



# The Trade Corridor Bulletin

*Improving America's Intermodal Freight and Goods Movement*

Volume Five - No. 3

February 2011

[www.tradecorridors.org](http://www.tradecorridors.org)

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## **Coalition Highlight**

### **Administration Calls for Major Changes in FY 2012 Budget Proposal**

On February 14th, the Administration released its much anticipated FY 2012 Budget Proposal. The proposal includes sweeping changes to the way transportation projects are scored and funded, as well as reorganizing and condensing programs at US DOT.

Once again the President made investment in transportation infrastructure a focus of his budget proposal, writing, "In today's global economy, infrastructure is critical to economic growth and competitiveness, and our global competitors are investing much more in infrastructure than we do." With respect to the surface transportation system, this means making what the Administration refers to as "an Historic Investment in and Reform of Surface Transportation."

The Administration outlines their 6-year surface transportation authorization proposal, which focuses on increasing flexibility for States and increasing competition for scarce federal dollars. According to the Administration's proposal, the authorization proposal would mean an increase of about \$35 billion per year, or 60 percent on average, over the SAFETEA-LU spending levels, including a \$50 billion "funding boost" in the first year to spur job creation.

One notable change is the renaming of the Highway Trust Fund as the 'Transportation Trust Fund'. Current Highway Trust Fund revenue sources will be dedicated to the types of projects currently funded by the Trust Fund and new revenue sources would be required to fund the new programs under the Transportation Trust Fund. The Administration does not, however, offer recommendations on new funding sources.

The Administration focuses, not surprisingly, on high speed and inner city passenger rail investments, providing \$53 billion over the 6-year period. It also revisits the concept of a National Infrastructure Bank, which would use a combination of loans, grants, and other funding and financing tools to help fund projects that are significant to the Nation's economic competitiveness.

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*Published by:*

**CAGTC**

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Gateways & Trade Corridors

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## CAGTC Perspective A Message from the Executive Director



As the Coalition for America's Gateways and Trade Corridors enters its 10<sup>th</sup> Anniversary year, the challenges facing the nation's transportation community can seem overwhelming.

We face a national budget crisis that translates to cut backs and funding reductions across the board. The gas tax continues to lose buying power and the costs of stalled projects continues to rise, adding to the overall price tag of bringing the nation's transportation infrastructure in line with the growing demands. We face a divided Congress at odds with the White House; and the 2012 Presidential election is right around the corner.

However it's important to remember the tremendous strides we've made over the last decade – and how the world has changed since we began! For example, when our Coalition started, the Alameda Corridor was not yet complete and the world's largest container ships were in the 5,000 to 6,000 TEU range. Today, the Alameda Corridor carries more than 10,000 TEUs a day and Maersk has just announced plans for the construction of an 18,000 TEU ship. In both examples, the freight is transported on less fuel and with fewer emissions than before.

During the past decade, Congress has begun to recognize how vitally important our national goods movement system is to our economy and prosperity. Although the new Congress has only been in session a few weeks, several bills are being introduced in the U.S. House and Senate that call for a national freight program, and while they all take a different approach, they all *AGREE* that a well-funded, federally-guided, merit-based freight program is vital to the nation's economic success.

Meanwhile, the Administration's most recent budget proposal included a request to move transportation spending to the 'mandatory' side of the federal budget, acknowledging that federal investment in infrastructure is vital and should not be viewed as discretionary or optional. The Department of Commerce is hosting supply-chain listening sessions and engaging with the goods movement issue in a way they never have before.

Our work is most certainly not done and the challenges we face are complicated and numerous. But it's important to remember the progress we've made and the allies we've gained over the past decade as we move forward and continue to advocate for the nation's freight community.

We at the Coalition are ready for the challenge. We'll spend the spring meeting with Members and their staffs, supporting Chairmen Mica, Boxer and Rockefeller as they and their committees develop their proposals for the next surface transportation authorization. We'll continue to promote strategic, merit-based, multimodal federal investment in the nation's critical goods movement system. And, of course, we'll celebrate a decade of giving a voice to the nation's freight needs – just visit our website [www.tradecorridors.org](http://www.tradecorridors.org) to see how!

We're looking forward to the year ahead and hope you'll join us!

Eligibility for funding from the I-Bank would go beyond traditional project types and funds would be awarded on a competitive basis – much like TIGER/NII funds.

The proposal also includes programs and funding for the Administration's "Livable Communities" goals. The proposal creates a new 'Race to the Top'-type program at DOT designed to "create incentives for State and local partners to adopt critical reforms in variety of areas, including safety, livability, and demand management."

Recognizing the constraint on funds, the Administration proposes a "Fix It First" approach to highway and transit funding, encouraging States and localities to maximize existing infrastructure instead of focusing on new expansion. In addition, the Administration proposes to consolidate existing highway programs in to five categories.

Some of the most significant policy changes address how transportation spending is treated in the federal budget. First, the Administration proposes to move a number of programs currently funded by the General Fund and overseen by Congressional Appropriators into the newly renamed Transportation Trust Fund. Next, the Administration moves Transportation Trust Fund spending to the mandatory side of the budget, rather than the discretionary side, which protects infrastructure investment from the proposed federal discretionary spending freeze.

The Administration also recommends making all programs included in surface transportation reauthorization subject to the PAYGO principle, ensuring that more money is not spent than is brought in.

### **Highlights of the Administration's Proposal:**

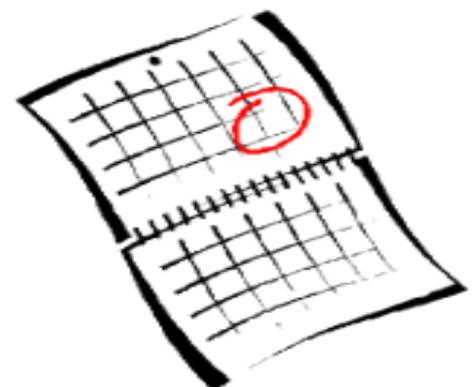
- Invest in High Speed Rail
- Leverage Investments Through a National Infrastructure Bank
- Provide "Transportation Leadership Awards" to Spur Smart Reforms
- Adopt A "Fix It First" Approach for Highway and Transit Grants
- Invest In More Livable and Sustainable Communities
- Consolidate Highway Programs
- Ensure that Any Surface Transportation Plan is Paid For

*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 10 & 11 in Washington, DC.***

***Be sure to check the Coalition's website, [www.tradecorridors.org](http://www.tradecorridors.org), for more details as the meeting approaches or email [agildea@blakey-agnew.com](mailto: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**:

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.



*For a full list of CAGTC members, visit [www.tradecorridors.org](http://www.tradecorridors.org)*

## Coalition News

### CAGTC Launches New, Interactive Website

On January 25<sup>th</sup>, the Coalition for America's Gateways and Trade Corridors unveiled its new, redesigned website with tons of expanded content. Most notable among the site's new features is the interactive Freight Resource Center. The Freight Resource Center is a new online tool for use by Congressional staff, industry stakeholders and the general public.

The Freight Resource Center features:

- An interactive freight system map that highlights infrastructure projects across the country;
- A compilation of freight facts & figures;
- A clearinghouse of transportation research; and,
- Presentations by freight experts.

The goal of the Freight Resource Center is to provide freight advocates with the tools they need to "make the case for freight." The Center also serves as a clearing house of information for anyone looking to learn more about the impacts of goods movement on the nation, as well as specific states and regions.

In addition to the new Freight Resource Center, visitors to the site will find a new blog – *Freight Talk*, as



*continued on Page 5*

well as information on Coalition member organizations; an up-to-the-minute events calendar; and, a Members-Only section.

The Members Only section, restricted to CAGTC Members, includes:

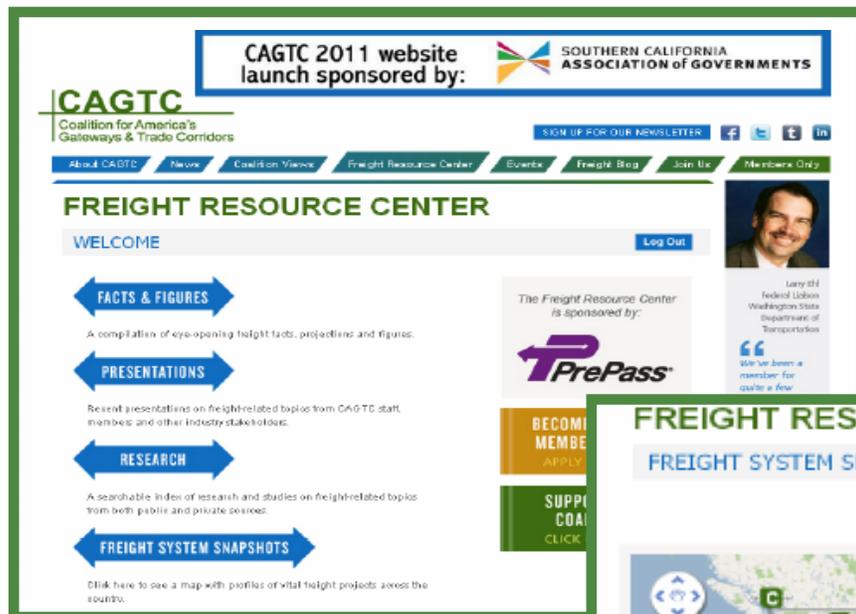
- Legislative and regulatory trackers;
- Archived CAGTC member updates; and,
- A member forum.

Popular features from CAGTC's old website – such as CAGTC position papers, legislative analysis, media and news, and CAGTC's newsletter, the *Trade Corridor Bulletin* – are all still available on the new site.

As part of the *Freight Talk* 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](mailto:agildea@blakey-agnew.com). Please include your name, affiliation and a link to your blog.

One visitor had this to say: “Congratulations on creating an excellent website for the Coalition. Your login area contains a number of resources that no one else is amalgamating. This should be a handy resource for your members and the freight community.” — *Alex Bond, Research Associate at the Center for Urban Transportation Research, University of South Florida*

**Visit the new site at [www.TradeCorridors.org](http://www.TradeCorridors.org)**



**CAGTC Freight Resource Center: a one-stop clearing house for freight information, statistics and more!**

**NEW CAGTC Freight System Snapshots: features CAGTC Member freight projects across the country.**



## Member Spotlight



### Oregon Department of Transportation: Oregon State Freight Plan

In January, helping to lead the way in freight transportation planning, the Oregon Transportation Commission (OTC) approved a draft Oregon Freight Plan (OFP). The plan will serve as a resource designed to guide freight-related decisions in the nation's ninth most trade-dependent state.

The purpose of the Oregon Freight Plan is to improve freight connections to local, state, regional, national and global markets to increase trade-related jobs and income for Oregon workers and businesses. The plan details Oregon's economic dependence on a reliable freight transportation system and identifies strategic corridors, routes and modes used by freight-dependent industries to support their supply chains.

"The safe, reliable movement of freight is vital to Oregon," said Commission Chairwoman Gail Achterman. "Most of us don't realize how important it is that freight flow smoothly in and out of Oregon with as little congestion as possible — until we start looking at the details. That's why it's so important for Oregonians who care about our way of life to review this draft plan and provide comments."

Work began on the draft Oregon Freight Plan in December 2008, when a steering committee, made up of stakeholders from trucking, rail and shipping, elected officials, business representatives, ODOT staff and others, was established. Chaired by OTC Commissioner David Lohman, the committee created three working groups to focus efforts for the enormous planning process:

- Freight Infrastructure and Traffic Issues Working Group
- Policy and Process Working Group Freight
- Economy Working Group

The groups met throughout 2009 and 2010 to draft the Freight Plan. Along with detailing Oregon's economic dependence on a reliable freight transportation system, the draft plan identifies strategic corridors, routes and modes used by freight-dependent industries to support their supply chains. The report was made available for public comment in early January. Comments were due February 28, 2011.

#### **8 Significantly Freight-Dependent Industries:**

- Computer and electronics manufacturing
- Wholesale trade, footwear, apparel and recreation products
- Metals manufacturing
- Machinery manufacturing
- Food manufacturing
- Transportation equipment manufacturing
- Agriculture, forestry, and fishing
- Wood and paper manufacturing

According to the report's executive summary, "The Oregon Freight Plan provides a roadmap for the Oregon Department of Transportation (ODOT), other state and local agencies, and the private sector to work together to preserve and enhance the state's freight system. Implementation of the OFP will ensure a future freight system that supports diverse industrial sectors, including both traditional resource-based industries (like agriculture and forestry) and the modern high-tech sectors."

To achieve the state's freight planning goals, the Oregon Freight Plan:

- Supports identifying, prioritizing and facilitating investments in Oregon's highway, rail, marine, air and pipeline transport infrastructure to further a safe, seamless multimodal and interconnected freight system;
- Identifies institutional and organizational barriers to an efficient and effective freight transportation system in Oregon, and develops strategies for addressing issues associated with overcoming these barriers; and
- Adopt strategies for implementation of OTP goals and policies related to the development of the freight system.



The report looks at shipper needs, the existing freight system in the state, and issues impacting the state's freight network, such as congestion and land use needs.

The plan also outlines steps for implementation, once the plan is adopted:

- Develop an Implementation Plan using the OTP Key Initiatives and Freight Plan purpose statement to provide a framework.
- Continue discussions with stakeholders and the public to update Oregon's transportation finance structure.
- Develop performance measures and analytical tools for plan implementation.
- Develop freight stakeholder input on bottlenecks or choke points on the strategic freight system.
- Communicate the bottlenecks or choke point locations to infrastructure owners and stewards.

***Oregon Freight Plan Vision:*** “By 2035, Oregon benefits from a reliable, multimodal freight transportation system that supports its quality of life. This multimodal freight transportation system supports a healthy economy by safely and efficiently moving goods within Oregon, regionally, nationally and internationally. The quality, dependability and efficiency of Oregon's multimodal freight transportation system encourages businesses to relocate and remain in Oregon, providing jobs in a diverse set of industries.”

#### Links to the Oregon Freight Plan

Executive Summary: [http://www.oregon.gov/ODOT/TD/FREIGHT/docs/FreightPlan/EX\\_SUM\\_6.pdf](http://www.oregon.gov/ODOT/TD/FREIGHT/docs/FreightPlan/EX_SUM_6.pdf)

Draft Oregon Freight Plan:

<http://www.oregon.gov/ODOT/TD/FREIGHT/docs/FreightPlan/DraftORFreightPlan.pdf>

## Congress Grapples with Budget, CR; Mica Attempts to Move STAA Extension

As of publication time, Congress had yet to come to an agreement on what to do with the budget for the rest of FY2011. The current continuing resolution expires March 4th and much has been made over the last few weeks about the possibility of a government shut down.

On February 24th, the House passed H.R. 1, which lowers government spending below the fiscal year 2010 levels for the remainder of fiscal year 2011. Because Congress could not come to agreement on its 2011 Appropriations bills, the government has been operating on a series of continuing resolutions that generally set spending at the 2010 levels.

The already difficult budget process was made a bit more challenging by House leadership, who held consideration of the bill under open rules, allowing an unlimited number of amendments to be offered, providing the amendment was made available for 24 hours prior to introduction and consideration. The final vote on H.R. 1 was held just before 5 a.m. on Thursday, February 19th.

The following week, while the House and Senate were on recess, Senate Democrats openly criticized the 'draconian' cuts proposed in H.R. 1 and the threats of a government shut down over the budget began to loom. Cuts in H.R. 1 included reducing funding levels for the federal highway program, eliminating programs like National Infrastructure Investments/TIGER II and High Speed Rail and rescinding unobligated Recovery Act funds.

In order to avoid a shut down, House Republicans developed a two-week spending bill that would cut \$4 billion in government spending, providing additional time for the House and Senate to come to an agreement on the larger budget issues. The new continuing resolution (CR) would allow all government agencies and programs to continue operating at the current level of spending until March 18th, except for several programs that will be terminated or cut.

These cuts include eliminating \$650 million of 'Additional General Fund spending (Federal Highways Administration)'. In an explanation of the cuts, the House Appropriations Committee writes, "This one-time, non-recurring funding addition was provided in fiscal year 2010 and distributed to all States through the existing, authorized highway formula. Removing these funds will have no impact on the authorized, mandatory side of the highway program and its limitation of obligations."

The proposed short-term CR also eliminates funding that was made available in fiscal year 2010 that would have gone to earmarked programs and projects, including \$293 million allocated for Surface Transportation priorities and \$25 million for the Rail Line Relocation program. In addition, the proposal cuts half a billion dollars from the Army Corps of Engineers' operations.

The House Rules Committee was expected to approve a rule for the bill on Monday, February 28th, clearing the legislation for consideration on the House floor on Tuesday. That would give the Senate a few days to consider and pass the measure before the current CR expires on Friday.

Meanwhile, House Transportation & Infrastructure Chairman Mica has introduced legislation that would extend surface transportation programs through the end of the fiscal year, separating the Surface Transportation Authorization extensions from the ongoing budget disputes. H.R. 662 was introduced on February 11<sup>th</sup>. The House Rules Committee is scheduled to consider H.R. 662 the afternoon of March 1<sup>st</sup>.

## Federal Legislative Update

With the 112<sup>th</sup> Congress officially underway, a number of bills have been introduced in both chambers that are of interest to the freight community. The list below highlights some of those bills. More information on each bill is available at [www.thomas.gov](http://www.thomas.gov). In addition to the bills below, several Members on the House side, led by Congressman Sires, will likely reintroduce the FREIGHT Act companion bill and Congresswoman Laura Richardson is expected to reintroduce the Freight FOCUS Act this session.

### **S. 412 - Harbor Maintenance Trust Fund Act -- Sen. Levin**

The bill would ensure that amounts credited to the Harbor Maintenance Trust Fund are used for harbor maintenance.

### **S. 371 - FREIGHT Act of 2011 -- Sen. Lautenberg**

The bill defines the federal government's role in freight transportation policy and planning, instructing US DOT to develop a strategic plan for investing in the country's goods movement infrastructure. In addition, it calls for the creation of a new National Freight Infrastructure Investments Grant program to fund projects prioritized through merit-based criteria that substantiate national significance.

### **H.R. 763 - Safe and Efficient Transportation Act of 2011 -- Rep. Michaud**

The bill would amend title 23, U.S. Code, with respect to vehicle weight limitations applicable to the Interstate System.

### **H.R. 756 -- Rep. DeFazio**

The bill would direct the DOT Secretary to establish standards for the maximum number of hours that an operator of a commercial motor vehicle may be detained by a shipper or receiver.

### **H.R. 721 - Short Line Railroad Rehabilitation and Investment Act of 2011 -- Rep. Jenkins**

The bill would extend and modify the short line railroad tax credit.

### **H.R. 572 - Clean Ports Act of 2011 -- Rep. Nadler**

The bill would allow certain port authorities to initiate and maintain clean truck programs.

### **H.R. 526 - ON TIME Act -- Rep. Calvert**

The bill creates a national program and calls for the creation of a new federal freight fee to fund transportation projects in along specific transportation trade corridors.

### **H.R. 632 - Highway Fairness and Reform Act of 2011 -- Rep. Flake**

The bill would allow states to keep their contributions to the Highway Trust Fund in lieu of its Federal-aid Highway program apportionment.

### **H.R. 104 - Realize America's Maritime Promise Act (RAMP) of 2011 -- Rep. Boustany**

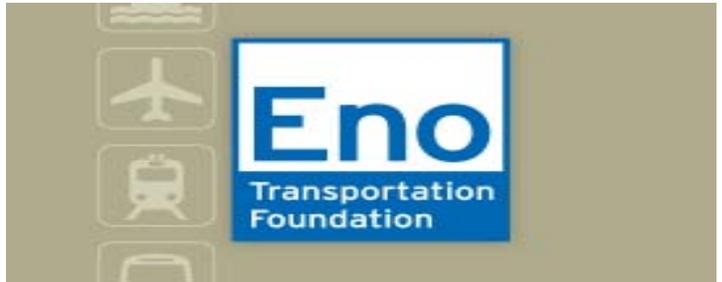
The bill would require that amounts credited to the Harbor Maintenance Trust Fund be used for harbor maintenance.



## Industry News

### Joshua L. Schank Named President and CEO of the Eno Transportation Foundation

In January, the Board of Directors of the Eno Transportation Foundation announced the appointment of Dr. Joshua L. Schank as its twelfth President and Chief Executive Officer.



“The Foundation is indeed fortunate to have been able to recruit Dr. Schank to serve as its President and CEO. We believe this will further build on our reputation for objective transportation issue identification, policy leadership, and education,” Lillian Borrone, Chairman of the Foundation’s Board of Directors, said.

Schank, who is succeeding Dr. Stephen Van Beek, assumed his new responsibilities on February 21, 2011. Prior to joining the Eno Transportation foundation, Schank directed the National Transportation Policy Project at the Bipartisan Policy Center in Washington, DC, which has proposed a new vision for the Federal role in surface transportation policy.

“I am eagerly anticipating joining the Eno team and helping to make Eno a stronger force for objective and rigorous policy analysis across all modes of transportation,” Schank said. “I look forward to working with the Board in helping to develop more performance-based transportation policy at the state, local, and federal levels.”



## 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!

# Industry News

## OKI Produces Series of Transportation Videos



The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has produced a series of informational videos highlighting Regional Transportation Priorities. The first video in the five-video series focuses on the Brent Spence Bridge, which sits at the convergence of I-71, I-74 and I-75 at the Ohio River. Its location is critical to north/south movements in the eastern United States while also connecting the upper Midwest with the ports and trade corridors of the Southwest and Southeast. The yearly economic value of commerce that travels across the Brent Spence Bridge, which OKI officials identify as their top regional priority, is an astounding \$400 billion.

The series also includes a video focusing on freight movements throughout the region, including but not limited to the traffic that passes over the Brent Spence Bridge. The video focuses on the region's strategic location on the nation's goods movement network and outlines OKI's plan for developing a 21<sup>st</sup> century freight infrastructure network in the region.

Other videos focus on the I-471 Corridor, the region's Eastern Corridor and the Uptown area.

Check out the video series here: <http://www.oki.org/regionalpriorities/bsb.html>

You can read more about OKI's Regional Transportation Priorities here: <http://www.oki.org/pdf/transportationpriorities/transportationpriorities.pdf>



# Industry News

## BNSF Launches New Online Supply Chain Forum

On February 16th, BNSF Railway launched a collaborative online Supply Chain Forum aimed at encouraging understanding, participation and discussion about the important infrastructure and supply chain issues facing the United States. The site features a new video outlining the benefits of a strong supply chain, how it works, and the challenges the U.S. faces to maintain and improve its supply chain advantages.

BNSF launched the blog in an effort to attract additional attention and discussion on the public policy solutions to supply chain issues and encourages other organizations and individuals to join the discussion.

Visit [www.KeepAmericaInMotion.org](http://www.KeepAmericaInMotion.org) to view the site and join the discussion.



# Research News



## *Surface Freight Transportation: A Comparison of the Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed on to Consumers*

GAO

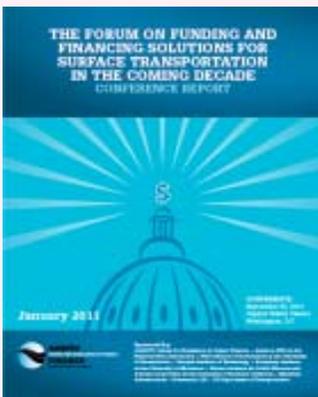
January 2011

This report (1) describes how government policies can affect competition and efficiency within the surface freight transportation sector, (2) determines what is known about the extent to which all costs are borne by surface freight customers, and (3) discusses the use of the findings when making future surface freight transportation policy. GAO reviewed the transportation literature and analyzed financial and technical data from the Department of

Transportation (DOT), the Army Corps of Engineers Corps), and the Environmental Protection Agency to make cross-modal comparisons at a national level. Data limitations and assumptions inherent in an aggregate national comparison are noted in the report. GAO does not make recommendations in this report. GAO provided a draft of this report to DOT and the Corps. DOT provided technical suggestions and corrections, which were incorporated as appropriate. The Corps had no comments.

Highlights: <http://www.gao.gov/highlights/d11134high.pdf>

Full Report: <http://www.gao.gov/new.items/d11134.pdf>



## *Funding and Financing Solutions for Surface Transportation in the Coming Decade*

AASHTO Center for Excellence in Project Finance

February 3, 2011

According to a Congressional commission, the gap between current revenues available for surface transportation and capital needs each year is \$137 billion. In recognition of the need to discuss a broad range of tools to address this “funding gap,” a new report from the AASHTO Center for Excellence in Project Finance outlines a number of options for meeting revenue needs. This report is a result of a wide-ranging forum held for members of Congress and their staff in September 2010, at the U.S. Capitol Visitor Center. More than a hundred people took part in the discussions that were organized around six sessions that addressed:

- Near- and medium-term funding options for the Federal surface transportation programs
- Expanded applications of current Federal financing tools
- Best funding and financing practices at the state and local level

[http://www.transportation-finance.org/pdf/featured\\_documents/sep\\_30\\_report\\_final\\_2011\\_02\\_02.pdf](http://www.transportation-finance.org/pdf/featured_documents/sep_30_report_final_2011_02_02.pdf)



## *Growing and renewal in the United States: Retooling America's economic engine*

McKinsey Global Institute

February 2011

The McKinsey Global Institute's report concludes that America's poor infrastructure is one of the country's foremost impediments to economic growth. The report highlights digital infrastructure as a central problem, but also touches on the nation's transportation infrastructure. The report cites highway congestion as a barrier to economic progress. Traffic costs the country \$85 billion a year, according to the report, with an average cost per traveler of \$1,084 in large urban areas to \$384 outside cities. Drawing figures from the American Society of Civil Engineers, which recently issued U.S. infrastructure a D grade,

continued on Page 13

the report estimates that the country needs to invest more than \$2 trillion over the next five years just to catch up. The report makes a few broad recommendations on how to improve this state of affairs. America should consider an “investment arm of the government” dedicated to infrastructure funding.

[http://www.mckinsey.com/mgi/publications/growth\\_and\\_renewal\\_in\\_the\\_us/pdfs/MGI\\_growth\\_and\\_renewal\\_in\\_the\\_us\\_full\\_report.pdf](http://www.mckinsey.com/mgi/publications/growth_and_renewal_in_the_us/pdfs/MGI_growth_and_renewal_in_the_us_full_report.pdf)



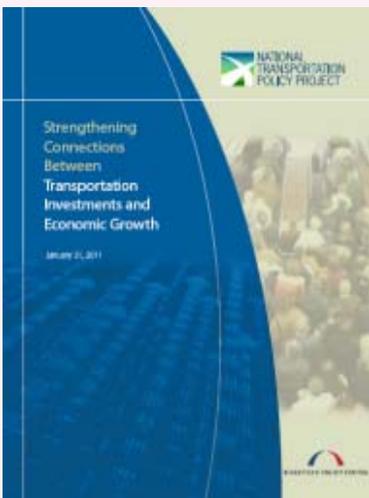
*High-Level Federal Interagency Coordination is Warranted to Address Transportation Needs: Beyond the Scope of the Defense Access Roads Program*

GAO  
January 26, 2011

The unprecedented growth at 26 military installations across the country due to the implementation of several concurrent Department of Defense (DOD) initiatives is expected to stress transportation needs for surrounding communities. The Defense Access Roads program, while small when compared to other transportation funding sources, provides a means for DOD to pay a share of the cost of highway improvements due to unusual and sudden DOD-generated activities. In response to a congressional request to review the program, GAO (1) assessed the use of the program to mitigate transportation needs and (2)

identified additional steps that may be necessary to address unmet transportation needs. GAO Recommends that DOD in coordination with the Department of Transportation (1) update, clarify, and communicate the program’s guidelines to all stakeholders to promote more effective program utilization, and (2) ensure regular meetings of appropriate high-level leaders to identify existing federal transportation funding resources and develop a strategy for giving priority consideration to defense-affected communities. DOD partially concurred with the recommendations.

Highlights: <http://www.gao.gov/highlights/d11165high.pdf>  
Full Report: <http://www.gao.gov/new.items/d11165.pdf>



*Strengthening Connections Between Transportation Investments and Economic Growth*

Bipartisan Policy Center’s National Transportation Policy Project  
January 21, 2011

This paper elaborates upon and deepens the ongoing policy discussion of relationships between investments in transportation infrastructure and the nation’s short- and long-term economic well-being. Transportation infrastructure investment programs are not all equally effective at creating jobs or economic growth. Poorly targeted transportation dollars represent a wasted opportunity that the country can ill afford given its current fiscal predicament. On the other hand, accelerating the return of robust and sustained economic expansion will be imperative and can be advanced by the sound investment of scarce resources.

<http://bipartisanpolicy.org/sites/default/files/NTPP%20Strengthening%20Connections%20Paper.pdf>

# CAGTC & Freight in the News

## Has the time come for the 'Infrastructure Bank'?

*The Connecticut Mirror*

February 24, 2011

<http://www.ctmirror.org/story/11635/i-bank>



## FREIGHT Act returns for second act in Senate

*Progressive Railroading*

February 22, 2011

<http://www.progressiverailroading.com/news/article.asp?id=25841>



## Rockefeller Foundation Survey: Americans Rank Transportation Needs High but Don't Want to Pay the Costs

*The Washington Post*

February 13, 2011

<http://www.washingtonpost.com/wp-dyn/content/article/2011/02/13/AR2011021303440.html>



## LaHood Calls for Substantial Highway Bill

*The Journal of Commerce*

February 4, 2011

<http://www.joc.com/government-regulation/lahood-calls-substantial-highway-bill>



## 'Ageing' infrastructure hurting US grain exports

*Agrimoney.com*

February 2011

<http://www.agrimoney.com/news/ageing-infrastructure-hurting-us-grain-exports—2818.html>



## Inflation in China May Help US Exports

*USA Today*

January 18, 2011

[http://www.usatoday.com/money/world/2011-01-18-chinainflation18\\_ST\\_N.htm](http://www.usatoday.com/money/world/2011-01-18-chinainflation18_ST_N.htm)



## Mica Eyes Rail to Get More Trucks, Cars Off Roadways

*The Journal of Commerce*

January 13, 2011

<http://www.joc.com/government-regulation/mica-eyes-rail-get-more-trucks-cars-roadways>



## Los Angeles Port's Volume Up 16% in 2010

*The Daily Breeze*

January 14, 2011

[http://www.dailybreeze.com/news/ci\\_17091016](http://www.dailybreeze.com/news/ci_17091016)



## Upcoming Events

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

March 8 – 9: National Waterways Conference 2011 Legislative Summit, Washington, DC

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

March 21 – 22: AAPA's 2011 Spring Conference, Washington, DC

March 22 – 24: Northeast Trade and Transportation Conference 2011, Newport, RI

April 26 – 28: Critical Commodities Conference 2011, New Orleans, LA

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

May 4 – 5: 2011 IANA Operations & Maintenance Seminar, Oak Brook, IL

May 4 – 6: Alternative Clean Transportation (ACT) Expo 2011, Long Beach, CA

May 5 – 6: SCAG's 46th Annual Regional Conference & General Assembly, La Quinta, CA

May 10 – 11: **CAGTC 2011 Annual Meeting – 10<sup>th</sup> Anniversary Celebration, Washington, DC**

May 10: 2011 Georgia Logistics Summit, Atlanta, GA

**AASHTO**  
THE VOICE OF TRANSPORTATION



Alliance of the Ports of Canada, the Caribbean, Latin America and the United States



# 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 spring, 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:

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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](http://www.tradecorridors.org) or contact us at 202.828.9100 or [agildea@blakey-agnew.com](mailto:agildea@blakey-agnew.com).