



# State of Texas Border Partnership E-Newsletter

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## Administration proposes 20 percent cut in fuel use, emissions

The federal government announced a proposal Oct. 25 that would for the first time set fuel economy and greenhouse gas emissions standards for medium- and heavy-duty trucks.

Act of 2007. EPA Administrator Lisa Jackson said the standards could be met through improvements in four technological areas: engines, aerodynamics, tires, and reduced engine idling.

According to the Environmental Protection Agency and the National Highway Traffic Safety Administration, the standards would cut fuel use and emissions from new trucks by as much as 20 percent by 2018. They also would result in unspecified reductions in emissions of nitrogen oxides, particulate matter, and other pollutants, the agencies said.

The proposal would set separate standards for large highway combination tractors that typically pull trailers; heavy-duty pickups and vans; "vocational" trucks, such as garbage, cement, and utility vehicles; and buses. The proposal does not address trailers. According to the agencies, they do not have sufficient experience regulating trailers. Instead, the agencies said they will solicit comments on controlling greenhouse gas emissions and fuel consumption related to hauling trailers for a possible future rulemaking on trailers.

The standards would apply to vehicles in model years 2014 through 2018. They could reduce greenhouse gas emissions by as much as 250 million metric tons over the lives of affected vehicles and reduce oil consumption by 500 million barrels, the agencies said.

Fuel consumption and emissions standards would vary for combination tractors by class and configuration. For example, a Class 8 truck, the largest, with a high roof and a sleeper cab, would be required by 2017 to consume no more than seven gallons of fuel and emit no more than 71 grams of carbon dioxide per 1,000 ton-miles.

The standards would cost the truck manufacturing and trucking industry \$7.7 billion but would provide \$49 billion worth of societal benefits, the agencies said. According to EPA, heavy-duty trucking accounts for 20 percent of the nation's greenhouse gas emissions from transportation.

The proposal follows standards issued in May by the administration for cars and light trucks, as well as an Oct. 1 notice of intent to propose further tightening of the standards for model years 2017 to 2025. President Obama in May directed EPA and NHTSA to prepare a proposal by October that would reduce emissions from medium- and heavy-duty trucks by as much as 20 percent and cut fuel use by as much as 25 percent. The memo directed the EPA and NHTSA administrators to issue the rules under the authority of the Clean Air Act and the Energy Independence and Security

The proposal would set a standard for heavy-duty pickups and vans that would equate to a 17 percent emissions reduction for diesel vehicles and 12 percent for gasoline vehicles. Fuel use would be cut 15 percent for diesel vehicles and 10 percent for gasoline vehicles.

EPA and NHTSA will accept comment on the proposal for 60 days following publication in the Federal Register.

Source: U.S. EPA

URL: <http://tinyurl.com/rcwss9>

Date: 10/25/10



## FRA announces \$2.4B in grant awards for 54 rail projects

The Federal Railroad Administration announced more than \$2 billion in high-speed and intercity passenger rail grants Thursday. These grants will help fund 54 rail projects in 23 states.

U.S. Transportation Secretary Ray LaHood held a news conference in Iowa City to announce the grants, the second major round of rail grants awarded by the Obama administration. The first round of \$8 billion, funded by the American Recovery and Reinvestment Act, were announced in January.

Iowa received \$230 million from this week's round of grants to create a new intercity passenger rail service between Iowa City and Chicago through the Quad Cities. When completed, the service will form an integral part of the existing efforts to develop the Chicago Hub intercity rail system in the Midwest, according to FRA.

The administration received 132 applications from 32 states totaling nearly \$9 billion, more than three times the \$2.4 billion available. This round of grants came from the U.S. Department of Transportation's Fiscal Year 2010 appropriations act.

"These grants will make it possible for states to continue building the infrastructure that will bring high-speed and intercity passenger rail to more areas of the country, and to bring it sooner," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "State departments of transportation are leading the way in developing the nation's 11 corridors for high-speed and intercity passenger service -- projects that will ultimately reduce congestion on our highways, offer new choices and options for travelers, and help reduce our dependence on foreign oil in an environmentally friendly manner." Rail projects issued grants this week include:

- **California** received more than \$901 million, including \$715 million for the construction of new high-speed-rail lines in the Central Valley.
- **Florida** received \$800 million for the Tampa-to-Orlando high-speed-rail corridor. The state's

long-term vision is for a high-speed-rail line that connects Tampa, Orlando, Miami, and other communities.

- **Michigan** received \$161 million for a high-speed-rail corridor connecting Detroit and Chicago, the two largest cities in the Midwest. The long-term

vision for this corridor includes doubling the number of daily round trips between Detroit and Chicago.

- **Virginia** was awarded \$45 million toward the development of a high-speed passenger train service between Richmond and Washington. When completed, the service is expected to reduce traffic along the congested Interstate 95 corridor.

"Demand for high-speed-rail dollars is intense and it demonstrates just how important this historic initiative is," LaHood said in a statement. "States understand that high-speed rail represents a unique opportunity to create jobs, revitalize our manufacturing base, spur economic development, and provide people with an environmentally friendly transportation option."

More information on how the states are delivering high-speed and intercity passenger rail is available at AASHTO's passenger rail website: [www.highspeed-rail.org](http://www.highspeed-rail.org). A complete list of projects awarded FRA grants this week is available at [bit.ly/102910HSRgrants](http://bit.ly/102910HSRgrants).

Source: AASHTO Journal

URL: <http://tinyurl.com/3xly9md>

Date: October 29, 2010

## World resources institute report focuses on reducing transportation emissions

A report by the World Resources Institute concludes that the transportation sector was the third largest emitter of greenhouse gases in 2005. Transportation accounted for 14% of global greenhouse-gas emissions that year, the report found, while electricity and heat accounted for 25%, and industry accounted for 15%.

Within the transportation sector, the United States has the highest rate of greenhouse-gas emissions. In 2008, U.S. vehicle emissions accounted for 33% of nationwide carbon-dioxide emissions, with half of that coming from urban passenger transport, according to the report.

Due to a high volume of emissions, the U.S. transportation sector has been targeted for emission-reduction strategies. These strategies begin with a baseline study to establish the level of pollution and the contributing factors. Emission studies conducted by cities, regions, and states are the first step in developing a climate action plan.

"The ability to perform accurate transportation emissions inventories at multiple geographic levels and update them regularly is critical for identifying opportunities for emissions mitigations activities, as well as for measuring their progress over time," the report states.

To conduct a greenhouse-gas emissions inventory, researchers must establish the scale at which the emissions will be measured, the method for measuring emissions, and the timeframe of the study. Researchers must decide where to draw the boundary between emissions that are associated with the transportation sector, and those that are not. They must also establish geographical boundaries, and decide how to count trips that might cross city or state lines.

"Depending on the method chosen for the study, the results can be significantly different," the report states. "The chosen methodology can have a large impact on the set of strategies chosen by a city or a region in developing a comprehensive climate action plan or undertaking stand-alone transportation

greenhouse-gas emissions mitigation actions." The 19-page report, "Citywide Transportation Greenhouse Gas Emissions Inventories: A Review of Selected Methodologies," is available at: [bit.ly/GHGReport102910](http://bit.ly/GHGReport102910).

Source: AASHTO Journal

URL: <http://tinyurl.com/33uscbe>

Date: 10/29/10

## Freight transportation services index (TSI) fell 0.6% in August from July

Thursday, October 14, 2010 - The Freight Transportation Services Index (TSI) fell 0.6 percent in August from its July level, falling after two monthly increases, the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported on October 14th.

BTS, a part of the Research and Innovative Technology Administration, reported that the Freight TSI has risen 4.4 percent over the last 15 months, starting in June 2009, after declining 15.3 percent in the previous 10 months beginning in August 2008. The index has increased in 12 of the last 15 months. Through the first eight months of 2010, however, the index declined 1.9 percent. For additional historic data, go to <http://www.bts.gov/xml/tsi/src/index.xml>.

The Freight TSI measures the month-to-month changes in freight shipments in ton-miles, which are then combined into one index. The index measures the output of the for-hire freight transportation industry and consists of data from for-hire trucking, rail, inland waterways, pipelines and air freight. The August Freight TSI of 97.6 is a 4.4 percent increase from the recent low of 93.5 reached in May 2009. In May 2009, the index was at its lowest level since June 1997. The August Freight TSI is down 13.5 percent from its historic peak of 112.9 reached in May 2006.

Although the index rose 1.2 percent from August 2009 to August 2010, it remains below the level of every other August since 1997 when it was 94.8. January 2010 was the first month since July 2008 in which the Freight TSI exceeded the level of the same month of the previous year. The index has exceeded the previous year's level every month since January but still remains below the level of recent earlier years.

The freight index is down 12.7 percent in the five years from August 2005. The index is down 3.1 percent in the 10 years from August 2000.

The TSI is a seasonally adjusted index that measures changes from the monthly average of the base year of 2000. It includes historic data from 1990 to the present. Release of the September index is scheduled for Nov. 10. For a video explanation of the TSI, see [Overview of the Transportation Services Index](#). A

BTS report explaining the TSI, [Transportation Services Index and the Economy](#), is available for download.

### Transportation Services Index for Passengers

The TSI for passengers rose 0.2 percent in August from its July level. The Passenger TSI August 2010 level of 111.5 was 0.8 percent above the August 2009 level after a 4.7 percent decline from August 2008 to August 2009. The index is up 2.5 percent in five years and up 11.1 percent in 10 years.

The passenger TSI measures the month-to-month changes in travel conducted in the for-hire passenger transportation sector. The seasonally adjusted index consists of data from air, local transit and intercity rail.

### Combined Freight and Passenger Index

The combined freight and passenger TSI fell 0.4 percent in August from its July level. The combined TSI August 2010 level of 100.7 was 1.1 percent higher than the August 2009 level. The combined index is down 9.1 percent in five years, but is unchanged in 10 years despite recent declines. The combined TSI merges the freight and passenger indexes into a single index.

Source: Bureau of Transportation Statistics

URL: <http://tinyurl.com/28cnm9p>

Date: October 14, 2010



## TIGER II funds benefit freight and port projects

More than one-third of the \$600 million awarded in October 2010 by the U.S. Department of Transportation under a national competition for high-impact infrastructure projects went to railroads and ports. The department picked 75 projects (42 construction and 33 planning projects) from almost 1,000 applications seeking more than \$19 billion:

- Road projects represented about 29 percent of the TIGER II money.
- Transit, 26 percent.
- Rail, 20 percent.
- Ports, 16 percent.
- Bicycle and pedestrian structures, 4 percent.
- Planning grants, 5 percent.

The program used merit-based criteria to determine which projects meet critical long-term needs or do the best job of improving transportation efficiency, reducing energy consumption and creating jobs. The first round of the Transportation Investment Generating Economic Recovery (TIGER) program created by the 2009 stimulus act attracted almost 1,500 applications worth \$60 billion. Fifty-one projects ended up splitting \$1.5 billion.

Overall, freight projects received 53 percent, or \$316 million, of the available TIGER II money. Three of the top five recipients and five of the top 10 are freight projects. Seven of the 42 capital projects were for ports, which together garnered \$95 million of the \$557 million in capital grant funds available. "The percentage of funding going to ports for TIGER II capital grants is more than twice as much as in the first round of TIGER grants and moves us closer to the 25 percent of overall TIGER grant funding we believe is appropriate," Kurt Nagle, head of the American Association of Port Authorities, said in news release. Projects with a direct link to freight trans-

portation received more than half of the funding in TIGER I. Among the freight-related projects that received money were the:

- West Vancouver Freight Access Project at the Port of Vancouver, Wash., \$10 million.
- San Bernardino Airport Access Project in San Bernardino, Calif., \$10 million.
- Port Manatee, Fla., to help construct a 32-acre container terminal that can be used to support truck-to-barge container moves, \$9 million.
- Great Plains Freight Rail, to relocate a major rail yard from an urban to a rural area, \$10.2 million.

"Today's announcement reaffirms that competitive grants with objective, merit-based criteria are an effective way to invest in the nation's multimodal infrastructure," said Leslie Blakey, executive director of the Coalition for America's Gateways and Trade Corridors, in a statement. "These commerce-moving projects create jobs and other benefits up and down the supply chain, and are vital to the U.S. economy."

The CAGTC is encouraging Congress to include a third TIGER funding round in the DOT's fiscal year appropriation bill, which Congress is expected to debate during the lame duck session later this year. The bills pending in each chamber include a TIGER component, with the House version calling for a \$400 million program and the Senate proposing \$800 million. The entire list of capital grant and planning grant recipients are available [here](#) and [here](#).

Source: American Shipper

URL: <http://tinyurl.com/2e9ad7e>

Date: 10/21/10

## US Customs, border protection ACE system being extended to rail, ocean

**WASHINGTON** -- U.S. Customs and Border Protection said Oct. 20 that it is signing up volunteers to test ocean and railroad-borne freight electronic, automated manifest information systems in the Automated Commercial Environment (ACE), already a standard for truck-borne freight movements at the U.S.' northern and southern borders.

Successful tests of the ACE system for rail and ocean freight movement may lead to a shutdown of the two manifest systems in the older Automated Commercial System, (ACS), perhaps by as early as May 2011, the CBP said in a statement. Doing so would represent a major step toward permanently shuttering the 1980s-vintage ACS manual entry processing system.

A successful conclusion to the ocean shipping and railroad freight manifests' electronic transmission to U.S. customs authorities via the ACE system would mean that carriers in three out of the four modes of transportation will have successfully adopted the ACE electronic manifest delivery system developed and implemented in the aftermath of the 9/11, 2001 airplane terrorist attacks on the Twin Towers of New York.

The earliest adoption of the ACE system along the southern U.S. border with Mexico began in early 2007. At that time, shippers began using their customs brokers or other professional services to rely on securely sending electronic manifests (e-manifests) into the CBP ACE computer system.

CBP, with e-manifests coming in to customs inspection officers at ports of entry, began receiving via direct e-manifest the pertinent information necessary to assess security risks on truck borne cargo coming into the USA.

Since that time, all U.S. Ports of Entry have gone to the ACE system for truck-borne cargo traffic, requiring that all such e-manifests be submitted via the ACE system to CBP computers a full hour

prior to arrival at the U.S. Port of Entry for inspection. The truck e-manifest system was the first feature that CBP introduced for the ACE computer system. After ocean and rail shipping become converted to ACS use, the only system remaining outside CBP's ACS security system would be air cargo manifests. Customs began taking applications Oct. 20 from ACS users and will continue through Dec. 22.

Source: North America's Corridor Coalition, Inc. (NASCO) Report  
URL: <http://tinyurl.com/28tyeey>  
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**Famous Quote of the Day:**

"Do not fear mistakes. You will know failure. Continue to reach out."

--Benjamin Franklin, American author, statesman and inventor

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**Next Talking Freight web seminar on Nov 17th**

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

mation sharing / transfer capability that enables the coordination of moves between parties to maximize loaded moves and minimize unproductive moves.

The presenters include Mr. Randy Butler, FHWA Office of Freight Management and Operations; Mr. Paul Belella, Delcan and Mr. Ron Schaefer, SAIC. For additional information on registering for this web seminar, please see the following URL web-link: <http://tinyurl.com/ycsvqjz>

The next FHWA "Talking Freight" webinar is on Cross-Town Improvement Project (C-TIP). Learn about the results of the Cross-Town Improvement Project (C-TIP) pilot test in Kansas City, MO. C-TIP is a collaborative project between government and industry in the Kansas City Missouri region. Its goal is to develop and deploy an infor-

SOURCE: FHWA Office of Freight Management & Operations (HOFM)

**APA Report Suggests Tying Transportation Funding Objectives to Sustainability Goals**

Efforts to address the nation's transportation infrastructure challenges would benefit from a realignment of funding objectives and increased attention to local sustainability issues, concludes a new study issued by the American Planning Association.

each community's land-use priorities in those decisions.

"Transportation infrastructure can be improved through multiple means: increased funding, improved planning, and expanded performance measures and establishing clear objectives at local, state, and federal levels," according to the report prepared by APA's National Infrastructure Investment Task Force.

The report draws on the task force's regional field hearings and other efforts to gauge local concerns about transportation infrastructure policies. It highlights the crucial role that planners can play in refining and redirecting how future investments are made. Those in the planning profession are uniquely qualified to accomplish that because they are equally focused on both the functionality of infrastructure and the contextual results of funding for that purpose, the report contends. The 121-page report is available at [bit.ly/APA\\_Report](http://bit.ly/APA_Report).

What also must be taken into account, the report suggests, are the re-evaluation of how the infrastructure dollars are spent and the integration of

Source: AASHTO Journal  
 URL: <http://tinyurl.com/2fcta2v>  
 Date: 10/29/10

**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>

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