

Annotated Bibliography

American Association of State Highway and Transportation Officials (AASHTO). 2003. *Best Practices in Statewide Freight Planning*. Prepared by Cambridge Systematics. NCHRP Project 08-36, Task 33, National Cooperative Highway Research Program, Transportation Research Board. Cambridge, MA: Cambridge Systematics. www.transportation.org/sites/planning/docs/nchrp33.pdf.

The guidebook is designed to describe successful freight planning elements and programs of various degrees of complexity and cost for both new freight planning practitioners and for veteran freight planning professionals.

American Association of State Highway and Transportation Officials (AASHTO). 2007. *Transportation: Invest in Our Future – America’s Freight Challenge*. Washington, DC: AASHTO. www.transportation1.org/tif3report/.

This report was produced for the National Surface Transportation Policy and Revenue Study Commission to warn national policy makers of the impending crisis of confidence in America’s transportation system. To face this crisis and to compete effectively, America needs a new vision and a new strategy. It must build a twenty-first century American transportation system that allows every corner of the country to have a modern logistics platform to compete in a new global economy. It proposes a series of far-reaching policies that must be adopted if America is to retain its competitive advantage.

American Association of State Highway and Transportation Officials. 2008. *Primer on Transportation and Climate Change*. Washington, DC: AASHTO. <http://downloads.transportation.org/ClimateChange.pdf>.

This primer is intended to provide an introduction to the issue of climate change and its implications for transportation policy in the U.S. It is based on the most recent research in the field with the purpose of outlining the current thinking of governmental agencies, researchers, and advocacy groups on the issue of climate change and transportation.

American Association of State Highway and Transportation Officials. 2008. *Waterborne Freight Transportation Bottom Line*. Prepared by Cambridge Systematics and Global Insight. Cambridge, MA: Cambridge Systematics. http://downloads.transportation.org/AASHTO_Waterborne_Freight_COMPLETEE.pdf.

This publication provides an overview of waterborne freight transportation system capacity, demand, and critical issues. The report highlights recommendations and policies to improve the quality, safety, security, reliability, and overall performance of this critical freight transportation infrastructure today and into the future.

American Lung Association. 2012. *State of the Air 2012*. Washington, D.C.: American Lung Association. www.stateoftheair.org.

For 13 years, the American Lung Association has analyzed data from state air quality monitors to compile the *State of the Air* report.

Burnson, Patrick. “Top 20 U.S. Ports: Where’s the Money?” Special supplement to *Logistics Management*, May 2011. www.logisticsmgmt.com/images/site/LM1105_TopUSPorts.pdf.

This article describes how ports are seeking more creative funding strategies for expansion and infrastructure improvement as West Coast ports face competition from Canadian and East Coast ports.

Cottrell, Wayne D. 2008. *Performance Metrics Used by Freight Transport Providers*. Prepared for the Leonard Transportation Center, California State University, San Bernardino.
<http://leonard.csusb.edu/research/documents/1011FinalReport.pdf>.

This report investigates freight transportation performance metrics from one perspective; that is, that of the freight transport providers. In combining the findings of this study with those of the National Cooperative Freight Research Program study and other efforts, it may be possible to develop a basis for performance measurement of national and international goods movement.

Executive Order 13274 Integrated Planning Work Group. 2005. *Baseline Report and Preliminary Gap Analysis: Deliberative Draft*. Prepared by ICF Consulting.
www.dot.gov/execorder/13274/workgroups/planning.htm.

This presents a conceptual framework for integrated transportation planning; identifies opportunities for better linking land and resource planning processes with transportation systems planning; describes the challenges that inhibit an integrated approach, as well as approaches for resolving challenges and capitalizing on existing opportunities; provides examples of innovative initiatives and practices that states and localities have implemented to forge integration; and discusses the types of federal action that can motivate the development and implementation of integrated transportation planning and project development processes.

Federal Highway Administration (FHWA). 2007. *The Transportation Planning Process: Key Issues – A Briefing Book for Transportation Decisionmakers, Officials, and Staff*. Washington, D.C.: U.S. Department of Transportation, FHWA, Transportation Planning Capacity Building Program.
http://www.planning.dot.gov/documents/briefingbook/bbook_07.pdf.

This book provides government officials, transportation decision makers, planning board members, and transportation service providers with an overview of transportation planning. It contains a basic understanding of key concepts in statewide and metropolitan transportation planning, along with references for additional information. It has been updated to reflect changes in legislation that affect statewide and metropolitan transportation planning requirements.

Federal Highway Administration (FHWA). 2009. *FHWA Operations Support: Port Peak Pricing Program Evaluation*. Prepared by Cambridge Systematics. Cambridge, MA: Cambridge Systematics.
www.ops.fhwa.dot.gov/publications/fhwahop09014/index.htm.

A number of ports and intermodal terminals are considering peak-period truck pricing strategies modeled on the Ports of Long Beach and Los Angeles PierPASS OffPeak program to reduce peak-period congestion, improve terminal operating efficiencies, reduce truck wait and idle times, improve air quality, and lessen community impacts. This report is an evaluation of the applicability, federal policy implications, and possible public and private sector roles related to peak pricing strategies at other ports and intermodal facilities in the U.S.

Federal Highway Administration (FHWA). 2010. *Integrating Freight into NEPA Analysis*. Washington, D.C.: U.S. Department of Transportation, FHWA.
<http://ops.fhwa.dot.gov/publications/fhwahop10033/index.htm>.

This handbook is designed to provide information on freight transportation to professionals responsible for advancing transportation projects through the National Environmental Policy Act (NEPA) process analysis, as well as to those freight stakeholders (public and private sector) interested in advancing freight transportation projects utilizing public sector highway funds that require NEPA analysis.

Federal Highway Administration. 2010. *Statewide Opportunities for Integrating Operations, Safety and Multimodal Planning: A Reference Manual*. Washington, D.C.: U.S. Department of Transportation, FHWA. www.fhwa.dot.gov/planning/processes/statewide/practices/manual/index.cfm.

This reference manual provides “how to” information to assist transportation professionals in taking actions to integrate operations, safety, and planning activities. It identifies and describes opportunities at various levels of decision-making—statewide, regional, corridor, and project—and the benefits of these approaches. It also highlights overarching themes, such as the important role of multidisciplinary teams; data collection, sharing, and analysis; and broad use of performance measures within each of these levels.

Florida Department of Transportation. 2005. *Freight Mobility Tampa Bay Regional Goods Movement Study*. Prepared by URS Corporation. www.tampabayfreight.com.

This study identifies goods-movement issues in the region. It focuses on the collective opportunities and challenges of truck, rail, maritime, and air freight modes. It provides a framework for integrating freight mobility considerations into the regional and local planning process. This framework includes the process, information, and tools that decision makers and planners need for effectively addressing freight mobility issues.

Florida Department of Transportation. 2007. *Florida’s Seaports: Conditions, Competitiveness, and Statewide Policies: Final Report*. Prepared by Cambridge Systematics. Updated. Cambridge, MA: Cambridge Systematics. www.dot.state.fl.us/seaport/pdfs/Floridas_Seaports_ResearchProjects.pdf.

This project assesses Florida’s seaports on condition and performance, competitiveness, and state financing and policy issues. The goals of the report were to inform discussion of seaport issues and funding opportunities, and to lay the groundwork for a more comprehensive statewide seaports strategic plan.

Florida Department of Transportation. 2010. *2060 Florida Transportation Plan*. www.2060ftp.org.

The Florida Transportation Plan (FTP) is a plan for local, regional, and private partners responsible for transportation planning and funding decisions. The FTP identifies goals and objectives to guide transportation decisions over the next 50 years. The FTP defines transportation goals, objectives, and strategies to make Florida’s economy more competitive, the communities more livable, and the environment more sustainable for future generations.

Florida Department of Transportation. 2010. “Florida’s Strategic Intermodal System Strategic Plan.” Adopted 2010. www.dot.state.fl.us/planning/sis/strategicplan/2010sisplan.pdf.

Florida’s Strategic Intermodal System (SIS) is a high-priority network of transportation including major air, space, water, rail, and highway facilities. The SIS Strategic Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding.

Florida Department of Transportation. 2012. “Regional Cooperation in Transportation Planning: Final Report.” Prepared by the University of Florida, Department of Urban and Regional Planning. FDOT

Project BDK77 977-16. Gainesville, FL: University of Florida. www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT_BDK77_977-16_rpt.pdf.

This report provides a literature and statutory review of metropolitan planning organizations, regional planning, rural planning, and intermodal planning in the Florida. It also reviews incentives for regional planning; methods of identifying needs; priorities; and investment decisions.

Florida Ports Council. 2012. *2012 Priority Seaport Projects – An Economic Analysis: Strategic Projects Selected to Expand Capacity, Enhance Competitiveness, Accelerate Economic Growth, and Create Well-Paying Jobs Statewide*. Prepared by Martin Associates. www.flaports.org/Assets/224201294738AM_Priority_Projects_FL_Seaports_FINAL.pdf.

An evaluation by a team of economics analysts and transportation consultants of the economic impacts that would result from the additional cargo and cruise passengers moving through Florida's seaport system upon implementation of 15 proposed priority projects.

Florida Seaport Transportation and Economic Development Council. 2011. *A Five-Year Plan to Achieve the Mission of Florida's Seaports 2010/2011–2014/2015*. www.flaports.org/Sub_Content2.aspx?id=32&pid=5.

This port master plan, mandated by Chapter 163 of Florida Statutes, guides port maintenance and expansion. These regularly updated plans, consistent with the comprehensive plans of the seaports' respective local governments, establish goals and objectives addressing the seaports' forecasted needs and identify five-year capital improvement programs to implement them.

FORWARDFlorida. 2012. Website. Accessed March 21, 2012. www.forwardflorida.com.

FORWARDFlorida is the definitive resource for and about economic development and the emerging growth companies of Florida's Tampa Bay–Orlando super region.

Frederick County, Maryland. 2011. *Frederick County Freight and Freight Dependent Land Use Plan: Final Report*. Prepared by Cambridge Systematics with Partners for Economic Solutions. Bethesda, MD: Cambridge Systematics. www.mwcog.org/transportation/activities/tlc/pdf/Frederick_Freight.pdf.

Frederick County is becoming an increasingly important distribution center because of its proximity to Washington-Baltimore and because it possesses direct Interstate access serving the demands of more than eight million regional residents. This study identifies ways to enhance the relationship between freight transportation and land uses in the county.

GreenPort. 2012. Website. Accessed May 14, 2012. www.greenport.com.

GreenPort provides business information on environmental best practices and corporate responsibility centered on marine ports and terminals.

Hahn, Herwig, Juan Carlos Villagran De Leon, and Ria Hidajat. 2003. *Comprehensive Risk Management by Communities and Local Governments*. Commissioned by the Inter-American Development Bank for the Regional Policy Dialogue. www.giz.de/Themen/en/dokumente/en-report-component-iii.pdf.

In the third phase of the Regional Policy Dialogue on disaster risk management, the Inter-American Development Bank requested the Deutsche Gesellschaft für Technische Zusammenarbeit (German Technical Cooperation Agency) to conduct a study on "Comprehensive Risk Management by

Communities and Local Governments,” with the purpose of suggesting strategies and measures to strengthen local actors for disaster risk management.

Kaliski, John, Branner Stewart, and Evan Enarson-Hering. 2010. “Intersection: Transportation and Site Selection Cross Paths Everywhere You Look.” *Site Selection* magazine online article. Accessed March 21, 2012. www.siteselection.com/ssinsider/snapshot/Intersection.cfm.

Site Selection’s October 2009 survey of corporate real estate executives identified transportation infrastructure as the factor most important in location decision-making, followed by work force, taxes, utilities, and land and buildings.

Knight, Kevin. 2008. “The Implications of Panama Canal Expansion to U.S. Ports and Coastal Navigation Economic Analysis.” White Paper. U.S. Army Corps of Engineers, Institute for Water Resources. www.iwr.usace.army.mil/docs/iwrreports/whitepaperpanamacanal.pdf.

This paper summarizes the experiences in the field and challenges associated with the Panama Canal Expansion project. The paper also provides several recommendations for follow-up studies, which should ultimately lead to standardized assumptions and a revised framework for National Economic Development analyses that considers the canal’s expansion.

Lazo, Jeffrey K., Megan Lawson, Peter H. Larsen, and Donald M. Waldman. 2011. “U.S. Economic Sensitivity to Weather Variability.” *Bulletin of the American Meteorological Society*. Volume 92, Issue 6. <http://journals.ametsoc.org/doi/abs/10.1175/2011BAMS2928.1>.

This work illustrates a valid approach to measuring the economic impact of weather variability, gives baseline information and methods for more detailed studies of the sensitivity of each sector to weather variability, and lays the groundwork for assessing the value of current or improved weather forecast information given the economic impacts of weather variability.

Maloni, Michael, and Eric C. Jackson. 2005. “North American Container Port Capacity: An Exploratory Analysis.” *Transportation Journal*. Summer. Volume 44, Number 3. [ftp://ftp.dot.state.tx.us/pub/txdot-info/library/projects/la_entrada/transportation_capacity.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/library/projects/la_entrada/transportation_capacity.pdf).

This article analyzes the results of a survey of major North American container ports regarding increased container volume and capacity. Elements including governments, railroads, truck carriers, and labor unions are also discussed.

Marine Advanced Technology Education Center. 2012. *Marine Workforce Information*. Website. Accessed May 29, 2012. www.marinetech.org/marineworkforce/index.php.

This center utilizes information from employers to improve and develop educational programs with a focus on marine technology. The center focuses on community college education and the creation of strong links between community colleges and high schools, technical schools, four-year institutions, research institutions, and industry, government, military, and labor organizations.

Marine Transportation System National Advisory Council. 2009. *Marine Transportation System National Advisory Council 2009 Report to Secretary of Transportation*. Washington, D.C.: Marine Transportation System National Advisory Council. www.worldshipping.org/pdf/MTSNAC_Report_2009_FINAL.pdf.

This report is an update of the 2006 Report to the secretary from the Marine Transportation System National Advisory Council's Intermodal Committee. That report was significant because it demonstrated that the marine transportation and intermodal systems were permanently intertwined and that the scope of the marine transportation system did not stop at the water's edge. The update is broader in scope, reflecting the scope and complexity of the marine transportation, and the council collaborated with its members and other interested stakeholders to develop its content.

McMullen, B. Starr, and Christopher Monsere. 2010. *Freight Performance Measures: Approach Analysis Final Report*. Sponsored by the Oregon Department of Transportation, Federal Highway Administration, and Oregon Transportation Research and Education Consortium. Salem, OR: Oregon Department of Transportation. <http://otrec.us/project/195>.

This report reviews the existing state of the art and also the state of the practice of freight performance measurement. This project builds upon past and current work in the area of freight performance measurement and incorporates recent literature on the development of these measures. A thorough review of state practices is conducted by surveying state department of transportation websites and reporting on the measures most frequently recommended and used by individual states for planning purposes. Recommendations are made for potential freight performance measures for each freight mode (air, rail, trucking, and water/marine), including initial information on data availability, validity, and feasibility given existing data for Oregon.

National Conference of State Legislatures (NCSL) and the AASHTO Center for Excellence in Project Finance. 2011. *Transportation Governance and Finance: A 50-State Review of State Legislatures and Departments of Transportation*. Authors Jaime Rall, Alice Wheet, Nicholas J. Farber, and James B. Reed, NCLS. Washington, D.C.: NCSL. [www.transportation-finance.org/pdf/50 State Review State Legislatures Departments Transportation.pdf](http://www.transportation-finance.org/pdf/50%20State%20Review%20State%20Legislatures%20Departments%20Transportation.pdf).

This analysis of state transportation governance and finance provides an overview of key issues, supplemented by detailed information for all 50 states, the District of Columbia, and Puerto Rico. The report focuses on transportation finance and on the roles and relationships among the branches of state government that are most active in transportation issues.

National Geospatial-Intelligence Agency. 2011. *World Port Index*. Twenty-First Edition. Springfield, VA: National Geospatial-Intelligence Agency. http://msi.nga.mil/NGAPortal/MSI.portal?nfpb=true&pageLabel=msi_portal_page_62&pubCode=0015.

The 21st edition of Pub 150, *World Port Index*, gives the location, characteristics, known facilities, and available services of major ports, shipping facilities, and oil terminals throughout the world (approximately 3,700 entries).

National Institutes of Health, U.S. National Library of Medicine. 2012. *Tox Town: Environmental Health Concerns and Toxic Chemicals Where You Live, Work, and Play*. Website. Accessed May 29, 2012. www.toxtown.nlm.nih.gov.

Tox Town uses color, graphics, sounds, and animations to add interest to learning about connections between chemicals, the environment, and the public's health. Tox Town's target audience is students above elementary-school level, educators, and the public. It is a companion to the

extensive information in the TOXNET collection of databases that are typically used by toxicologists and health professionals.

National Maritime Education Council. 2012. *NMEC – National Maritime Education Council*. Website. Accessed May 29, 2012. <http://maritimeeducationcouncil.org>.

Members of the maritime industry have come together to form the National Maritime Education Council. The objective is to establish a formal maritime workforce development system—tailored to the industry—that includes standardized curricula, formal assessments, and portable skill credentials to provide a pipeline of skilled workers for the industry.

National Oceanic and Atmospheric Administration (NOAA), Office of Response and Restoration (ORR). 2010. *Characteristic Coastal Habitats: Choosing Spill Response Alternatives*. U.S. Department of Commerce, NOAA, National Ocean Service, ORR, Emergency Response Division. http://archive.orr.noaa.gov/book_shelf/911_coastal.pdf.

This collection is a useful job aid for training people who will be participating in cleanup assessment as part of an Environmental Unit within the Incident Command System. It also complements NOAA's *Shoreline Assessment Manual* and *Shoreline Assessment Job Aid*.

National Oceanic and Atmospheric Administration. *NOAA's State of the Coast*. Website. Accessed May 14, 2012. <http://stateofthecoast.noaa.gov/ports/welcome.html>.

NOAA's State of the Coast reports and fact sheets complement the website by telling more targeted stories of the coast, such as highlighting political or ecosystem-based regions. These products are created with the intent of supporting informed coastal resource management.

National Surface Transportation Policy and Revenue Study Commission. 2007. *Transportation for Tomorrow: Report of the National Surface Transportation Policy and Revenue Study Commission*. www.transportationfortomorrow.com.

This report examines the condition and operation of the surface transportation system and provides a conceptual plan with specific recommendations to ensure that the surface transportation system serves the needs of the nation now and in the future. The comprehensive plan includes recommendations to increase investment, expand services, repair infrastructure, demand accountability, and refocus federal transportation programs, while maintaining a strong federal role in surface transportation. The report finds that policy changes, though necessary, will not be enough on their own to produce the transportation system the nation needs in the 21st century. Significant new funding also will be needed.

North Jersey Transportation Planning Authority. 2003. "Freight Planning Support System." Prepared by the New Jersey Institute of Technology, National Center for Transportation and Industrial Productivity. Newark, NJ: New Jersey Institute of Technology. www.transportation.njit.edu/nctip/final_report/FreightPlanning.pdf.

Northern New Jersey encompasses one of the most highly evolved, intricate networks of highway, rail, and marine port transportation systems in the nation. The purpose of this report is to support better project planning and implementation to deal with the forecast ballooning of freight movements into New Jersey's ports and on northern New Jersey's railways and highways. The Freight Planning Support System (FPSS) project developed goods movement transportation

indicators, data and performance measurements, and goods movement strategies that will support the North Jersey Transportation Planning Authority (NJTPA) performance-based planning process.

O'Brien, Thomas. 2004. "Quality of Life and Port Operations: Challenges, Successes, and the Future." White paper. Sixth Annual Center for International Trade and Transportation State of the Trade and Transportation Industry Town Hall Meeting. Long Beach, CA: California State University, Long Beach, Center for International Trade and Transportation.
www.mettrans.org/outreach/townhalls/citt_6th_thm.pdf.

The State of the Trade and Transportation Industry Town Hall Meeting is organized in an attempt to foster information exchange that positively contributes to resolution of port-related conflicts. It is sponsored by the Center for International Trade and Transportation at California State University, Long Beach (CSULB), and the CSULB/University of Southern California (USC) METRANS Transportation Center. This white paper summarizes the sixth annual town hall discussion and highlights the key topics addressed.

Parsons, Victoria. "Running Out of Room? Dredged Material Poses Challenges." 2003. *Bay Soundings*. Spring. Volume 2, Number 2. <http://baysoundings.com/spring03/dredge.html>

This article describes the challenges of maintaining shipping channels by dredging in Tampa Bay. Existing storage sites are reaching capacity, and finding cost-effective, environmentally safe ways to store dredged material is a key challenge facing bay managers.

Rodrigue, Jean-Paul, Claude Comtois, and Brian Slack. 2009. *The Geography of Transport Systems*. Second edition. New York: Routledge. <http://people.hofstra.edu/geotrans/eng/content.html>.

The second edition of *The Geography of Transport Systems* has chapters dealing with specific conceptual dimensions and methodologies, but the contents have been revised and updated. It provides material about transportation issues to practitioners, policy makers, educators, researchers, students, and individual learners.

Tampa Port Authority. 2011. "State of the Port 2011." Webpage. Accessed March 21, 2012. www.tampaport.com/About-TPA/State-of-the-Port-2011.

The director and CEO of the Port of Tampa addresses the public each December to recognize and celebrate the achievements of the past year.

The Tampa Bay Partnership. 2010. *A Regional Business Plan for Tampa Bay*. Website. Accessed May 29, 2012. www.tampabay.org/subpage.asp?navid=7&id=205.

This plan is a vehicle for action to help the Tampa Bay region maintain focus, act strategically, and improve continuously in its efforts to create high-quality jobs. The high-potential industries identified for high-wage, sustainable job growth in the Tampa Bay region are applied medicine and human performance, high-tech electronics and instruments, business, financial and data services, and marine and environmental activities.

Transportation Planning Capacity Building Program. 2010. "Incorporating Performance Measures into Regional Transportation Planning." Peer Exchange Report, requested by the National Association of

Regional Councils and funded by the Federal Highway Administration and the Federal Transit Authority. www.planning.dot.gov/Peer/WashingtonDC/dc_2010.pdf.

This report documents the key findings from the “Incorporating Performance Measures into Regional Transportation Planning” peer exchange held on February 24, 2010, at the U.S. Department of Transportation (USDOT) Headquarters in Washington, D.C. The peer exchange was used to discuss the benefits and challenges of effectively incorporating performance measures into regional transportation planning and programming.

Transportation Research Board of the National Academies. 2003. *Integrating Freight Facilities and Operations with Community Goals: A Synthesis of Highway Practice*. Sponsored by the American Association of State Highway and Transportation Officials in cooperation with the Federal Highway Administration. National Cooperative Highway Research Program Synthesis 320. Washington, D.C.: Transportation Research Board. www.trb.org/Main/Blurbs/153101.aspx.

This publication identifies practices that have been or are being used by private-sector freight companies and public transportation agencies in siting their facilities, modifying their operations, and managing their community relations. “Good neighbor initiatives” and balancing practices employed by metropolitan planning and economic development organizations, local governments, and others are also recognized. The report covers water, truck, rail, and air freight facilities and operations. Although the report does not include pipelines, several of the issues and practices discussed are relevant to pipeline facilities and operations.

Transportation Research Board of the National Academies. 2004. *The Marine Transportation System and the Federal Role: Measuring Performance, Targeting Improvement*. Prepared by the Committee for a Study of the Federal Role in the Marine Transportation System. Special Report 279. Washington, D.C.: Transportation Research Board. <http://onlinepubs.trb.org/onlinepubs/sr/sr279.pdf>.

This special report calls upon the U.S. Department of Transportation (DOT) to take the lead in improving and assessing the performance of the nation’s entire marine transportation system. In particular, the report recommends that the DOT should begin immediately to develop reports on the condition, performance, and use of the marine transportation system and seek a mandate from Congress to produce such reports regularly, since it already does so for the nation’s highway and transit systems.

Transportation Research Board of the National Academies. 2011. *Adapting Transportation to the Impacts of Climate Change: State of the Practice 2011*. Written and submitted by the Special Task Force on Climate Change and Energy. Transportation Research Circular E-C152. Washington, D.C.: Transportation Research Board. <http://onlinepubs.trb.org/onlinepubs/circulars/ec152.pdf>.

This e-circular focuses on transportation adaptation practices that can be implemented to yield potential benefits now and in the longer term. The document highlights what climate change adaptation means for the transportation industry. It includes an overview of adaptation issues; a series of articles addressing work currently underway at the federal level, at the state level, and in the United Kingdom; and a list of recommendations and opportunities.

Transportation Research Board of the National Academies. 2011. *Performance Measures for Freight Transportation*. Sponsored by the Research and Innovative Technology Administration. National Cooperative Freight Research Program Report 10. Washington, D.C.: Transportation Research Board. www.trb.org/Publications/Blurbs/165398.aspx.

This publication presents a comprehensive, objective, and consistent set of measures to gauge the performance of the freight transportation system. These measures are presented in the form of a freight system report card, which reports information in three formats, each increasingly detailed, to serve the needs of a wide variety of users from decision makers at all levels to anyone interested in assessing the performance of the nation's freight transportation system.

Trimbath, Susanne. 2011. "Transportation Infrastructure: Paving the Way." Working Paper STP2011_01. Prepared by STP Advisory Services for the National Chamber Foundation of the U.S. Chamber of Commerce. Omaha, NE: STP Advisory Services.
www.uschamber.com/sites/default/files/issues/infrastructure/files/2009TPI_Update_Economics_White_Paper_110712.pdf.

This working paper reviews research on the connection between the performance of infrastructure and the economy. It includes real-life examples of possible transportation solutions being put forward in theory and in practice.

U.S. Army Corps of Engineers, Institute for Water Resources. 2012 draft. "U.S. Port and Inland Waterways Modernization Strategy: Options for the Future." www.iwr.usace.army.mil.

The Panama Canal expansion will almost triple the size of container vessels able to transit the canal. How will this affect trade to the U.S., especially along the east and Gulf coasts? This study surveys existing conditions, reviews the drivers of and uncertainties surrounding the future demand for international trade, and reviews future options for financing and considerations of modernization within the context of the nation's overall intermodal transportation system at a strategic level.

U. S. Army Engineer Institute for Water Resources (IWR). 2011. *Coastal Storm Risk Management National Economic Development Manual*. IWR Report 2011-R-09. Alexandria, VA: U.S. Army Institute for Water Resources. www.iwr.usace.army.mil/docs/iwrreports/2011-R-09.pdf.

This manual helps calculate National Economic Development (NED) benefits for Hurricane and Coastal Storm Damage Prevention Studies by focusing on how to identify the NED plan based on risk-informed decision-making process.

U.S. Chamber of Commerce. 2011. "Transportation Performance Index: 2011 Update." Let's Rebuild America initiative. Washington, D.C.: U.S. Chamber of Commerce.
www.uschamber.com/reports/transportation-performance-index-2011-update.

The Transportation Performance Index (TPI) includes measures of the performance of infrastructure using criteria such as availability and accessibility; quality of service—reliability, predictability, and safety; and the capacity to accommodate growth in demand. The TPI includes measures for both passenger and freight transportation.

U.S. Chamber of Commerce. 2011. *Transportation Performance Index: Complete Technical Report – 2011 Supplement: Measuring and Benchmarking Infrastructure Performance*. Let's Rebuild America initiative. Prepared by Michael Gallis and Associates and Team for the National Chamber Foundation of the U.S. Chamber of Commerce.
www.uschamber.com/sites/default/files/TPI_2011%20Update%20Technical%20Report.pdf.

U.S. Chamber of Commerce released the first ever Transportation Performance Index (TPI) to demonstrate the connection between infrastructure performance, rather than spending, and the economy. This report documents the calculation of the 2009 TPI and the analysis of the results. The report includes changes in the available data and an update to the 2008 TPI.

U.S. Coast Guard. 2008. *Marine Safety Performance Plan: FY2009-2014*. U.S. Coast Guard. www.uscg.mil/marinesafetyprogram.

This document illustrates the broad range of services that the Coast Guard Marine Safety program provides the American public toward the goals of ensuring a safe and efficient marine transportation system, protecting the environment and natural resources, and preventing disruptions to commerce. It establishes what the program intends to achieve in the next five years.

U.S. Committee on the Marine Transportation System. 2008. *National Strategy for the Marine Transportation System: A Framework for Action*. Washington, D.C.: Committee on the Marine Transportation System. www.cmts.gov/Activities/Index.aspx.

This national strategy supports the president's U.S. Ocean Action Plan to improve the marine transportation system portion of the nation's precious ocean resources. The Committee on the Marine Transportation System (CMTS), composed of 18 federal cabinet secretaries, agency administrators, and representatives from the Executive Office of the President, all with maritime jurisdictions, has ratified this strategy. Through the national strategy, the CMTS will communicate information about challenges that need to be addressed to improve the marine transportation system and ensure that policies and actions of its agencies are synchronized, coordinated with other policy facilitation structures such as the Committee on Ocean Policy, focused on the future, and targeted to the most critical issues.

U.S. Committee on the Marine Transportation System. 2011. *Strategic Action Plan for Research and Development in the Marine Transportation System*. Washington, D.C.: Committee on the Marine Transportation System. www.cmts.gov/downloads/CMTS_RD_StrategicActionPlanMTS_%20Jan2011.pdf.

This strategic action plan responds to the need for additional scientific information to address the challenges identified in the five priority areas listed in the *National Strategy for the Marine Transportation System: A Framework for Action*: capacity, safety and security, environmental stewardship, resilience and reliability, and finance and economics.

U.S. Department of Commerce, U.S. Coast Guard, U.S. Environmental Protection Agency, and American Petroleum Institute. 2010. *Characteristics of Response Strategies: A Guide for Spill Response Planning in Marine Environments*. Seattle, WA: U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service, Office of Response and Restoration, Emergency Response Division. http://archive.orr.noaa.gov/book_shelf/910_response.pdf.

This document summarizes the technical rationale for selecting response methods. A companion guide to *Environmental Considerations for Marine Oil Spill Response*, the document can help officials select appropriate response options to minimize adverse environmental impacts of a marine oil spill. The guide discusses developing incident-specific strategies and describes the characteristics of individual response methods. Response methods include natural recovery; mechanical, chemical, and biological treatments; and in-situ burning.

U.S. Department of Transportation. 2009. *Recovering from Disasters: The National Transportation Recovery Strategy*. Washington, D.C.: U.S. Department of Transportation. www.dot.gov/disaster_recovery.

The National Transportation Recovery Strategy is designed to help transportation industry stakeholders and local, tribal, and state government officials prepare for and manage the transportation recovery process following a major disaster.

U.S. Department of Transportation. No date. *Transportation and Climate Change Clearinghouse: Climate Change Impacts*. Website. Accessed May 14, 2012. <http://climate.dot.gov/impacts-adaptations/forcasts.html>.

This website provides resources on the possible impacts of climate change on U.S. transportation systems over the short and long term.

U.S. Department of Transportation, Maritime Administration. 1999. *An Assessment of the U.S. Marine Transportation System: Report to Congress*. Washington, D.C.: U.S. Department of Transportation. [www.marad.dot.gov/documents/Assessmnt_of_the_US_MTS - Rpt to Congr Sep 1999 combined.pdf](http://www.marad.dot.gov/documents/Assessmnt_of_the_US_MTS_-_Rpt_to_Congr_Sep_1999_combined.pdf).

In recognition of the continuing importance of the U.S. marine transportation system, the U.S. Congress directed that a task force be established to assess the adequacy of the nation's marine transportation system (including ports, waterways, harbor approach channels, and their intermodal connections) to operate in a safe, efficient, secure, and environmentally sound manner." The task force was to consider the capability of the marine transportation system, the adequacy of the depth of channels and harbors, and the cost to the federal government of accommodating projected increases in foreign and domestic traffic over the next 20 years. This report summarizes the results of the assessment and constitutes the response to Congress.

U.S. Department of Transportation, Maritime Administration. 2005. *Report to Congress on the Performance of Ports and the Intermodal System*. Washington, D.C.: U.S. Department of Transportation, Maritime Administration. [www.marad.dot.gov/documents/Rpt_to_Congress-Perf Ports Intermodal Sys-June2005.pdf](http://www.marad.dot.gov/documents/Rpt_to_Congress-Perf_Ports_Intermodal_Sys-June2005.pdf).

This report assesses the conditions at commercial ports and the movement of military cargo through the intermodal system during the Operation Iraqi Freedom buildup. The Maritime Administration's assessment includes the performance of the major components of the intermodal system—waterside, port/terminal intermodal interface, and landside movements. Particular emphasis is given to the ability of the nation's commercial freight transportation infrastructure to handle an unexpected surge in cargo during a military deployment.

U.S. Department of Transportation, Maritime Administration. 2007. *The Maritime Administration and the U.S. Marine Transportation System: A Vision for the 21st Century*. Washington, D.C.: U.S. Department of Transportation, Maritime Administration. [www.marad.dot.gov/documents/Vision of the 21st Century 10-29.pdf](http://www.marad.dot.gov/documents/Vision_of_the_21st_Century_10-29.pdf).

The U.S. Department of Transportation's Maritime Administration has released a report that provides background on the role of the maritime industry in the nation's economy, examines the recent realignment of the Maritime Administration, and explores the administration's vision for the future of the industry.

U.S. Department of Transportation, Maritime Administration. 2009. *America's Ports and Intermodal Transportation System*. Washington, D.C.: U.S. Department of Transportation.
[www.mtsnac.org/docs/2009/America's%20Ports%20and%20Intermodal%20Transportation%20System%20\(Jan%2009\).pdf](http://www.mtsnac.org/docs/2009/America's%20Ports%20and%20Intermodal%20Transportation%20System%20(Jan%2009).pdf)

This report focuses on container port and terminal requirements, based on projected increases in international trade. Specifically, this document identifies key system-wide findings and challenges in the vital strategic areas of end-to-end freight shipments, water access, landside access, and interstate rail and highways with port and terminals as the nexus. The report also discusses significant institutional challenges, including governance, the role of private industry, financing the transportation system, and infrastructure development.

U.S. Department of Transportation, Maritime Administration. 2009. *U.S. Public Port Development Expenditure Report (FYs 2006 and 2007-2011)*. Washington, D.C.: U.S. Department of Transportation. [www.marad.dot.gov/documents/2006_port_expenditure_rpt -- final.pdf](http://www.marad.dot.gov/documents/2006_port_expenditure_rpt--final.pdf).

The expenditure report is the only publication in the port industry to cover capital expenditures at U.S. ports. It covers fiscal year 2006 capital expenditures and projected expenditures for the next five fiscal years (2007-2011), as well as financing methods used to fund these expenditures. The report aggregates data by geographical region, type of facility, on- and off-terminal infrastructure, dredging, and by new construction and modernization/rehabilitation. It also breaks out security and container facility investments.

U.S. Department of Transportation, Maritime Administration. 2011. "U.S. Water Transportation Statistical Snapshot." Washington, D.C.: U.S. Department of Transportation, Maritime Administration.
[www.marad.dot.gov/documents/US Water Transportation Statistical snapshot.pdf](http://www.marad.dot.gov/documents/US_Water_Transportation_Statistical_snapshot.pdf).

The U.S. water transportation industry serves the needs of both foreign and domestic commerce. It comprises companies that carry freight or passengers on the open seas or inland waterways, offer towing services, charter vessels, and operate canals and terminals. The U.S. water transportation industry is in a period of renewal and expansion with major changes in trades, fleets, gross output, and employment. This snapshot highlights the major changes that have occurred over five years (2004-2009). Trade, fleet, and macroeconomic indicators are provided.

U.S. Department of Transportation, Maritime Administration. "National Port Gateway and Freight Corridor Strategy." 2012 Draft. www.marad.dot.gov.

The Maritime Administration port initiative has been developed under the umbrella of the three end-to-end segments of freight movements: water access, ports and terminals; and interstate corridors. This report focuses on establishing goals in these three areas to help achieve national objectives for the reduction of congestion, and improved transportation infrastructure and supporting institutions.

U.S. Department of Transportation, Federal Highway Administration. 2008. *Freight Story 2008*. Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration.
http://ops.fhwa.dot.gov/freight/freight_analysis/freight_story/.

This report provides an overview of freight movement on the U.S. transportation system today and in the future. It discusses where the largest freight flows, freight congestion and effects on highways, railroads, and waterways. The economic costs to shippers, carriers, and the overall

economy also are examined. The report also outlines a policy framework to help further discussion on ways to improve the freight system.

- U.S. Department of Transportation, Office of the Secretary of Transportation. 2006. *Guide to Quantifying the Economic Impacts of Federal Investments in Large-Scale Freight Transportation Projects*. Prepared by Cambridge Systematics, Economic Development Research Group, and Boston Logistics Group. www.dot.gov/freight/guide061018/index.htm.

This guide lays out a straightforward sequence of steps for evaluating the economic benefits and impacts of investment in large-scale, multi-modal projects. It is applicable for agencies considering upgrading, expanding, or building any new freight facility that involves multiple modes of freight, including any air freight, marine port, or intermodal truck/rail loading facilities.

- U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics. 2011. *America's Container Ports: Linking Markets at Home and Abroad*. Washington, D.C.: U.S. Department of Transportation. www.bts.gov/publications/americas_container_ports/2011/.

This report provides an overview of the movement of maritime freight handled by the nation's container ports in 2009 through mid-2010, based on the most current available data. It summarizes trends in maritime freight movement since 1995, especially during the last five years.

- U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics. Website. Accessed May 14, 2012. www.bts.gov.

The mission of the Bureau of Transportation Statistics is to create, manage, and share transportation statistical knowledge with public and private transportation communities and the nation.

- U.S. Government Accountability Office. 2007. *Port Risk Management: Additional Federal Guidance Would Aid Ports in Disaster Planning and Recovery*. Report to Congressional Committees GAO-07-412. Washington, D.C.: U.S. Government Accountability Office. www.gao.gov/products/GAO-07-412.

This report was prepared under the authority of the Comptroller General to examine challenges that port authorities have experienced as a result of recent natural disasters, efforts underway to address these challenges, and the manner in which port authorities plan for natural disasters. The U.S. Government Accountability Office reviewed documents and interviewed various port stakeholders from 17 major U.S. ports.

- United Nations, Economic and Social Commission for Asia and the Pacific. 1992. *Assessment of the Environmental Impact of Port Development: A Guidebook for EIA of Port Development*. New York, NY: United Nations. www.unescap.org/ttdw/Publications/TFS_pubs/Pub_1234/pub_1234_fulltext.pdf.

This guidebook is intended to provide port planners with basic practical information on environmental impact assessment (EIA) of port development. It therefore includes a checklist of potential adverse effects of port development and operation, mitigating actions, methods of prediction, information on environmental indicators, and regulations on their permissible levels.

- Weiher, Rodney. 2008. "Assessing the Economic and Social Benefits of NOAA Data." National Oceanic and Atmospheric Administration (NOAA). Presentation delivered February 2008 at the National

Academy of Sciences/Organisation for Economic Co-operation and Development Conference, Paris, France, by the NOAA chief economist. www.oecd.org/dataoecd/12/31/40066192.

Workforce Development Council of Seattle-King County. 2010. *Maritime Careers: Map Your Career*. Website. Accessed May 29, 2012. www.mapyourcareer.org/maritime/maritime-careers.html.

This site is a project of the Workforce Development Council of Seattle-King County, a nonprofit workforce “think tank” and grant-making organization whose mission is to support a strong economy and ensure the ability of each person to achieve self-sufficiency. This career map includes maritime industry current trends, sample wages, and career pathways.

World Economic Forum. 2011. *The Global Competitiveness Report 2011-2012*. Edited by Klaus Schwab. Geneva, Switzerland: World Competitiveness Forum. www.weforum.org/reports/global-competitiveness-report-2011-2012