The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

Volume Three - No. 1 March 2009

Coalition Highlight

Industry Leaders Gather in Support of Federal Freight Program

Senator Boxer addresses the audience at the CAGTC 2009 Annual Meeting

On Tuesday, February 10th, more than 100 freight advocates and transportation industry professionals from across the country met in Washington, D.C. for the Coalition for America's Gateways and Trade Corridors' 2009 Annual Meeting. Held at the Washington Court Hotel, the day-long discussion focused on policies and goals surrounding the creation of a national freight program in the upcoming surface transportation authorization.

Senator Barbara Boxer kicked off the meeting. In her remarks, Senator Boxer shared with the audience her goals for the Senate Committee on the Environment and Public Works (EPW)'s authorization proposal, MAP-21: Moving Ahead for Progress in the 21st Century. Senator Boxer also commented on the current cost of congestion ($200 billion/year) and the impact that the nation's imports have on the state of California. "We have to find a new way to fund our infrastructure," she told the group. "Without you, there won't be the political momentum to get it done." The Senator also eased fears that Congress may put off the year's authorization, due in part to the passage of the recent stimulus legislation. In closing, the EPW Chairman reinforced her commitment to funding the nation's infrastructure needs, saying, "Infrastructure is the name of the game. No great country can stay great unless we're making investments in the future."

Presentations throughout the day focused on how to shape and guide a national freight policy, with remarks ranging from coordinating freight and environmental policy to

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This Issue

CAGTC Calendar

In the coming weeks, CAGTC will meet with the following Congressional Offices:

Rep. Cohen (D-TN)
Rep. Baird (D-WA)
Rep. Lewis (R-CA)
Rep. Honda (D-CA)
Rep. Pastor (D-AZ)
Rep. Carney (D-PA)
Rep. Bonner (R-AL)
Rep. Boccieri (D-OH)

Published by:

CAGTC
Coalition for America's Gateways & Trade Corridors

500 New Jersey Avenue, NW
Suite 400
Washington, DC 20001

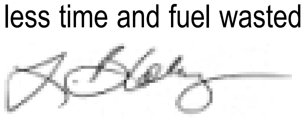
CAGTC Perspective

For the third time in as many years, a major high-level transportation analysis has documented the deterioration of the transportation system and the crisis our nation faces due to its current funding structure. The latest report (see page 8), released February 26, 2009 and entitled "*Paying Our Way, A Framework for Transportation Finance*," by the National Surface Transportation Infrastructure Financing Commission puts it bluntly, "Our surface transportation system has deteriorated to such a degree that our safety, economic competitiveness, and quality of life are at risk."

Nowhere is this threat more real than within America's freight transportation network. The rapid and cost efficient movement of goods throughout our trade gateways and corridors is vital to securing and maintaining America's economic competitiveness. Yet, the observable chokepoints along the nation's highways and in metropolitan areas only tell a fraction of the story. Congestion does more than waste time and impact air quality; it also serves as a trade barrier. Manufacturers and farmers depend on our multimodal system to get their products to international markets. American businesses and families rely on the goods movement network to bring products to their shelves and homes. The supply chain that carries the nation's commerce usually involves travel over several different modes, water, rail, highway and air. Just-in-time manufacturing and constantly moving inventories depend on these parts working at top efficiency and reliability. For most of the last century our supply chain and freight capabilities were the envy of the world. However, investment in the system has not been keeping up. Now we are faced with a backlog of projects and no funds set aside to pay for them.

Without a campaign of strategic investment to expand capacity and increase efficiency, U.S. productivity and global competitiveness will suffer, costs will increase and growth will lag. A new federal program should be established to address freight mobility, on all modes, by adding capacity and improving efficiency. In 2009, Congress will take up multi-year legislation to fund the federal surface transportation program, offering a chance to address this long-neglected national asset. The Coalition for America's Gateways and Trade Corridors (CAGTC) has called upon Congress to create a Federal Freight Trust Fund (FTF) (see page 3) to facilitate implementation of a new, strategic freight mobility program. The program would incorporate a national strategy for long term planning, a way to focus funds on high-priority projects that will return national and regional benefits, a fair and balanced user-pay funding source with revenues dedicated to freight projects only, and a partnership with the private sector to leverage non-government funds and provide transportation planners with the largest toolbox of financing options possible.

The impacts of freight improvements are substantial and widely felt. Sustainable goods movement lies at the center of our productivity and quality of life, not only for the availability of consumer products, but because of transportation's impact on land use, energy consumption and environmental quality. Improvements to freight infrastructure, through a combination of conventional infrastructure and advancement in intelligent transportation systems, can result in reduced congestion, better air quality, and less time and fuel wasted.



Coalition News

FREIGHT-21

Freight for the 21st Century: CAGTC's National Strategy

At this year's annual meeting CAGTC unveiled *Freight-21: A National Strategic Freight Mobility Program and Trust Fund (FTF)* and called upon Congress to make it a centerpiece of the next federal-aid surface transportation legislation.

While passengers and freight in the U.S. compete for an inadequate supply of infrastructure capacity and financial resources, both suffer. A new, separately-funded freight program would augment the current federal-aid surface transportation program and balance and separate these interests, especially if based on user fees and funding from outside the traditional sources.

Keynote Speaker Senator Barbara Boxer, Chairman of the Senate Committee on Environment and Public Works, said, "Infrastructure is the name of the game. No great country can stay great unless we're making investments in the future. We have to find a way to fund our infrastructure."

Hasan Ikhrata, Southern California Association of Governments' (SCAG) executive director observed, "Without a campaign of strategic investment to expand capacity and increase efficiency, U.S. productivity and global competitiveness will weaken, costs will increase and investment will lag."

Freight-21 incorporates:

- A national strategy to guide long-term planning;
- A dedicated and firewalled funding mechanism(s);
- Merit-based criteria for allocating funds; and
- A partnership with the private sector.

Freight-21's trust fund would provide a dedicated source for freight project funding. While the Coalition supports the argument that all possible funding sources should be considered, CAGTC members believe that a FTF would best be served by **a new national freight fee** as supported by the recent National Surface Transportation Policy and Revenue Study Commission's report, *Transportation for Tomorrow.*

Additionally, a fair contribution — such as a portion of increased fuel taxes or the freight fees that are currently dedicated to the Highway Trust Fund, including excise taxes on truck tires and tractors — from the Federal Highway Trust Fund could appropriately reflect benefits that accrue to the broader motoring public.

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how associations can work together to advance freight policy goals. In what many consider to be one of the day's highlights, a panel of Congressional staff discussed their perspectives on the upcoming Surface Transportation Authorization, and the role they expect freight to play in the bill. The audience was encouraged to hear all agree that freight will be a cornerstone of the bill. Congress is considering the creation of a new freight account, and how it would operate and how it would be funded.

Congressional Staff and panel moderator Kathy Ruffalo listen as Transportation Weekly editor Jeff Davis gives remarks on the 2009 authorization

Panelists also agreed that the national program has lost focus, with James O'Keeffe of the EPW Committee arguing that the program will have to be leaner and more focused in order to justify a gas tax increase. Each of the panelists seemed to agree that the solution to our transportation problems is NOT to simply expand highways or just address the current bottlenecks. Tom Lynch of Senator Baucus' staff made a particularly interesting comparison, commenting that just as Russia's launch of the Sputnik satellite spurred the U.S. moon program, the experience of seeing Shanghai harbor should motivate U.S. leaders and spur an aggressive investment in US transportation infrastructure.

AASHTO President John Horsley outlines AASHTO's freight policy

While it was clear that freight would have a role in the coming debate, panelists warned that the effort has only just begun, with one panelist saying he expected the process to be 'wrenching'. Listeners came away with an understanding of the challenge that faces the freight transportation community in the coming legislative cycle.

Reinforcing the legislative panel's assertion that Congress is already working hard on the authorization process, Congressman Adam Smith (D-WA) spoke about his National Freight Mobility Infrastructure Act and the importance of freight to his district. Congressman Smith told the crowd that freight transportation is all about jobs, calling it, "the first building block" for economic growth. He voiced concern that the U.S. is not remaining competitive, due in part to the fact that we are operating with infrastructure that is 50 years old. His legislation sets up long term, structural change and provides more money focused on freight mobility projects. The bill calls for a national freight program, dedicated to freight projects, competitive in nature and financed by a national bill of lading fee, which is expected to bring in between \$7 and \$8 billion per year. As the Congressman wrapped up his remarks, Mr. Horsley stood up and commented that the Congressman's legislation seemed very similar to AASHTO's freight policy (which is very similar to CAGTC's proposal), promising to work further with the Congressman through the authorization process (See pages 3 & 10 for details of both organizations' agendas).

Congressman Adam Smith (D-WA) details his National Freight Mobility Infrastructure Act

As the discussion drew to a close, participants found a considerable degree of agreement and cohesiveness, providing a unified call to Congress for the creation of a federal freight program and a solid foundation to build upon in the coming months.

On Day-2 of the Coalition's Annual Meeting, CAGTC members gathered for a members-only business meeting, which featured remarks from Congressman John Mica, Ranking Member of the House Transportation and Infrastructure Committee, followed by an internal CAGTC policy and strategy session.

Coalition News

The Coalition for America's Gateways and Trade Corridors (CAGTC) is pleased to welcome the following NEW MEMBERS:

The **Port of San Diego** was created by the state Legislature in 1962 to manage San Diego Bay and surrounding waterfront land. With more than 600 employees and 2007 revenues of $133.7 million, the agency oversees the protection and development of the Bay. The Port is made up of Imperial Beach, National City, Chula Vista, San Diego and Coronado waterfront properties.

The **San Diego Association of Governments** (SANDAG) serves as a forum for regional decision making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.

The **Oregon Department of Transportation** (ODOT) was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT develops programs related to Oregon's system of highways, roads, and bridges; railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation.

The **West Coast Corridor Coalition** (WCCC) advocates collaborative solutions to transportation system challenges on the West Coast Corridor. WCCC members represent the states of Alaska, California, Oregon and Washington. Some current WCCC objectives are to: share "best practices" in order to optimize the capacity and performance of the existing corridor system, encourage joint effort and effective cooperation among West Coast state, regional and local governments and the private sector and advocate for financing options to fund transportation system improvements serving the interests of the Coalition, including both additional funding and regulator changes.

Kiewit Corporation is one of North America's largest and most respected construction and mining organizations. For over 125 years, Kiewit has delivered world-class solutions to projects of every size, in every market. With subsidiaries operating from a network of offices that extends throughout North America, Kiewit has completed projects from the Arctic Circle to the Gulf of Mexico. Freight mobility projects have special needs and require a contractor with a unique perspective to address those needs. Kiewit has experience completing marine and rail projects across North America. Kiewit through its subsidiaries has experience completing many different types of rail projects for Class I and Class II railroads.

For a full list of CAGTC members, visit www.tradecorridors.org

Coalition News

Member Spotlight

I-5 Columbia River Crossing Oregon and Washington States

Oregon Department of Transportation

The I-5 Columbia River Crossing is a long-term, comprehensive and sustainable multi-modal solution to the economic, safety, and environmental challenges caused by the Interstate Bridge over the Columbia River. The bridge and its approaches in Oregon and Washington—a five mile area known as the Bridge Influence Area— cause the worst traffic congestion in the Portland/Vancouver metro region. This area is also one of the biggest bottlenecks on the I-5 trade corridor, one of the nation's top freight routes.

The northbound bridge was built in 1917 for Model Ts. The southbound bridge was built in 1958, but traffic has more than quadrupled in the years since it opened. Today, with just three lanes in each direction, the bridges strain to carry 135,000 vehicles each weekday. Congestion on this crucial corridor already lasts four to six hours a day, stranding motorists in their cars, stalling buses in gridlock, and delaying freight moving up the freeway by truck. As bad as it is today, by 2030, stop and go traffic is projected to increase to 15 hours a day.

The Interstate Bridge carries goods from across Oregon, and congestion in the area makes it difficult for trucks to access the Port of Portland, Port of Vancouver, and industrial areas that are accessed from interchanges in the Bridge Influence Area. Each year the Interstate Bridge carries about $40 billion in freight, and this is projected to increase to $70 billion annually by 2030. The Federal Highway Administration has recognized the Interstate Bridge as one of the top freight bottlenecks on the nation's highway system, with an estimated 644,200 annual hours of delay for trucks.

Solutions

The Columbia River Crossing project is developing multi-modal solutions that will address congestion and other problems in the Bridge Influence Area. In July 2008, local agencies endorsed replacing the Interstate Bridge with a new structure, extending light rail across the Columbia into downtown Vancouver, improving interchanges, and creating a world-class bicycle/ pedestrian facility over the river.

The Interstate Bridge across the Columbia River strands trucks, commuters and buses in congestion that is projected to worsen significantly in coming years.

The Columbia River Crossing project will offer a long-term comprehensive solution to the challenges on this section of freeway. The project will significantly reduce congestion and safety problems while improving mobility, reliability, and accessibility for all users of this section of freeway, whether they're traveling by automobile, truck, transit, bicycle, or on foot.

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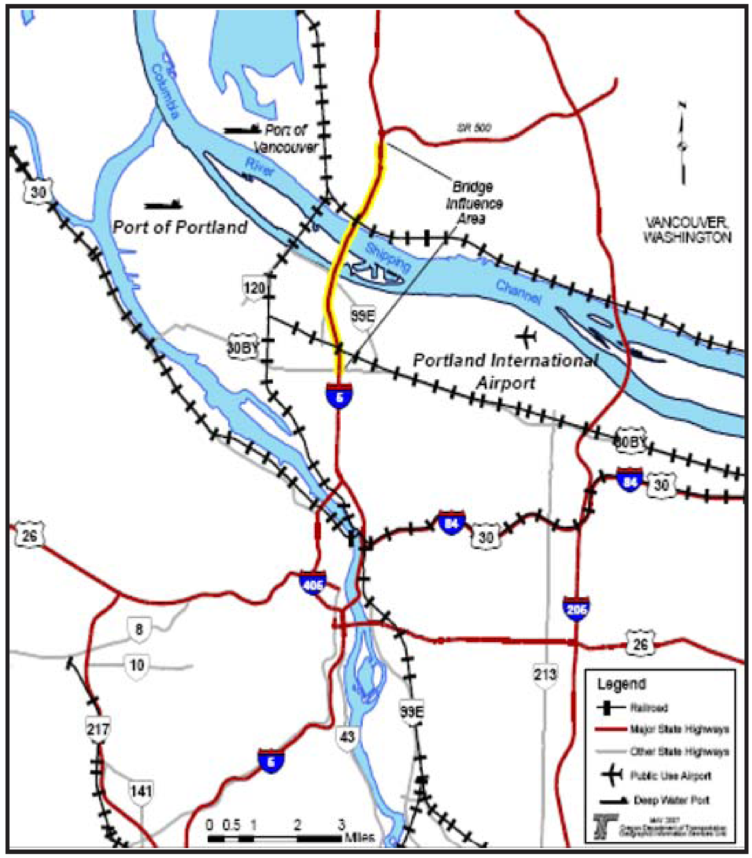
• ***Reduced Congestion:*** A replacement bridge with light rail would experience just 3.5 to 5.5 hours of congestion per day in 2030, compared to 16 hours per day if nothing is done.

• ***Safety:*** This section of freeway experiences about 300 crashes each year—nearly one every day—that are caused by closely spaced interchanges, short distances to merge onto the freeway, poor sight distance due to the steep bridge hump, and bridge lifts. These safety hazards would be eliminated, and adding auxiliarylanes would allow traffic to safely enter and exit the freeway. As a result, the crash rate would decline significantly.

• ***Improved Freight Mobility:*** A replacement bridge would allow freight to move up I-5 much more efficiciently and reduce the time and money lost when trucks are stuck in gridlock. Interchange improvements at Marine Drive and 4th Plain—which provide access to industrial areas and the Port of Portland and Port of Vancouver— would significantly improve access to these important economic activity centers.



Oregon's Freight Transportation Hub

• ***Expanded Public Transportation:*** The limited transit service across the Columbia River, which serves only about 3500 riders each week day, does not provide a convenient alternative to driving. The CRC would more than double the number of transit riders over the no build scenario. Transit is projected to carry 6.7 million riders per year, and about 20 percent of commuters are projected to choose transit, compared to less than 5 percent today.

• ***Improved Bicycle/Pedestrian Crossing:*** The bicycle and pedestrian crossings on the existing bridges are narrow, steep, and immediately adjacent to freeway traffic. A new crossing will include a world class pedestrian and bicycle path that would create direct connections and provide better links to public transit. The new path would be safer than the existing crossing and would protect pedestrians and bicyclists from traffic noise and debris.

Federal News

Transportation Financing Commission Declares American "Safety, Economic Competitiveness, and Quality of Life" at Risk

On February 26th, the National Surface Transportation Infrastructure Financing Commission released its report to Congress, *Paying Our Way: A New Framework for Transportation Finance*, which analyzes the state of our highway and transit needs and the finances of the Highway Trust Fund. The report concludes that system insolvency demands a modest increase, roughly $5 a month per vehicle, in federal fuel taxes in the short term, with a shift to a different and more sustainable user fee for the future.

The report concludes the funding gap for highways and transit at the federal level totals "nearly $400 billion in 2010-2015 and grows dramatically to about $2.3 trillion through 2035." To meet these needs in the short term, the Commission recommends an increase in the federal gasoline and diesel fuel taxes of 10¢ and 15¢, respectively. While the report fails to directly address the specific needs of the nation's freight system, it does offer evaluations of several options for freight specific fees. In addition, the report indicates that 2¢ of the diesel tax increase should be dedicated specifically to freight investment. In the long term, the Commission calls for a transition to a new fee structure, based on system use rather than fuel consumption, commonly referred to as a vehicle miles traveled, or VMT, system.

The report's release marks the third time in as many years that a major high-level transportation analysis has documented the deterioration of the transportation system and the crisis our nation faces due to its current funding structure. The limits of its Congressional mandate kept the Commission from investigating the needs of our multimodal freight network, but an evaluation of potential funding sources found a number of freight-related fees to have strong to moderate potential when rated on both revenue and ease-of-application criteria.

The report was released just days after the White House rejected the concept of a VMT system. In an interview, Secretary LaHood had indicated that the department would be considering alternatives to the fuel taxes, and that a VMT system should be looked at. His comments drew a sharp response from the White House press secretary, Robert Gibbs, who indicated that a VMT system, "is not and will not be the policy of the Obama administration." In response, House Transportation & Infrastructure Committee Chairman Jim Oberstar (D-MN) replied that "transportation policy isn't going to be written in the press room of the White House."

In addition, the Commission's short term solution, an increase in the federal fuel tax has also met opposition from the White House, as well as several Members of Congress. One Member who supports the concept, though, is Chairman Oberstar. In a recent interview, the Chairman was quoted saying, "We'll have to transition out of the gas tax; we'll also have to increase it."

The Commission's final report, along with the executive summary, is available at:

http://financecommission.dot.gov/index.htm

Federal News

ARRA Funds Freight Projects:

$1.5 Billion Mulitimodal Discretionary Grant Program to Use Merit-Based Criteria

After tense negotiations and many late nights, the House and the Senate (with input from the White House) finally reached a consensus on the details of the stimulus bill, which was signed into law (Public Law 111-5) by President Obama on February 17th.

After the House and Senate conference on the bill, the Department of Transportation's portion of the funding included $27.5 billion for highway funding and a $1.5 billion discretionary grant program for surface transportation projects with nationally or regionally significant impact, with particular emphasis on freight projects. The program was cut back from $5.5 billion in the original Senate version, the House bill did not include the program. The final bill also included an unexpected $8 billion in funding for high speed and passenger rail projects.

Much like SAFETEA-LU's Projects of National and Regional Significance, the new discretionary program calls for funds to be distributed according to criteria developed by DOT. The Department has 90 days from the day of enactment (February 17th) to publish guidelines for the selection process, which, according to the law, should be geographically diverse and favor projects that can be completed within three years. All applications for the grants must be received within 180 days, and funding must be awarded within one year of enactment. Recipients will then have until September 30th, 2011 to legally obligate the funds.

The $27.5 billion will be distributed using a combination of existing federal forumulas. However, this is not the typical highway program. The bill language expands eligibility for these funds beyond the standard Title 23. This allows for more multimodal use of the funds, including port and other non-highway infrastructure projects.

In order to qualify for funding from the stimulus, a state's Governor must identify the amount they plan to expend in state resources on transportation projects during the period from February 17th, 2009 to September 30th, 2010. If the DOT grants the state funding, it will be 100% federal share and will not require state or local matching funds. The state will then be required to submit periodic reports starting at 90 days, then 180 days, and then yearly for up to 3 years after the enactment date.

H.R. 1 American Recovery and Reinvestment Act of 2009
Title XII
SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION SYSTEM

For an additional amount for capital investments in surface transportation infrastructure, **$1,500,000,000**, to remain available through September 30, 2011: *Provided,* That the Secretary of Transportation shall distribute funds provided under this heading as **discretionary grants** to be awarded to State and local governments or transit agencies on a **competitive basis for projects that will have a significant impact on the Nation, a metropolitan area,or a region**: *Provided further,* That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code...; public transportation projects...; passenger and **freight rail transportation** projects; and **port infrastructure investments**, including projects that connect ports to other modes of transportation and **improve the efficiency of freight movement**..."

Association News

AASHTO Reauthorization: Freight Policy Critical to America's Competitive Edge

This February the American Association of State Highway and Transportation Officials (AASHTO) released its policy recommendations for the 2009 surface transportation reauthorization regarding our nation's freight system and the lack of a coherent national strategy. The recommendations are described as a six-part agenda:

- Joint effort by the DOT, the states, freight shippers, freight carriers and other stakeholders to define the National Freight Transportation System and its needs.

- Congress should authorize funding for state-driven, multistate, multimodal corridor planning and investment organizations.

- Authorization of a state administered freight transportation program through the state apportionment of $3 billion per year from the Highway Trust Fund (HTF). This HTF money would focus on linking state freight systems to the national freight system.

- Formation of a National Freight Corridors Investment Fund (NFCIF) with a funding level of $42 billion over six years. Unlike the state program, the NFCIF would be funded from resources outside the HTF. Annually, half the funding would be given to states, while the other half would be used at the DOT's discretion.

- Congress must authorize new sources of revenue. These resources (which could include, customs revenues, container fees, and bill of lading fees) should be directly related to freight transportation. The government should also encourage maximum private investment, especially when projects cannot by justified by public benefits.

- Congress should reauthorize existing freight programs, such as the Freight Planning Capacity Building Program and the National Cooperative Freight Transportation Research Program.

AASHTO believes taking these steps will help the United States meet the challenges posed by competitors aggressively investing in their freight systems. Without a coherent national strategy, our nation will lose its competetive edge in the global economy.

Research News

Surface Transportation: Clear Federal Role and Criteria-Based Selection Process Could Improve Three National and Regional Infrastructure Programs
GAO, February 2009

The study provides an overview of the goals, funding status, and types of projects and activities of the Projects of National Regional Signifigance (PNRS) program, the National Corridor Infrastructure Improvement Program (NCHP) and the Coordinated Border Infrastructure (CBI) program; all funded through SAFETEA-LU. The study concludes Congress should consider: defining the federal role in accordance with national and regional program priorities, implementing a criteria-based, competitive project selection process, and working with the Secretary of Transportation to achieve the highest possible return on federal investments.

The full report is available here: http://www.gao.gov/new.items/d09219.pdf

Highway Infrastructure: Federal Efforts to Strengthen Security Should Be Better Coordinated and Targeted on the Nation's Most Critical Highway Infrastructure
GAO, January 2009

This report addresses the extent to which federal entities have conducted and coordinated risk assessments by reviewing risk assessment results and TSA's documented security strategy, and conducted interviews with highway stakeholders. GAO recommends that DHS establish a mechanism to enhance coordination of risk assessments; TSA address limitations in its documented security strategy for highway infrastructure; and that TSA develop a mechanism to monitor security measures for critical highway infrastructure.

The full report is available here: http://www.gao.gov/new.items/d0957.pdf

Highway Trust Fund: Improved Solvency Mechanisms and Communication Needed to Help Avoid Shortfalls in the Highway Account
GAO, February 2009

This report (1) describes the events that led to the decline in the account balance, including how DOT responded, and (2) identifies potential improvements in mechanisms to manage account solvency. GAO is making recommendations to help DOT improve solvency mechanisms for the Highway Account and communication on the account's status with stakeholders. DOT reviewed the draft report and generally agreed with the report's findings and recommendations.

The full report is available here: http://www.gao.gov/new.items/d09316.pdf

Transportation Programs: Challenges Facing the Department of Transportation and Congress
GAO, March 2009

This statement presents GAO's views on major challenges facing DOT and Congress as they work to administer recovery funds and reauthorize surface transportation and aviation programs. GAO has made recommendations to DOT to improve transportation programs; the agency has generally agreed with these recommendations.

The full report is available here: http://www.gao.gov/new.items/d09435t.pdf

State & Local News

Another ACE Milestone!

On February 20th, the Alameda Corridor East Construction Authority gathered to celebrated the completion of another ACE project. This event marked the completion of work on the Brea Canyon Road Grade Separation Project and Currier Road Widening. The project has already begun to eliminate traffic delays at the train tracks by routing trains on a railroad bridge and vehicles on a roadway underpass. The new road includes pedestrian and motorist safety improvements, walkways, and landscaping.

Canadian National Acquires Suburban Chicago Railroad

CN North America's Railroad

Canadian National Railway has taken one step forward in extending its North American rail system, closing on a new acquisition on January 31st. In an effort to lighten the load on a clogged down urban rail, CN fought opponents for the right to acquire Elgin, Joliet & Eastern Railway (EJ&E) from United States Steel. Although the plan drew considerable industry support, residents in the suburban area that would be affected fought the deal for more than a year at the Surface Transportation Board. Nevertheless, the STB finally approved the deal on December 24th, 2008.

The short line runs roughly 198 miles between Gary, Indiana; Joliet, Illinois; and Waukegan, Illinois. CN will pay US Steel $300 million for the railways, invest $100 million in upgrading the system, and spend substantial amounts to ameliorate some of the negative effects of increased rail traffic in the suburban neighborhoods. When the track is ready for heavy trains, it will move long intermodal trains past Chicago a day faster and will also help CN market its Canadian-based container service into the US heartland.

Upcoming Events

March 23 – 24: American Association of Port Authorities' Spring Conference, Washington DC

March 23 – 25: 2009 Faster Freight – Cleaner Air (FFCA) Conference, Long Beach, CA

March 25: ITS America and Congressional ITS Caucus Technology Showcase and Reception, Washington, DC

April 1 – 2: 6th Annual North America's Marine Highways Conference, Jacksonville, FL

April 1 – 4: Transportation Intermediaries Association's 31st Annual Convention and Trade Show, San Antonio, TX

April 28-30: Critical Commodities Conference, New Orleans, LA

CAGTC in the News

Truckers' Slow Lane to Taxes
March 16, 2009
Journal of Commerce
http://www.joc-digital.com/joc/20090316/?pg=15

Transportation infrastructure: Obama begins to dole out stimulus funds for shovel-ready transportation infrastructure projects
March 4, 2009
Logistics Management
http://www.logisticsmgmt.com/article/CA6641619.html

Transportation infrastructure: "Freight 21" effort strives to make freight funding a cornestone on next surface transportation re-authorization bill
February 23, 2009
Logistics Management
http://www.logisticsmgmt.com/article/CA6637446.html

Why Join CAGTC?

Shape Policy

CAGTC Members have the opportunity to help shape policy and legislation with an organization that is known for getting results on the Hill. Membership gives you a seat at the table as our positions are vetted, debated, finalized and carried to the halls of Congress, where we then pull out the votes. All members are invited and encouraged to participate in our various policy and planning committees, which meet by phone, email and, occasionally, in person.

Up To Date Information

CAGTC strives to keep our members well informed and keyed in on important national freight developments. Because our work focuses solely on goods movement issues, we are able to disseminate concise, lightening-quick updates. Our members often tell us that CAGTC delivers information quicker than any of their other DC connections!

Access

CAGTC holds one annual, in-person meeting every winter, with impressive member turn out. In addition to our annual meeting, we hold smaller member events on a regular basis, such as our Congressional Goods Movement Briefing each spring and our Trade Corridor Summit in 2007. We also meet regularly with Congressional Members and staff and with the Administration. All of these meetings are free and open to members. Given that this is authorization time, we expect our calendar for Hill visits to book up quickly - in the run up to SAFETEA-LU, CAGTC held over 500 meetings with policy makers!

Member Promotion

In all our endeavors, the Coalition highlights its member organizations as examples of *good* projects and *how* the process should work. We do this in our regular meetings on the Hill, at conferences and during presentations and in our newsletter, which goes out every other month. Members have a spotlight for recent achievements, a sounding board of experts for advice, as well as an opportunity to network with likeminded organizations.

To learn more contact:

Adrienne Gregory
Coalition for America's Gateways and Trade Corridors
500 New Jersy Avenue, NW, Suite 400
Washington, DC 20001
Tel: 202.828.9100 / Fax: 202.638.1045
Email: agregory@blakey-agnew.com

For more information about **The Coalition for America's Gateways and Trade Corridors**
or for newsletter submissions,
please visit our website at www.tradecorridors.org or
contact us at 202.828.9100 or agregory@blakey-agnew.com.