



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

DOT Awards TIGER II Grants

Freight receives nearly \$316 million in TIGER II Grants

On October 20, 2010 the Department of Transportation (DOT) announced the recipients of \$600 million in funding through the National Infrastructure Investment Program, enacted as part of the 2010 Transportation Appropriations legislation, more commonly known as TIGER II.



As with the first round of TIGER grants, awarded earlier this year, funds for TIGER II were awarded on a competitive basis. The winning projects were able to demonstrate a significant impact on the nation, a metropolitan area, or a specific region. The grant recipients also demonstrated an ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency and reduce greenhouse gas emissions, improve the safety of U.S. transportation facilities and/or enhance the quality of living and working environments of communities through increased transportation choices and connections.

"These are innovative, 21st century projects that will change the U.S. transportation landscape by strengthening the economy and creating jobs, reducing gridlock and providing safe, affordable and environmentally sustainable transportation choices," explained US DOT Secretary Ray LaHood.

According to the DOT, roughly 29 percent of TIGER II money will go towards road projects, 26 percent for transit, 20 percent for rail projects, 16 percent for ports, four percent for bicycle and pedestrian projects and five percent for planning projects.

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CAGTC

Coalition for America's
Gateways & Trade Corridors

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



CAGTC Perspective A Message from the Executive Director

Looking Ahead: The Impact of the Mid-term Elections

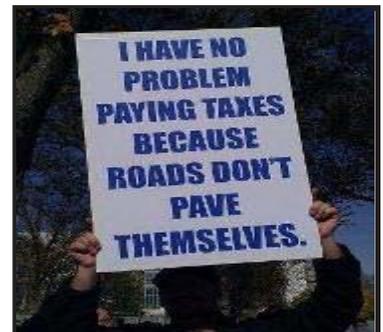


Regardless of the final tally on November 2nd, one thing is clear: we transportation folks have got our work cut out for us in 2011. Every election brings a new class of Congressmen and women to Washington, and with them comes new staff. And it's likely this 112th Congress, more than most, will see an influx of newcomers: staff who've never written a major piece of federal legislation and Members who did not run on infrastructure as a key campaign priority. The daunting task of making the case for transportation issues, one office after another, will need to include more Transportation-101 – before we can even talk about our individual missions, policy goals and hot button items! And all this stage-setting must take place before we can continue, realistically, the discussion to move the stalled Surface Transportation Authorization.

However, the 112th Congress brings additional challenges: Regardless of how the mid-term elections shake out, the incoming Members of the next Congress actually have been focused on infrastructure, in the form of the stimulus debate. Fairly or not, it's quite possible that many of the new Members will have an opinion on infrastructure investment, and it isn't necessarily a positive one! Certainly, the sensitivity to earmarks will continue, if not intensify, and transportation interests will need to work harder to explain and exemplify the broad public benefits that justify the investment of taxpayer dollars in transportation.

As many Congressional observers have pointed out, there is a small window of opportunity once the new Congress takes over to get major legislative work done – 6 to 8 months, during which fresh impetus from the election may create enough momentum for a surface transportation authorization (likely of limited breadth) to pass. After that, the Congress, the Administration and the talking-heads will shift into election mode once again and attention will move to the 2012 presidential race, leaving little time and interest in bipartisan work on major spending bills. If we, as an industry, cannot focus the new Congress on the importance of moving a major transportation authorization quickly, it seems likely that we could miss our chance completely.

So, there's no time to waste; the new Congress may not reconvene until mid-January, but Wednesday, November 3rd is when it really starts – again!



A demonstrator voices his support for infrastructure investment at the recent *Rally to Restore Sanity and/or Fear* in Washington, DC.

The program was divided into two components - capital grants and planning grants. 42 capital construction projects and 33 planning projects were awarded to 40 states. Like the first round of TIGER grants, freight projects competed well in the program. Of the 42 projects that received capital grant funds, 14 of them are freight-specific, and an additional 8 have a freight component - which means more than half of the projects selected were freight-related.

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

Projects with a demonstrable freight component (including freight-specific projects) received \$316 million from both capital and planning grants, 53% of the total \$600 million available funding.

Tied for the second most monetary capital grant (\$34,000,000 each) are two freight projects, Tower 55 in Fort Worth, TX, and the South Park Bridge Replacement in Seattle, WA. These two projects demonstrate the diversity in both geography and the types of infrastructure funded through the program.

With the TIGER II awards complete, the focus is now on the next round of TIGER grants (likely to be referred to as TIGER III). The fate of TIGER III rests with Congress, who will spend the lame duck session sorting out the 2011 Appropriations bills. The Senate version of the 2011 Transportation, Housing and Urban Development Appropriations legislation contains \$800 million for TIGER-like grants, the House \$400 million. It is likely that the results of the 2010 mid-term elections will have an impact on the appropriations process in November.

Freight projects that received funding:

- \$34 mil – Tower 55 in Fort Worth, TX
- \$34 mil – South Park Bridge Replacement in Seattle, WA
- \$22.7 mil – Port of Miami Rail Access project in Miami, FL
- \$20 mil – Memorial Bridge Replacement in NH & NE
- \$16.5 mil – Niagara Falls Rail Station in Niagara Falls, NY
- \$16 mil – West Basin Railyard project at the Port of Los Angeles, CA
- \$16 mil – MCR Railroad in South Dakota
- \$14 mil – Minot Grade Separation in North Dakota
- \$13.9 mil – Ann Arbor Bridges in Ann Arbor, MI
- \$13.6 mil – Coos Bay Rail Line in Coos Bay, OR
- \$13 mil – Port Cates Landing riverport project in Lake County, TN
- \$10.5 mil – Aroostook Rail Preservation in ME
- \$10.5 mil – Port of Providence Electric Cranes in Providence, RI
- \$10.2 mil – Great Plains Freight Rail in KS & OK
- \$10 mil – Meadowlands Adaptive Signal System in NJ
- \$10 mil – Central Pennsylvania Rail and Road Expansion in PA
- \$10 mil – West Vancouver Freight Access project at the Port of Vancouver, WA
- \$10 mil – San Bernardino Airport Access project in San Bernardino, CA
- \$9 mil – Port Manatee Marine Highway in FL
- \$7.6 mil – Staples North and South Corridor in Staples, MN
- \$4.9 mil – Freight Rail Reactivation and Rehabilitation in Chadron, NE
- \$1 mil – East foster Wells Road Extension in Franklin County, WA

Member Spotlight



Virginia Ports Authority's 64 Express Barge Service

The Virginia Port Authority's (VPA) 64 Express barge service is a short-sea shipping initiative connecting Hampton Roads' container terminals with the port of Richmond will expand and provide Hampton Roads intra-harbor service

A \$1.1 million federal grant will help expand container barge capabilities at The Port of Virginia by expanding the 64 Express barge service to Richmond and developing an intra-harbor barge service.

The Port of Virginia set a milestone in August when the port's weekly container barge service, the 64 Express, marked its 100th voyage.

The 64 Express links the container terminals in Hampton roads with the Port of Richmond; the service was started in December 2008. Since its start, the barge is estimated to have eliminated between 100 and 200 truck trips a week from the I-64 corridor between Richmond and Norfolk.

"The 64 Express is an important port asset and we are seeing it generate interest to the point where it will be necessary to increase its frequency," said J.J. Keever, the senior deputy executive director of the Virginia Port Authority.

A team of public and private interests including the Richmond Metropolitan Planning Organization, the Maritime Administration, the Virginia Port Authority, Port of Richmond, Virginia DOT, Federal Highway Administration and the private sector collaborated to make the service a reality.

The team's vision was to provide an economically feasible service that accomplished several key objectives: 1) to provide an alternate avenue to/from Hampton Roads and the central part of Virginia 2) to reduce highway, bridge and tunnel congestion and 3) to reduce the environmental impact created by trucks in Hampton Roads and along the I-64 corridor that results from that congestion.

The service is owned and operated by the James River Barge line, a subsidiary of Norfolk Tug Co.

The money will come from the US Maritime Administration's America's Marine Highway Program, a short-sea shipping initiative that is focused, in part, on reducing highway congestion through improved use of the nation's inland waterways as a means of moving cargo.

The money, said Heather Wood, the VPA's director of environmental affairs, will expand the weekly 64 Express barge to and from Richmond to three sailings a week and be used to implement an intra-harbor barge service for shuttling containers among the VPA terminals.

"The ultimate goal of this program is to reduce congestion and both of these projects will do just that in Virginia," Wood said. "We could further reduce truck traffic on I-64 between Hampton Roads and Richmond by expanding the 64 Express or take trucks off the local roads with the intra-harbor barge. Either way, there is a very real benefit to the public." Last year, 12,000 truck trips were eliminated from I-64 through use of the 64 Express barge service.

The VPA's barge initiative is among three

national barge projects to receive funding under America's Marine Highway Program. The announcement of recipients was made on Tuesday, Sept. 21.

"These projects demonstrate how water transportation can help solve some of our toughest transportation challenges," U.S. Transportation Secretary Ray LaHood said. "Transporting goods by water will let us reduce congestion and greenhouse gas emissions."



The 64 Express barge enroute traveling along the James River to Richmond, VA.

"Making better use of our rivers and coastal routes offers an intelligent way to relieve some of the biggest challenges we face in transportation – congestion on our roads, climate change, fossil fuel energy use and soaring road maintenance costs," added LaHood. "There is no better time for us to improve the use of our rivers and coasts for transportation."

The Department's Maritime Administration chose the projects and initiatives from 35 applications submitted by ports and local transportation agencies.

Other corridors considered for funding are along the West, East and Gulf Coasts, the Great Lakes and many of America's inland waterways. The Maritime Administration will assist the project sponsors in developing marine transportation services and with identifying potential freight and passenger markets. The designated projects are also eligible to compete for future Marine Highway federal funding.



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!

Coalition News



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

Florida East Coast Railway

The Florida East Coast Railway (FEC) operates 351 miles of mainline track along the east coast of Florida. With interchanges of Class I carriers, NS and CSXT the reach of the FEC is expanded throughout all of North America.

FEC moves major carload commodities of aggregate, automobiles, lumber, farm products, food and kindred, machinery, pulp and paper, petroleum products, and stone, clay and glass. Volumes for FEC exceeded 118,000 in 2007.

FEC also serves five (5) intermodal terminals with volumes for 2007 exceeding 300,000 units. FEC also provides a drayage leg in its portfolio of services to intermodal customers. This has proven to be a very attractive alternative for retail customers looking for one-stop shopping in their transportation services needs.

For more information, go to: <http://www.fecrwy.com/home.aspx>

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, like a Freight Resource Center, 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

Despite Recess, Freight Picks Up Steam on Capitol Hill

Since being introduced in July, the FREIGHT Act of 2010 (S.3629 / HR.5976) has gained support from several Members of the House Transportation & Infrastructure and Ways & Means Committees. In addition to the four original cosponsors, Sires (D-NJ), Cohen (D-TN), Richardson (D-CA), and Smith (D-WA), the list of cosponsors now includes Representatives:

- Dicks (D-WA)
- Ellison (D-MN)
- Larsen (D-WA)
- McDermott (D-WA)
- Napolitano (D-CA)
- Linda Sanchez (D-CA)

A number of other Members are expected to sign on as cosponsors during the lame-duck session in November.

In addition, a new freight-specific bill was introduced during the brief fall session. Congresswoman Richardson (D-CA) introduced the Freight FOCUS Act on September 29th, just before Congress left town to prepare for the fall elections. Text of the Freight FOCUS Act, HR 6291, is available at www.thomas.gov.

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 covering topics on:

- 2011 Class 1 and Regional Railroad Capital Spending Plans
- Rail Projects of National Significance
- Commuter Rail and Transit Contracting
- Florida Rail Projects
- Rail Infrastructure Legislation
- Railroad Construction Safety
- High-Speed Rail Developments
- Positive Train Control

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

Conference Highlights

- Golf Tournament, Safety Awards, Multiple Networking Receptions
- Seminars on project management, railroads safety regulations, railway engineering, safety training



President Releases Report, Talks Infrastructure on Columbus Day

On October 11th, President Obama unveiled a new report on infrastructure investment and renewed his commitment to more funding and jobs through a broad national plan for transportation.

Before announcing the report, the President discussed it in a high-level meeting attended by cabinet secretaries, governors and mayors to discuss infrastructure investment. The report, which comes from the Treasury Department and the Council of Economic Advisers, says that transportation investment would have long term economic benefits for the country and meet a strong public demand for additional infrastructure investment.

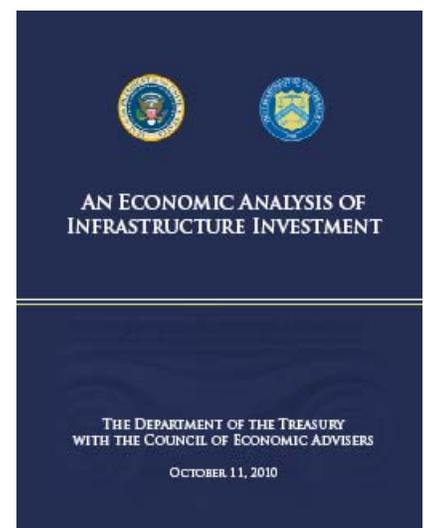
The report identifies four key reasons why now is an optimal time for the federal government to increase investment in transportation infrastructure:

- Well designed infrastructure investments have long term economic benefits;
- The middle class will benefit disproportionately from this investment;
- There is currently a high level of underutilized resources that can be used to improve and expand our infrastructure; and
- There is strong demand by the public and businesses for additional transportation infrastructure investments.

According to the Economic Analysis of Infrastructure Investment, 80 percent of the jobs created by infrastructure investment will be in the construction, manufacturing and retail trade sectors. This will lead to a better value for federal dollars invested, as construction costs are currently low. The report also states that the middle class will be the primary beneficiaries of transportation investment. It would create jobs in construction, where unemployment is now 15 percent, one and a half times the national average. Finally, the report calls for the creation of an infrastructure bank, as well as a formal agreement between the departments of Transportation and Commerce to develop a national freight policy.

While the President's original proposal, announced on Labor Day, included \$50 billion in 'front-loaded' infrastructure investment as part of the larger Surface Transportation Authorization proposal, his Columbus Day remarks focused on the larger 6-year bill. However, the report mentions the \$50 billion investment, as did a number of Administration officials who spoke on the subject after the President's remarks. It remains unclear how exactly the infusion of funds would work and if legislation authorizing the amount would move with or separately from the larger authorization legislation.

The report is available here: http://www.whitehouse.gov/sites/default/files/infrastructure_investment_report.pdf



Industry News

Florida Ports Council Names Doug Wheeler as President



In October, the Florida Ports Council (FPC), a CAGTC member, announced Doug Wheeler as their new President. According to a statement from FPC, Wheeler brings more than a decade of governmental affairs and association leadership at both the state

and federal levels to the Florida Ports Council. The position was previously held by John LaCapra, who retired from the Council in December of 2009 and has since moved on to a professorship at a college in North Carolina teaching business law and international commerce.

Prior to joining FPC, Wheeler served as Vice President of Grassroots Advocacy and Political Action Development for the Florida Chamber of Commerce. Under Wheeler's leadership and management of Florida's largest federation of businesses, associations, and local chambers of commerce - encompassing more than 139,000 grassroots members - the Chamber worked aggressively and effectively to represent the interests of business in Florida.

The Tallahassee-based Florida Ports Council is a nonprofit professional association that provides leadership, advocacy and information on seaport-related issues before the legislative and executive branches of state and federal government.

Industry News

Vancouver, B.C. port to impose "Gateway Infrastructure Fee"



Beginning January 1, 2011, Port Metro Vancouver will impose a new "Gateway Infrastructure Fee" in order to offset costs for a large number of projects designed to improve access to the port's terminals.

The Canadian port expects to recover \$167 million (Canadian) that the port is planning to invest over the next 30 years. According to officials, the port will be able to leverage provincial, federal and local government investments at a rate of \$3 for every \$1 the port invests, permitting total investment in 17

projects for a total of \$717 million by governments and the port.

Many of the proposed projects are off port property, mainly investments in railway/road grade separation projects. The fee is expected to phase in at varying rates over the next few years and remain in place for 30 years.



GAO Report on Cargo Container Scanning Technology Government Accountability Office

On September 15 the United States GAO released its report, “Combating Nuclear Smuggling: Inadequate Communication and Oversight Hampered DHS Efforts to Develop an Advanced Radiography System to Detect Nuclear Materials”, per the request of the Senate Committee on Homeland Security and Governmental Affairs. The report focused on the DHS’s Cargo Advanced Automated Radiography System (CAARS) which rapidly scans cargo for nuclear material. GAO found that CAARS would not fit within existing primary inspection lanes at ports of entry, would slow down the flow of commerce, and software for CAARS was not developed enough for deployment. In the report, GAO

raised concerns about the feasibility and the timely development of technological solutions of the scanning requirement.

The full report is available here:

www.gao.gov/cgi-bin/getrpt?GAO-10-1041T



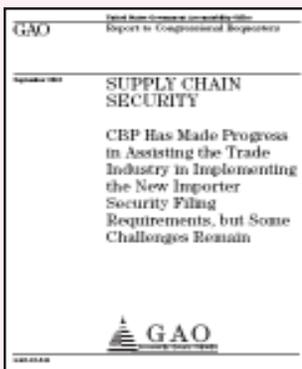
GAO Report on Container Security Technologies Government Accountability Office

The Chairman of the House of Homeland Security Committee requested a report on Supply Chain Security. The United States GAO released the report, “Supply Chain Security: DHS should Test and Evaluate Container Security Technologies Consistent with All Identified Operational Scenarios to Ensure the Technologies Will Function as Intended” in late September. Concerned that cargo containers could transport unlawful cargo into the United States, including weapons of mass destruction and illegal narcotics, the GAO urges DHS and CBP to develop a set of standards and guidelines for container

security technology. The two main objectives of the report were to determine the extent to which the DHS has made progress conducting research and developing standards and the remaining steps and challenges the DHS may encounter during implementation. The report outlines problems in DHS’s efforts to develop and improve the smuggling of weapons of mass destruction into the United States via technology that scans cargo containers providing images of the content. The full report can be reviewed in the link below.

The full report is available here:

www.gao.gov/cgi-bin/getrpt?GAO-10-887



GAO Report on Importer Security Filing Government Accountability Office

The United States GAO released a report, “Supply Chain Security: CBP Has Made Progress in Assisting the Trade Industry in Implementing the New Importer Security Filing Requirements, but Some Challenges Remain”, at the request of the Chairman of the Senate Committee on Finance, the Chairman and Ranking Member of the House Committee on Ways and Means, and Representative Charles Rangel. GAO’s objectives were to examine the U.S. Custom and Border Protection (CBP) implementation of the Importer Security Filing and Additional Carrier Requirements, also known as the 10+2 rule, and the extent to which the data collected have been used to enhance cargo security.

The 10+2 rule requires importers to provide 10 data elements and carriers to provide 2 data elements in addition

to data already provided under CBP rules. The GAO found that CBP has made progress collecting the 10+2 information but has not yet finalized the national security targeting criteria that will improve high-risk targeting. GAO recommended that CBP establish milestones and time frames for updating its targeting criteria and to use 10+2 data in its identification of shipments that could pose a threat to national security. In response to the recommendation, the Department of Homeland Security (DHS) stated its intent to fully integrate updates to its targeting criteria by November 30, 2010.

The full report is available here:

www.gao.gov/cgi-bin/getrpt?GAO-10-841



National Export Initiative

Export Promotion Cabinet

The National Export Initiative is a comprehensive plan to double exports in the next five years. The Export Promotion Cabinet teamed up with the 20 federal agencies that make up the Trade Promotion Coordination Committee (TPCC) as well as a conglomerate of businesses, trade associations, local and state government, academia and labor unions. The report is separated into three sections. The first section provides background information on the National Export Initiative (NEI), explaining the need for an NEI, what is happening now and what is expected in the future. The second portion of the report is dedicated recommendations for the eight priorities established in the in NEI Executive Order. The report ends with a conclusion section urging for increased coordination between the government and private sector.

The full report is available here:

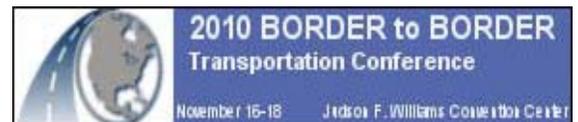
http://www.whitehouse.gov/sites/default/files/nei_report_9-16-10_full.pdf

Upcoming Events

November 14-16, 2010 – IANA's 2010 Intermodal Expo, Fort Lauderdale, FL



November 16-18, 2010 – 3rd Annual Border To Border Transportation Conference, El Paso, TX



November 17-19, 2010 – TRB's First International Symposium on Advances in Transport Sustainability, Tempe, AZ



January 5-8, 2011 – 2011 NRC Conference and NRC-REMSA Exhibition, Fort Lauderdale, FL



January 23-27, 2011 - TRB 90th Annual Meeting: Transportation, Livability, and Economic Development in a Changing World, Washington, DC



CAGTC & Freight in the News

DOT, EPA Propose the Nation's First Greenhouse Gas and Fuel Efficiency Standards for Trucks and Buses

DOT Statement

October 25, 2010

<http://www.dot.gov/affairs/2010/dot18910.html>



President Obama Urges Transportation Investment

Journal of Commerce

October 11, 2010

<http://www.joc.com/government-regulation/president-obama-urges-transportation-investment>

**The Journal of
Commerce**

Report: U.S. transportation system failing

The Washington Post

October 5, 2010

http://www.washingtonpost.com/wp-yn/content/article/2010/10/04/AR2010100407023_2.html

The Washington Post

Port Terminal Expansion Called Urgent

Journal of Commerce

September 28, 2010

<http://www.joc.com/maritime/port-terminal-expansion-called-urgent>

**The Journal of
Commerce**

That freight train you're waiting for may be good economic sign

Fort Worth Star-Telegram

September 19, 2010

<http://www.mcclatchydc.com/2010/09/19/100804/getting-stuck-by-a-freight-train.html>

Star-Telegram
FORT WORTH

Nevada Contributes to California Highway Projects to Keep Las Vegas Visitors Coming

The Press-Enterprise

September 11, 2010

http://www.pe.com/localnews/stories/PE_News_Local_D_vegasmoney12.2b0a12f.html

THE PRESS-ENTERPRISE

U.S. intermodal map shifts East

Cargo Business News

September 8, 2010

<http://www.cargobusinessnews.com/news/090810/news1.html>

CARGO BUSINESS
NEWS
For the Global Shipper Since 1922

A man, a plan, a canal: Why digging in Panama is bringing out the shovels on America's east coast

The Economist

September 2, 2010

http://www.economist.com/node/16943994?story_id=16943994&fsrc=rss

**The
Economist**

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

Coalition for America's Gateways and Trade Corridors

500 New Jersey Avenue, NW, Suite 400

Washington, DC 20001

Tel: 202.828.9100 / Fax: 202.638.1045

Email: agildea@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 agildea@blakey-agnew.com.