



Special points of interest:

- Rail vs. Truck
- Variable Mileage Taxes
- I-81 Corridor Coalition Update
- Border Wait Time Project
- NAFTA Trade Numbers
- Hybrid Trucks

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Is Rail “Greener” Than Truck?

It seems difficult to dispute that rail is more environmentally friendly than truck when the rail carriers claim that “one ton of freight can be moved 436 miles on one gallon of fuel.” But there is more to this issue than the above simplified statistic would lead you to believe. Rather than talk about truck miles per gallon, we need to compare truck’s efficiency as compared to rail. The above rail claim equates to approximately 400 to 450 ton-miles per gallon whereas trucks currently achieve about 130 ton-miles per gallon. But that is not the full story. In a recent test of their long-haul truck fleet, Wal-Mart discovered that simple changes to truck aerodynamics, low rolling resistance tires, and the installation of auxiliary power units to cut down on truck idling improved truck efficiency to 260 ton-miles. Newly designed state of the art trucks are beginning to approach train’s efficiency numbers in the 350+ ton-miles range. And this is not the end of the good news for trucks. Adding another trailer to the tractor to create a long combination vehicle can raise efficiencies to 335 ton-miles per gallon. More efficiency can be garnered with electrified compressors and advanced HVAC designs to combat the drain caused by accessory and auxiliary loads.

There are other areas that need analysis in any comparison of this type. Trains can only run where track exists while trucks can take advantage of the existing highway infrastructure. This often means that a train may travel several hundred miles farther than the truck to deliver the cargo. These additional miles traveled can close the mileage gap between the two types of transit even further.

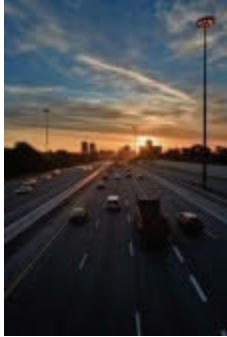
Efficiency is only one issue in this compari-

son, emissions is another. Not all locomotives are equal: new trucks and new locomotives have made improvements in fuel efficiency and emissions from generation to generation. However, trucking can move the needle more quickly on overall improvement than railroads because long haul trucks are replaced much more rapidly than rail locomotives. While the average tractor age of major publicly traded trucking companies is in the three- to five-year range, major railroads’ locomotives average 15 to 20 years old. While truckers will be able to realize improved miles per gallon from the new selective catalytic reduction – or SCR – units relatively quickly, it will take almost a decade for improvements from new-generation locomotives to have a similar effect on rail fuel efficiency.

It isn’t just about carbon. Trucking emits dramatically less nitrogen oxides and particulate matter. When the new 2010 engines hit the road, trucking will have reduced NOx and PM emissions by 99% over the past 20 years. Most trucks on the road today are producing 80% to 85% fewer pollutants than trucks from 1990. Trucking currently uses ultra-low-sulfur-diesel fuel, which has a maximum sulfur content of 15 parts per million of particulate matter, compared with the low-sulfur diesel used by the rail industry, which contains up to 500 ppm sulfur.

To be fair, rail is the best solution for very heavy loads over very long distances with limited time constraints. But the best solution is a an intermodal one. Truckers acknowledge that intermodal can lower costs and improve efficiencies when used in the proper freight lanes. It comes down to transportation experts working together to provide the best green solution for everyone while maximizing the ton-miles equation wherever possible.

Highway Funding



“More should be charged at congested times and places, less in rural areas.”

One of the many unfounded fears about satellite-based, vehicle miles travelled (VMT) road use tax, is that it will leave all non-Lexus drivers impoverished. Properly priced, privacy-assured, fuel tax-replacing, time-distance-place tolling is unlike the \$0.10 charged per mile on Toronto’s 407, or the \$14 charged to enter central London. As a replacement for the fuel tax, if it is applied in a revenue-neutral manner (by removing the fuel tax and charging the same average amount), it would cost the average driver zero in new taxes.

However, this form of road pricing should not be a simple, same-everywhere charge. Instead, more should be charged at congested times and places, less in rural areas, more for gas-guzzlers, less for greener vehicles, and so on. This has two effects. Firstly, it moves a portion (approximately 20 to 30%) of trips to other times and other modalities, thereby reducing congestion. Secondly, it gives those with flexibility the opportunity to save money—travel at a different time, take a bike, move closer to work, carpool, or telecommute. The options are many and varied.

Our highway funding shortfall has been some \$8B both this year and in 2008. The

gas tax is not keeping up as VMT drops and each remaining mile gets more fuel-efficient, while at the same time highway building and maintenance costs continue to escalate. Realistically, road use charges should be about twice the current gas tax. We can project an average of less than \$300 per year per vehicle as a net new tax. If transport economists are right, then we can address highway funding, congestion, road safety, emissions, health, quality of life, and national security (reduced dependency on foreign oil) for about a dollar a day to the average driver!

And if that is not enough value for your dollar, there is a projected saving of a few days of sitting in traffic each year for the average driver, should congestion be dramatically reduced by selecting the right price differentials (congestion pricing). Most motorists would be better off paying for when, where, and how much we drive, rather than paying gas tax.

VMT may not be the only answer to our current funding shortfall, but it appears to be an equitable means of taxation for highway-users.

Thanks to Traffic Technology International magazine for some content.

I-81 Corridor Coalition Conference



The I-81 Corridor Coalition is becoming an increasingly important organization. The collaborative efforts of the six states bordering I-81 will be necessary to ensure that the corridor is designated high priority by congress at some point in the future. Linkages between the I-95 Corridor Coalition have been formed to move the I-81 initiative forward.. Much of what the I-95 Coalition have accomplished since the mid-nineties can be used by the I-81 group. Initiatives like truck parking, incident man-

agement, young driver education, first responder training, and commercial vehicle intelligent transportation systems are all issues that the I-95 Coalition are dealing with currently and are on the agenda for the I-81 Coalition over the next couple of years. Financial support for the Coalition is still required, however many counties and private organizations along the Corridor have pitched in with support. To keep up to date with Corridor activities, please visit the website at www.ship.edu/i-81/.

Border Wait Times

One of the major issues of concern at The Capital Corridor is the border wait time issue and its impact on trade and tourism. An exciting initiative on this subject is currently in development with final implementation scheduled for Fall 2010.

To facilitate the safe and secure movement of goods and people across the U.S. and Canada land border crossings, a Border Wait Time (BWT) working group comprised of U.S. Customs and Border Protection (CBP), Federal Highway Administration (FHWA), Canada Border Services Agency, (CBSA), and Transport Canada (TC) are working together to foster the use of technologies for automating the measurement and dissemination of wait times at U.S. - Canada land border crossings. The BWT working group is in collaboration on various wait time measurement initiatives to include testing and evaluation of border wait time measurement technologies and the implementation of solutions that meet cross border operational needs.

Border wait times and delays are an important concern for travelers and those involved with or affected by international trade. Accurate, timely and reliable border wait time data can be used by drivers to make decisions about when, where and if they should cross the border, and by border agencies to better manage traffic and port of entry (POE) operations. The data collected at many border crossings are

primarily collected manually. In addition, while wait time data collection tasks are important, they are subordinate to the primary inspection and enforcement duties of the customs agencies. The adoption of an automated method of collecting wait time data at POE locations will reduce the burden of manual collection by customs staff and will increase the reliability and timeliness of the information provided to users. Border wait time information can be electronically archived to support infrastructure and transportation planning decisions by border agencies.

The purpose of the project is to 1) identify and evaluate automated, technology-based solutions for measuring border wait times and 2) deploy an automated, technology-based solution for measuring border wait times at two border crossing locations along the U.S.-Canada land border. In order to achieve this purpose, two test locations along the U.S.-Canada land border will be identified and prepared. An application process will be defined whereby solution providers and vendors will be encouraged to submit their solution for deployment and testing at these locations. A process for testing candidate solutions will be implemented and the evaluation findings will be documented. The plan is to deploy a fully operational solution at each site following the evaluation.



“Border wait times and delays are an important concern for travelers and those involved with international trade.”

Trade Still Down

Trade using surface transportation between the United States and its North American Free Trade Agreement (NAFTA) partners Canada and Mexico was 20.2 percent lower in September 2009 than in September 2008, dropping to \$57.3 billion, according to the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation. BTS, a part of the Research and Innovative Technology Administration, reported that the value of U.S. surface transportation trade with Canada and Mexico rose 5.6 percent in September from August. Month-to-month changes can

be affected by seasonal variations and other factors. U.S.-Canada surface transportation trade totaled \$34.8 billion in September, down 25.7 percent compared to September 2008. U.S.-Mexico surface transportation trade totaled \$22.5 billion in September, down 10.0 percent compared to September 2008. Surface transportation consists largely of freight movements by truck, rail and pipeline. About 88 percent of U.S. trade by value with Canada and Mexico moves on land.





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Trucks Go Green

Interest in adopting environmental initiatives remains high among trucking firms in spite of the difficult economic conditions in which they're operating, according to a new survey conducted by PHH Arval. Based on the reported experiences of early adopters of diesel-electric hybrid truck technology, many fleet managers and owners see the operational benefits of acquiring new trucks with fuel-saving hybrid diesel-electric powertrains. Hybrid diesel-electric trucks save upward of 30% to 50% in fuel — depending upon the application. Plus, they reduce their exhaust emissions of hydrocarbon, carbon monoxide and nitrogen oxide because they use less diesel fuel.

Many early adopters see hybrid trucks as a way for their companies to demonstrate a commitment to environmental stewardship. While many companies are considering adding hybrid trucks to their fleets or replacing older models with hybrids to take advantage of potential fuel savings, questions still abound about justifying the additional cost associated with acquiring the new technology.

Courtesy Transport Topics

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Notes From The Director

Border problems and solutions are important issues for The Capital Corridor. Cooperation between Canada and the U.S. is necessary to ensure the free flow of goods and services across our shared border. A recent meeting between Secretary Napolitano and Minister Van Loan provided some good news on joint initiatives. Those initiatives build on their shared commitment to tackle common threats like terrorism and organized crime while ensuring the lawful flow of travel and trade across the border. They reviewed progress on the mutual goals they announced in May—including enhancing information sharing and expanding integrated law enforcement while protecting privacy and economic security.

The most important issues for our stakeholders concerned trusted traveler programs. Canada and United States have agreed to work toward aligning the U.S. cus-

tom Trade Partnership Against Terrorism (C-TPAT) and Canada's Partners in Protection (PIP) program, in an effort to achieve harmonization as quickly as possible. These trusted shipper programs focus on improving the security of private sector supply chains and benefit shippers.

Canada will join the United States in recognizing NEXUS and Free and Secure Trade (FAST) trusted traveler program cards as valid identification documents in all lanes at all land and sea border ports of entry beginning Nov. 25. It was also announced that the programs are expanding with new enrollment centers opening in St. Stephen, New Brunswick – Calais, Maine and Lansdowne, Ontario – Alexandria Bay, N.Y.

"Close cooperation and coordination between the United States and Canada is critical to the national and economic security of both nations," said Secretary Napolitano.



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