



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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www.tradecorridors.org

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Coalition Highlight

Congress Extends Surface Program Through March 4th

Just days before Christmas, Congress passed another continuing resolution, the Continuing Appropriations and Surface Transportation Extensions Act, 2011 (Act), in order to keep the federal government operating into 2011.

The legislation was introduced in the Senate after the chamber failed to move a large omnibus appropriations bill in the final days of the 2010 lame duck session. The continuing resolution was sent to the House for consideration Tuesday afternoon and was agreed to a few hours later.

The Act continues funding at FY 2010 enacted levels for most programs and was necessary because Congress was unable to pass a single appropriations title in 2010. The Act extends federal discretionary spending through March 4th, 2011. Hopefully, this

SAFETEA-LU Extensions: Timeline

September 30, 2009 – With SAFETEA-LU set to expire at midnight, Congress passed a one-month extension of the program.

October 30, 2009 – Congress extends SAFETEA-LU through December 2009.

December 20, 2009 – Congress extends SAFETEA-LU for two months and heads home for the holidays.

February 28, 2010 – SAFETEA-LU expires, with no extension in place and the program is forced to shut down temporarily.

March 17, 2010 – Congress passes the 5th extension, through December 31, 2010.

December 21, 2010 – Congress passed the 6th extension of SAFETEA-LU, tabling the matter until March 4, 2011, when the reauthorization of SAFETEA-LU will be 18 months past-due.

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CAGTC

Coalition for America's
Gateways & Trade Corridors

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CAGTC Perspective A Message from the Executive Director



We're just a few weeks away from the start of 112th Congress. With the new Congress comes a new approach to transportation policy. On behalf of all CAGTC members, we thank outgoing Transportation & Infrastructure Committee Chairman James Oberstar for his many years of dedicated service and commitment to transportation. We also take this opportunity to congratulate the new Committee Chair John Mica on his election to the office. Mr. Mica has spoken at many of our events and meetings and CAGTC members know well his appreciation for freight issues and infrastructure.

Chairman Mica has already expressed his desire to complete a surface transportation authorization in the first six to nine months of 2011. Whether or not politics, time and other influences will allow a bill to be completed, however, is another issue entirely.

With the authorization once again likely put on hold, CAGTC will focus its efforts in the first few months of 2011 on meeting the new Members on Capitol Hill. The T&I Committee will change dramatically next year. The incoming majority has already announced that it will be shrinking the size of the committee, likely down to 59 or 60 seats from its current 75. In addition, it's likely there will be a great deal of turn over on the Committee, as some of the current Members lost their seats in the November election, while others will be changing to other committee assignments. CAGTC members and staff will work hard to make sure each and every one is brought up to speed on the role goods movement plays in our national economy and the vital freight needs that must be met.

As part of this educational effort, the Coalition is proud to introduce a brand new, expanded website in January. The site will include several new features, most notably a Freight Resource Center (FRC). The FRC will serve as a clearinghouse for all things freight, from research and presentations to a list of relevant freight facts and figures. It will also include an interactive map featuring freight projects across the country, helping to put a 'face' on freight infrastructure.

The site will also feature a new members-only section, where CAGTC members can track the latest legislative and regulatory developments, find information in our Member Updates archive and network through a real-time discussion forum.

Now, more than ever, the voices of freight transportation users and providers should be heard in setting the context for the many transportation policy decisions ahead. We invite you to join the Coalition as we continue to give a voice to the nation's freight interests.

A handwritten signature in black ink, appearing to read "J. Holby". The signature is fluid and cursive, written over a white background.

will give the new House Republican majority and the Democrat-controlled Senate time to develop and agree to appropriations legislation early in 2011.

In addition to keeping the lights on, the Act also extends the current Surface Transportation Programs through March 4th as well. The programs were originally authorized under 2005's SAFETEA-LU and were set to expire on December 31st. This is the 6th extension of the programs, which expired on September 30th, 2009.

The House was able to pass a continuing resolution in December that would have extended the program through the end of the 2011 fiscal year; however, the Senate, after failing to pass the omnibus appropriations language, opted for a shorter timeline.

The 111th Congress struggled to find the common ground and much needed revenue necessary to move a large surface transportation authorization in 2009 or 2010.

Common ground may be even harder to find in 2011, with a split majority on Capitol Hill. However, incoming Transportation & Infrastructure Committee Chairman John Mica has voiced his commitment to completing a bill in 2011, as has DOT Secretary Ray LaHood.

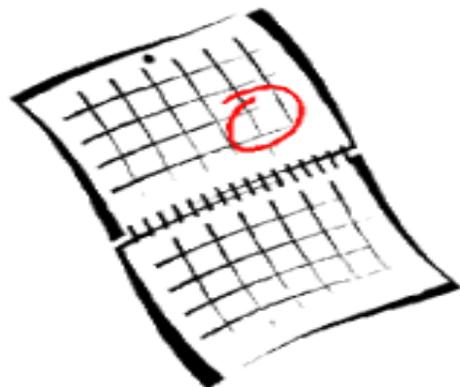
Chairman Mica's vision for the authorization will likely differ from that of the Administration and the previous Chairman, and will likely focus more on building a program that can be funded with the revenues available rather than outlining a vision and trying to secure the additional funding necessary to support it. Chairman Mica made references to doing more with the funds available to the federal government by leveraging the federal dollar with private investments. Expediting project delivery is another area of focus for the incoming Chairman.

Mark your calendars and save the date for the

CAGTC 2011 Meeting!!!

The Coalition for America's Gateways and Trade Corridors will be hosting its 2011 Annual Meeting May 10th & 11th in Washington, DC.

Be sure to check the Coalition's website, www.tradecorridors.org, for more details as the meeting approaches or email agildea@blakey-agnew.com for more information.



Coalition News



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

Detroit Regional Chamber

With over 20,000 members and affiliates, that employ over three quarters of a million workers, the Detroit Regional Chamber is the largest Chamber of commerce in the country. The Chamber's mission is carried out through business attraction efforts, advocacy, strategic partnerships and valuable benefits to members.

The Chamber has a vision of creating a region with:

- An unparalleled quality of life.
- An efficient, seamless mass transportation system.
- A unified pursuit for economic development.
- An educational system that is second to none.
- An unquestionable identity as a vibrant technology hub.
- A fertile ground for entrepreneurs.
- A business community that embraces diversity as a business imperative.



<http://www.detroitchamber.com/index.php>

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

CAGTC Prepares to Launch NEW Website

The Coalition for America's Gateways and Trade Corridors will soon be launching a fully redesigned website. The site will include new features, such as the Freight Resource Center, which will include Freight Facts and Figures, Presentations, Research, and an interactive map of freight projects nationwide; a new *Talking Freight* blog, and a Members Only resource center.

As part of the *Talking Freight* blog feature, CAGTC will periodically highlight CAGTC member bloggers by featuring their blogs on our site. If you have a blog that features freight-related topics, please let us know by emailing agildea@blakey-agnew.com. Please include your name, affiliation and a link to your blog.



More information on the launch date will be made available in the coming weeks. Be sure to check www.tradecorridors.org to see the new look.

Federal News

Fiscal Commission Recommends Gas Tax Increase, Enforced Spending Caps

The National Commission on Fiscal Responsibility and Reform (Commission) was created at the request of the President and Congress to address the nation's current fiscal challenges and to decrease the deficit in decades to come. On December 1, 2010, the Commission proposed a six-part plan to fix the current economic situation and to foster a stable economic future in their report, entitled *"The Moment of Truth"*.

The report puts forth a six-part plan to "put the nation back on a path to fiscal health, promote economic growth, and protect the most vulnerable among us." If implemented in its entirety, the Commission argues the plan will:

- Achieve nearly \$4 trillion in deficit reduction through 2020, more than any effort in the nation's history.
- Reduce the deficit to 2.3% of GDP by 2015 (2.4% excluding Social Security reform), exceeding the President's goal of primary balance (about 3% of GDP).
- Sharply reduce tax rates, abolish the AMT, and cut backdoor spending in the tax code.
- Cap revenue at 21% of GDP and get spending below 22% and eventually to 21%.
- Ensure lasting Social Security solvency, prevent the projected 22% cuts to come in 2037, reduce elderly poverty, and distribute the burden fairly.
- Stabilize debt by 2014 and reduce debt to 60% of GDP by 2023 and 40% by 2035.

The six components of the plan are:

- Discretionary Spending Cuts;
- Comprehensive Tax Reform;
- Health Care Cost Containment;
- Mandatory Savings;
- Social Security Reforms to Ensure Long-Term Solvency and Reduce Poverty; and,
- Process Changes.

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CAGTC is getting social!



The Coalition for America's Gateways and Trade Corridors
is now on Facebook and Twitter.

"Like" us to join our Facebook page

&

Follow us on Twitter: <http://twitter.com/CAGTC>

On Facebook or Twitter? Let us know!

Most of the recommendations that would directly impact the transportation industry can be found in the first section, Discretionary Spending Cuts. Perhaps most significant is Recommendation 1.7. The Commission recommends reclassifying spending from the Highway Trust Fund to make both contract authority and outlays mandatory.

The Commission also recommends a 15-cent per gallon increase in the gas tax, which would occur gradually between 2013 and 2015, to fund transportation needs. Once the gas tax is fully phased in, spending for transportation projects would be limited to the actual revenue accrued. Finally, the Commission also urges Congress to limit trust fund spending to the most imperative infrastructure needs rather than forcing states to fund low-priority projects.

This is the third major national commission report since SAFETEA-LU was passed that recommends an increase in the gas taxes to fund transportation projects. The National Surface Transportation Policy and Revenue Study Commission (http://transportationfortomorrow.com/final_report/chapter_5.htm) recommended raising the gas tax 5 to 8-cents per gallon for the next five years and indexing the tax to inflation thereafter. The National Surface Transportation Infrastructure Financing Commission, meanwhile, recommended a 25 to 27-cents per gallon increase to maintain the system and a 36-38-cents per gallon increase to improve the system ([http://financecommission.dot.gov/Documents/NSTIF Commission Final Report Mar09FNL.pdf](http://financecommission.dot.gov/Documents/NSTIF_Commission_Final_Report_Mar09FNL.pdf)).

The latest recommendation for an increase in the fuel taxes is opposed by the Administration, as well as many on Capitol Hill, and it remains unlikely while the nation continues to struggle economically.

Other Recommendations of interest:

- Recommendation 1.1 calls for discretionary spending to be frozen at 2011 levels in 2012, and brought down to inflation-adjusted pre-crisis levels in 2013. Congress would need to critically review all funded programs and make tough decisions to set priorities and reform or eliminate a number of them.
- Recommendation 1.2 establishes a firewall between security and non-security spending through 2015, and requires equal percentage cuts from both sides. Spending levels for the remaining third of the discretionary budget, dedicated to non-security programs, a large array of domestic activities and transportation, would be kept below the cap.
- Recommendation 1.3 calls for enforcement of the spending caps established and requires a separate non-amendable vote in House and 60-vote point of order in Senate to spend above the caps.
- Recommendation 1.9 creates a new, bipartisan “Cut-and-Invest Committee” to be charged each year with identifying 2 percent of the discretionary budget that should be cut and identifying how to redirect half of that savings, or 1 percent, into high-value investment.
- Recommendation 1.10.7 eliminates all congressional appropriations and authorizing earmarks as well as limited tax and tariff benefits.

On December 3rd, due partly to the fuel tax recommendations, the final report fell short, 11-7, of the 14 votes required in order for the Commission to recommend the report to Congress.

The report is available here:

http://www.fiscalcommission.gov/sites/fiscalcommission.gov/files/documents/TheMomentofTruth12_1_2010.pdf

TRANSPORTATION HOLIDAY CAROLS

A new twist on some old classics, courtesy of the good folks over at the American Association of State and Highway Transportation Officials (AASHTO).

Safety Baby – *Santa Baby* –

Safety baby, just the most important thing we do, for you
Fa-ta-li-ties are down
Safety baby, don't hurry down the highway tonight.

Safety honey, a '54 convertible too, light blue
Air bags and seat belts too
Safety baby, don't hurry down the highway tonight.

Never ever send a text
Distracted Drivers really get me vexed
Another no-no is your telephone
It's always safety first, not next
Boo doo bee doo

Safety baby, don't roll through a stop, if there's a cop
It's the safe thing, you hear?
Safety baby, don't hurry down the highway tonight.

Safety honey, one thing you really should heed, the speed
It's a limit that's fine
Safety baby, don't hurry down the highway tonight.

Safety cutie, slow down entering work zones, with cones
Don't you hit the flag men
Safety cutie, don't hurry down the highway tonight.

Come and trim my Christmas tree
With signs made up of retro reflectivity
I really do believe in you
Let's see if you believe in me
Boo doo bee doo

Safety baby, reduce fa-ta-li-ties by half, no laugh
That's a very good goal
Safety baby, don't hurry down the highway tonight.

Don't hurry down the highway tonight.
Don't hurry.... tonight.

Multi-modal Land – *Winter Wonderland* –

Bike bells ring, are you listening,
New Bike lanes, we are christening
Ship freight by the load,
Go drive on the road.
Moving in a multi modal land.

A School Bus made by Bluebird,
An Airplane is a new bird
The Ports bring the ships,
The trains make their trips,
Moving in a multi modal land.

Mister Mica serves us in the Congress,
Mr. Oberstar is not around.

Will you raise the gas tax?
He'll say: No chance,
But we can't watch the system
crumble down.

Garvee Bonds, with some tolling,
Dollars soon will be rolling
We'll fund unafraid
The plans that we've made,
Moving in a multi modal land.

When we leverage we can spread a dollar,
Building projects all around the town
It doesn't take a transportation scholar,
to say we need more funding all around.

When we move, ain't it thrilling,
When we're safe there's no spilling
The people and freight,
We'll get them there straight!
Moving in a multi modal land.

TRANSPORTATION HOLIDAY CAROLS

Congress We Have Heard on High – Angels We Have Heard on High –

Congress we have heard on high
Tell us they will authorize
A highway bill when all agree
On modal livability

Au_____thorize
A golden age of transport

Au_____thorize
A golden age of transport

~ ~ ~ ~ ~

The Data Song – The Dreidel Song –

I need a little data
To analyze today
To make some big decisions
What will the data say?

Oh data data data
Collect it everyday
Interpolate the data
What will the data say?

It has an incompleteness
With numbers short and thin
And when it's just plain missing
You stick new numbers in!

Oh data data data
Collect it everyday
Interpolate the data
What will the data say?

If we crunch this data
On safety, use and speed
We can make decisions
That serve our many needs!

Oh data data data
Collect it everyday
Interpolate the data
What will the data say?

And It's Slow – Let It Snow –

Oh the traffic outside is frightful,
Congestion's not delightful,
As if we've no place to go,
And it's slow! And it's slow! And it's slow!

With all of the start and stopping,
Your nerves are close to popping,
The lights are mis-timed you know,
And it's slow! And it's slow! And it's slow!

When you finally get to work,
There are meetings and calls all day.
Then you head out to where you park,
You drive right back into the fray.

The traffic is slowly dying,
The last mile you'll be flying,
But as long as you drive solo,
Then it's slow! Then it's slow! Then it's slow!

~ ~ ~ ~ ~

Talking About Viscosity – Rocking Around the Christmas Tree –

Talking about Viscosity
At the Christmas party hop
Recycled Asphalt – R-A-P
Engineers are hard to stop

Talking about Viscosity
Sand and gravel and crushed rock
Is aggregate better, coarse or fine?
It's the best with concrete block

You will get a sentimental feeling when you hear
Hot mix asphalt is one treatment,
Deck the bridge with Portland cement

Talking about Viscosity
Have a happy holiday
Everyone paving merrily
In the new old fashion way

Member News

Officials Gather for Sunset Ave dedication

On November 5, 2010, local representatives, state legislators and Members of Congress gathered for a dedication ceremony of the Sunset Avenue Grade Separation project in the City of Industry in the San Gabriel Valley.

The Sunset Avenue Grade Separation project, sponsored by the Alameda Corridor-East Construction Authority (ACE), is a 1.6-mile concrete-walled overpass above Sunset and Orange Avenues. Construction of the \$96 million Sunset Avenue Grade Separation Project began in January 2007.

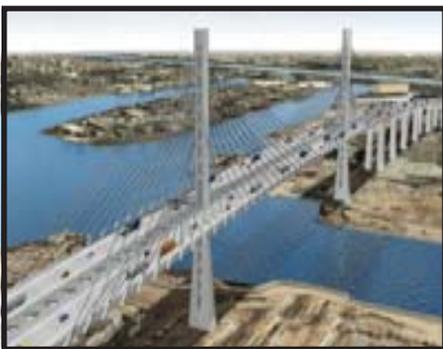
The project eliminates the mainline railroad crossing at Sunset and Orange Avenues, which carry 32,000 vehicles and 9,200 vehicles per day, eliminating traffic congestion, delays and train-vehicle collision hazards at the two former intersections.



“The ACE grade separation projects are vital for our communities,” said Congresswoman Grace F. Napolitano, a member of the House Transportation and Infrastructure Committee. “Separating roads from railways means less dangerous railroad crossings, less traffic pollution, and faster travel times for everyone living and working in this high-traffic area. I congratulate ACE and local officials on their achievement, and will continue to provide support for these important projects at the federal level.”

ACE has completed safety improvements at 39 grade crossings in the San Gabriel Valley, opened five grade separation projects to traffic and is scheduled to begin construction in 2011 on another three grade separation projects, including a project to lower the railroad in a trench and build bridges at four busy street-railroad crossings in the City of San Gabriel. The ACE program calls for constructing 20 grade separations as part of a multi-year construction effort to improve safety and reduce congestion at 54 grade crossings across the San Gabriel Valley.

Gerald Desmond Bridge Replacement Earns State Approval



The Port of Long Beach’s funding and building plans for the Gerald Desmond Bridge Replacement Project were approved on November 3, 2010 by the California Transportation Commission. This approval was the final government clearance needed to begin the design-build contracting process.

The final design and preliminary construction will begin in early 2011 and construction of the main bridge supports could start in 2012.

The total cost of the bridge is \$950 million and of that needed, \$500 million will come from state highway and transportation bond funds. Federal sources are expected to contribute about \$300 million. The Port of Long Beach has pledged \$114 million and Los Angeles County Metro is providing \$28 million for the project.

The Gerald Desmond Bridge is a vital route for cargo and vehicles. Roughly 15 percent of the nation’s containerized goods are exchanged through this route and commuters account for nearly 75 percent of the bridge traffic. The wider lanes will increase safety and minimize traffic for the thousands of vehicles and passengers who use the bridge to travel each day between Long Beach and San Pedro, and between Orange County and western Los Angeles County. The bridge will also have high cargo clearance allowing for the new green containerships to pass.

Research News

2010 State of the Retail Supply Chain: Results and Findings of the 2010 Study

Auburn College of Business and RILA

October 2010



RILA and Auburn University's annual study on the State of the Retail Supply Chain brings together the industry's leading retailers from North America to examine the year's current trends, best practices and the foremost issues impacting the strategy and planning of retail supply chains now and in the near future. The purpose of the 2010 study is to continue the investigation of retail SCM and its essential role in organizational success. The current research addresses four fundamental topics: current issues, supply chain strategy, best-in-class capabilities and future directions. The Auburn University research team used three methods to capture the insights of retail SCM professionals and their supply chain strategies: senior executive interviews, an audience response survey and a national survey.

The full report is available here:

http://www.americanshipper.com/NewWeb/PDF/2010_State_of_the_Retail_Supply_Chain_Report.pdf

Highway Trust Fund: Nearly All States Received More Funding Than They Contributed in Highway Taxes Since 2005

Government Accountability Office (GAO)

June 2010



The United States GAO released a report, "Highway Trust Fund: Nearly All States Received More Funding Than They Contributed in Highway Taxes Since 2005", at the request of the Chairman of the House Committee on Transportation and Infrastructure, the Chairman of the Subcommittee on Highways and Transit and Chairman of the Committee on Transportation and Infrastructure. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized over \$190 billion for the Federal-Aid Highway Program for fiscal years 2005 through 2009. Because the Federal-Aid Highway Program has operated on a "user pay" system, wherein users contribute to the building and upkeep of the system, states have taken a strong interest in the rate of return on contributions. To better understand the relationship between contributions to the Highway Trust Fund and the amount

of federal funding states receive, the report examined the amount of revenue contributed to the Highway Trust Fund Highway Account compared with the funding states received during the SAFETEA-LU period, provisions in place during the SAFETEA-LU period and additional factors that affected the relationship between contributions to the Highway Trust Fund and the funding states receive.

A summary of the report is available here:

<http://www.gao.gov/highlights/d10780high.pdf>

The full report is available here:

<http://www.gao.gov/new.items/d10780.pdf>

Moving Freight in a Global Economy

The Eno Transportation Foundation

November 2010

The Eno Transportation Foundation (Eno) announces the release of its latest publication: Intermodal Transportation: Moving Freight in a Global Economy. This comprehensive overview of intermodal freight transportation describes how intermodal freight transportation developed, discusses how it serves us today, and provides a glimpse of its future. Topics include intermodal containers; government regulations; movement by truck, rail, air, and water; military transport; transportation facilitators; terminals; information technology; and competition. The book will be available for purchase during the Transportation Research Board's (TRB) 90th annual meeting in Washington, D.C., and on the Eno website.



For more information:

<http://www.enotrans.com/publications>

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Impacts of Public Policy on the Freight Transportation System

National Cooperative Freight Research Program Report 6

November 2010



TRB's National Cooperative Freight Research Program (NCFRP) Report 6: Impacts of Public Policy on the Freight Transportation System explores the ways that government policy decisions can affect the freight system. The report explores the potential magnitude of policy issues that could have economic, volume, mode-shift, service quality, and operations and safety impacts on the freight system. This research is intended to address this shortcoming by examining freight system impacts relative to a wide range of public policies. The study focuses on recently enacted policies as well as some policies currently being debated but not yet adopted.

The full report is available here:

http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_006.pdf

Statewide Transportation Planning: Opportunities Exist to Transition to Performance Based Planning and Federal Oversight

Government Accountability Office (GAO)

December 2010



Draft legislation to reauthorize federal surface transportation legislation would, among other things, revise planning requirements to recognize states' use of rural planning organizations (RPO) and require performance measurement. As requested, GAO examined (1) states' planning activities and RPOs' satisfaction that rural needs are considered, (2) states' planning challenges, (3) the U.S. Department of Transportation's (USDOT) approach to overseeing statewide planning, and (4) states' use of performance measurement and opportunities to make statewide planning more performance based. To make statewide planning more performance based, Congress should consider requiring states to update their long-range plans on a prescribed schedule, identifying outcomes for statewide planning and directing USDOT to assess states' progress in achieving them, and requiring USDOT and states to collaboratively develop performance measures

A summary of the report is available here: <http://www.gao.gov/highlights/d1177high.pdf>

The full report is available here: <http://www.gao.gov/new.items/d1177.pdf>

2011
NRC Conference and
NRC-REMSA Exhibition



January 5-8, 2011
The Marriott Harbor
Beach Resort & Spa
Fort Lauderdale, Florida



Plan to attend the premier railroad construction and maintenance industry event!

The annual National Railroad Construction and Maintenance Association Conference will encompass more than 600 attendees, 60 exhibitors and 25,000 square-feet of meeting space. We have a unique program agenda lined up with chief engineers from the major freight railroads and other key speakers.

Attendee, hotel and exhibit registration available at www.nrcma.org

CAGTC & Freight in the News

Virginia proposes \$4 billion transportation spending plan for next three years

Progressive Railroading

December 13, 2010

<http://www.progressiverailroading.com/news/article/Virginia-proposes-4-billion-transportation-spending-plan-for-next-three-years—25254>

Obama Says U.S. on Track for Export Goal

The Journal of Commerce

December 9, 2010

<http://www.joc.com/government-regulation/obama-says-us-pace-double-exports-5-years>

NY-NJ Port Sets Infrastructure Fee

The Journal of Commerce

December 8, 2010

<http://www.joc.com/maritime/ny-nj-port-sets-infrastructure-fee>

Port of Seattle Plans \$500 Million in Capital Projects

Journal of Commerce

December 1, 2010

<http://www.shippingdigest.com/maritime/port-seattle-plans-500-million-capital-projects>

Suddenly popular, Mica looks to control transportation

Florida Times Union

November 6, 2010

<http://jacksonville.com/news/metro/2010-11-06/story/suddenly-popular-mica-looks-control-transportation>

Progressive Railroading
THE INFORMATION LEADER FOR THE RAILROAD INDUSTRY

**The Journal of
Commerce**

**The Journal of
Commerce**

The Florida Times-Union

Upcoming Events

January 5: 112th Congress Convened, Washington, DC

January 5 – 8: 2011 NRC Conference, Fort Lauderdale, FL

January 23 – 27: TRB 90th Annual Meeting: Transportation, Livability, and Economic Development in a Changing World, Washington, DC

February 13 – 15: NARC 2011 National Conference of Regions, Washington, DC

February 20 – 23: Logistics 2011 – RILA's Supply Chain Conference, Orlando, FL

March 2 – 4: AASHTO's Washington Briefing, Washington, DC

March 9 – 11: 4th Annual Transportation & Infrastructure Convention, Washington, DC

March 25: 2011 Railroad Day on Capitol Hill, Washington, DC

April 26 – 28: 2011 Mid-America Freight Coalition Conference and Annual Meeting, St. Louis, MO

May 10 – 11: CAGTC 2011 Annual Meeting, Washington, DC



**NRC
Conference | 2011**
Leading you on a forward track



NARC
Building Regional Communities

AASHTO
THE VOICE OF TRANSPORTATION

**RAILROAD DAY
ON CAPITOL HILL**

CAGTC
Coalition for America's
Gateways & Trade Corridors

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 Gildea

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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 agildea@blakey-agnew.com.