economic costs of those provisions.

"In principle, energy and climate legislation should specifically incorporate adaptation provisions directed toward transportation legislation into its scopes," the report maintains. The report may be downloaded at: <http://bipartisanpolicy.org/sites/default/files/Transportation%20Adaptation%20%283%29.pdf>

FEDERAL HIGHWAY
ADMINISTRATION
TEXAS DIVISION

CONTACT INFORMATION
Kirk D. Fauver
300 E. 8th Street, Room 826
Austin, TX 78701

Phone: 512-536-5952
Fax: 512-536-5990
E-mail: kirk.fauver@fhwa.dot.gov

We're on the web at:
www.fhwa.dot.gov

Famous Quote of the Day:

"Be always at war with your vices, at peace with your neighbors, and let each new year find you a better man."

--Benjamin Franklin,
politician, inventor and
author

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Information provided is a compilation from other news and on-line media sources, any information relayed is based upon the accuracy of the information provided by other news gathering organizations and does not necessarily reflect the views or positions of the Federal Highway Administration or the State of Texas Border Partnership Working Group.

Next Talking Freight Web Seminar on January 20th

The Federal Highway Administration's (FHWA) Office of Freight Management and Operations and the Office of Planning host the "Talking Freight" web seminars. These web seminars are part of a broader Freight Professional Development Program (FPD) aimed at providing technical assistance, training, tools, and information to help the freight and planning workforce meet the transportation challenges of tomorrow.

The Talking Freight seminars are sponsored by the Federal Highway Administration (FHWA) and are held via web conference. This means that you view the PowerPoint presentations over the Internet while listening to the presenters over the telephone. The FHWA "Talking Freight" web seminars are held on a monthly basis throughout the year and are open at no cost to all interested parties in both the public and private sectors. The next FHWA HQ's Talking Freight Seminar will be held on January 20th from 12-1:30 PM (CST) and will cover "Best Practices for Moving Freight through Urban Areas."

The Cross-Town Improvement Project is a USDOT-FHWA transportation research project that is focused on the development and pilot implementation of a suite of web services-based freight applications that will result in the reduction of truck trips in a metropolitan area. Hear how state-of-the-art applications integrate with freight IT systems currently deployed by the private sector, and offer railroads, trucking companies, and intermodal terminal operators a means to significantly improve the coordination of operations. These applications will specifically make use of advanced traveler information services to reduce empty trips and to reduce recurring and non-recurring congestion, and will leverage both public and private sector data to improve the quality of traffic information. Presenters: Randy Butler, FHWA; other presenters TBD. For registration purposes, please see the following website for additional information: <http://www.fhwa.dot.gov/freightplanning/registration.htm>

EDITOR'S NOTE:

The FHWA "Talking Freight" monthly webinar series is now eligible for AICP certification maintenance (CM) credits for AICP members through the American Planning Association. Credits can be claimed at: <http://www.planning.org/cm/search/provider.htm?ProviderCompanyID=246167>

For additional information please contact Ms. Carol Keenan of FHWA HQ's at: carol.keenan@dot.gov.

Cross-Border Shipments/Trade Trends

Trucks Tops in NAFTA Freight Game

The U.S. Bureau of Transportation Statistics recently reported nearly \$1 trillion in goods was transported between the U.S. and its two bordering countries in 2008. Trucks accounted for 58% of the value transported to/from Canada and Mexico, with rail and marine shipments making up another 25% of the cross-border shipments measured by value.

Source: Today's Trucking.com
URL: <http://www.todaystrucking.com/news.cfm?intDocID=22956>

Date: 12/09/09

FUTURE TRB CONFERENCE ON BETTER FREIGHT DATA

TRB is sponsoring the Toward Better Freight Transportation Data: A Research Road Map workshop on May 19-20, 2010, in Irvine, California.

The workshop will focus on methods, technologies, and organizational strategies for improving the quality, reliability, and availability of freight data for public- and private-sector management, planning, and policy making.

Authors wishing to have papers considered as part of the conference program must submit their abstracts to TRB by January 22, 2010. See the following website for additional information: http://trb.org/Main/Blurbs/Toward_Better_Freight_Transportation_Data_A_Research_162729.aspx

