



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

CAGTC Hosts 2011 Annual Meeting; Conversation Focuses Heavily on Surface Transportation Authorization

On May 10 & 11th, freight industry stakeholders from around the country gathered in Washington, D.C., for the Coalition for America's Gateways & Trade Corridors' 2011 Annual Meeting – marking the Coalition's 10th Anniversary.

The conference featured speakers from Capitol Hill and the Administration as well as several industry experts, focusing on the role of freight and goods movement in the upcoming surface transportation authorization. More than 125 people attended the two-day event.

On Tuesday, the Coalition held its Members-Only Business meeting. The day's agenda included guest speakers, as well as CAGTC policy discussions and administrative business. Jeff Davis of *Transportation Weekly* kicked off the discussion, sharing his views on the upcoming surface transportation authorization. While Mr. Davis didn't have a lot of good news to share, his comments were informative and helped frame the day's discussion. CAGTC members also heard from JayEtta Hecker, of the Bipartisan Policy Center, on a new report the Center will be releasing June 16th. Among the recommendations found in the report, BPC calls for a refocusing of the federal government on the nation's freight needs. The report

CAGTC Annual Meeting Sponsored By:

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National Railroad Construction & Maintenance Association

Intermodal Association of North America

AECOM

Port of Oakland

Port of Seattle

Published by:

CAGTC

Coalition for America's Gateways & Trade Corridors

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CAGTC Perspective A Message from the Executive Director



It's hard to believe a small advocacy group started in 2001 to support the TEA-21 Borders & Corridors program has grown into one of the preeminent authorities on freight and goods movement policy. In its 10 years the Coalition has flourished, adding new members year after year, as well as allies and supporting organizations across the country.

After passage of SAFETEA-LU we began advocating a simple message – Give Freight a Fund. The nation needs a reliable, well-funded, multimodal, merit-based program to fully address its freight and goods movement system needs. The current haphazard approach to investment, done without consideration for the impact of one project on the entire system, does not adequately serve our nation's economic needs and does not make the most of the limited federal dollars available for critical transportation infrastructure.

Now, as Congress prepares to debate and, hopefully, pass the next surface transportation authorization, we find that CAGTC is not alone in promoting this message. The chorus of voices calling for a dedicated freight program, a comprehensive freight plan and federal leadership on freight policy has grown. Members of Congress have introduced several bills that attempt to address the nation's freight needs, while the Administration has included freight in its 2011 plans. And, organizations from all corners of industry have come out in support of a federal freight program.

We may disagree on the exact ins and outs, but there appears to be little doubt that a new freight program is vital to the nation's economic success. CAGTC has called on Congress to create a new freight program, administered by a new Office of Multimodal Freight at US DOT. Despite the challenging atmosphere on Capitol Hill, the time for moving freight forward is now.

I invite you to join us as we continue to give a much needed voice to freight.

recommends creating a national freight program funded at \$2.3 billion annually and developing a national freight plan.

US Department of Transportation Assistant Secretary Polly Trottenberg attended as the lunch keynote speaker and shared her thoughts on the upcoming authorization and the role for freight. In her remarks she praised the Coalition's efforts, saying "we've heard you" and indicating that CAGTC's efforts have helped raise the profile of freight issues within the Administration, at both DOT and the White House.

Congratulations to the newest CAGTC Board Members:

Lauri Brady, Prepass

Kerry Cartwright, Port of Los Angeles

Husein Cumber, Florida East Coast Railway

John Greuling, Will County Center for Economic Development

Don Shanis, Delaware Valley Regional Planning Commission

Finally, the group heard from a panel of experts who spoke about keys to winning federal funds.

As part of the business meeting, CAGTC members elected five new members to the Board of Directors. After adjourning the business meeting, CAGTC members and guests attended the 2011 Goods Movement Briefing and Ice Cream Social, an annual Coalition event that draws Congressional staff, Members of Congress and interested freight stakeholders. More than 125 people attended the event.



Senate Staff participate in a panel discussion on the authorization process

Congressman Albio Sires (D-NJ) came by to talk about the FREIGHT Act (HR 1338) and the importance of addressing the nation's freight needs in the upcoming authorization. Towards the end of the event, House Transportation and Infrastructure Committee

Chairman John Mica (R-FL) spoke about the authorization, outlining the Committee's timeline for completing a bill and highlighting some of the components of the legislation - streamlining project delivery, condensing and eliminating programs at US DOT, and leveraging the private dollar further.



Congressman Tom Petri addresses conference attendees

On Wednesday, the Coalition hosted the open session of the 2011 Annual Conference at the Phoenix Park Hotel. The focus of the day's discussion was the outlook for the upcoming surface transportation authorization. After opening remarks from CAGTC Chairman Mort Downey and a screening of the Southern California Association of Governments' new [Freight Works video](#), JayEtta Hecker once again addressed the crowd, reinforcing the prior day's message.

Following Ms. Hecker's remarks, participants heard from a panel of Senate staffers on the outlook for the authorization. While the

overall outlook for the authorization was discouraging, the frank, thoughtful remarks from Senate staff helped CAGTC members and other attendees better understand the atmosphere on Capitol Hill. In addition, there appears to be bipartisan agreement that the nation's freight and goods movement infrastructure should be part of the federal focus.

After the Senate panel, Congressman Tom Petri arrived to speak on the authorization. The Congressman expressed hope that progress could be made on the authorization and told the group he expects the



Director Courtney Gregoire answers questions on the role of infrastructure in the Administration's National Export Initiative

country to move to a vehicle miles traveled system in the coming years. Following the Congressman, a panel presented on "Trends Impacting the Freight Community," with presentations on how to incorporate sustainability considerations in to benefit-cost analysis, a recent report on Greenhouse Gas Reductions and a profile of the Freight Mobility Strategic Investment Board in Washington State.

During lunch, participants heard from National Export Initiative (NEI) Director Courtney Gregoire, who spoke about the role her department sees freight infrastructure playing in the NEI. Following lunch, the audience heard from a panel of House staffers, who shared their perspectives on the upcoming authorization, citing the 'political reality' of Congress and indicating that an increased focus on the formula approach is very likely in the next bill. From their remarks, there was clearly a great deal of agreement between majority and minority staff. Finally, the conference ended with back to back appearances from Members of Congress.



Participants listen to a panel of House staff

First Congresswoman Jean Schmidt (R-OH) spoke to the crowd about the critical importance of freight and goods movement investment, referencing the Brent Spence Bridge in her remarks. Congresswoman Laura Richardson (D-CA) closed out the day's agenda, focusing her remarks on her current bill, the Freight FOCUS Act (H.R. 1122) and encouraging the Coalition and its members to consider supporting the legislation.



Congresswoman Richardson talks up the Freight FOCUS Act

Following the meeting adjournment, CAGTC members and invited guests gathered for a reception/celebration honoring CAGTC's 10th year of 'Giving a Voice to Freight'.



Attendees celebrated the Coalition's 10th Anniversary

Coalition News



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

The Maricopa Association of Governments (MAG) is a Council of Governments and Metropolitan Planning Organization that serves the metropolitan Phoenix area. MAG was formed in 1967 to conduct long-range planning and policy development on a regional scale and is governed by a 32 member Regional Council comprised of local elected officials, Native American community officials and state officials.



In 1985, MAG was one of the first regional planning organizations in the nation to implement a one-half cent sales tax for transportation. The 20-year tax funded 137 miles of new freeway in the MAG region. In 2004, the voters in Maricopa County renewed the sales tax for another 20 years.

MAG is also very involved in air quality planning and develops the nonattainment plans for the region. To assist in diversifying the regional economy, MAG has formed the Economic Development Committee (EDC) that is a blend of local government and business leaders. The population of the MAG region, according to the 2010 census is 3.8 million. Maricopa County has 9,223 square miles. Historically, the AMG region has been the first of second fastest growing metropolitan region in the United States and represents approximately 60 percent of the state's population.

Learn more at www.azmag.gov



The mission of the Port of Portland is to enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

Port operations impact the entire Pacific Northwest. But as a regional government agency, its official boundaries include only Clackamas, Multnomah and Washington counties in Oregon.

A nine-member commission, appointed by the Governor of Oregon and ratified by the Oregon Senate, sets Port policy during its monthly meetings. At least two commissioners must each live in one of the three counties in the Port district. The remaining members may live in any part of the state. Commissioners serve four-year terms and can be reappointed. The Commission appoints the Port's executive director.

Learn more at <http://www.portofportland.com>

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

Member Spotlight



FAST Corridor Moves Forward With W/70 Ave E Expansion

The FAST Corridor is a partnership of 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests, intent on solving freight mobility problems with coordinated solutions. They have shared information and funding resources sometimes shifting funds from projects that were delayed to those that were ready to begin to benefit the program as a whole. Because of this team approach, projects were built which otherwise might never have been completed.

The second phase of this FAST project consists of widening 70th Avenue East from approximately 1000 feet north of Valley Avenues East to 20th Street East and the improvement of the 70th Avenue East/20th Street East intersection.

Summary of Benefits:

- Eliminates Vehicle/Train conflicts and delays.
- Improves freight mobility between existing industrial property and businesses in the Cities of Fife, Sumner, Puyallup, and Pierce County and major destinations such as Port of Tacoma facilities at Commencement Bay and Fredrickson.
- Provides the key link to complete the North-South Interregional Access, the regional I-5 Freight Bypass, the Cross-Cascades Access, the Green River Valley Access and the Cross Valley Access.

70th Avenue East will be widened to five lanes including bicycles lanes, curb and gutter, a planting strip and sidewalks. The intersection of 70th Avenue East/20th Street East will be channelized and signalized. Existing above ground utilities will be relocated underground except for the main electrical transmission lines. A new storm drainage quality and control facility will be constructed as well as a new drainage system to collect private storm drainage for properties along 70th Avenue East.

The majority of environment work and permitting has been done for Phase Two. A NEPA reevaluation would need to be completed for the project's storm drainage facility. This task is relative minor and would take approximately thirty days to complete.

Right-Of-Way (ROW) acquisition work is anticipated to be completed in 2010 if funding for design and acquisition are available. It is anticipated that construction work will follow immediately after Right-Of-Way has been acquired for the project pending construction funding availability.

This work is the nexus of other funded or partially funded FAST projects or existing FAST corridor routes. It is unique as it affects five of the strategic regionally significant freight mobility corridors identified in FAST. This project has been identified in the "FAST Corridor Phase II Project List" included in the FAST Corridor 2002 MOU.



Phase 2

Member News

Spokane Regional Transport Survey

The Spokane Regional Transportation Council conducted a regional transportation survey of 353 residents to get their views on transportation issues and funding in Spokane County. The data reveals that the residents of Spokane County believe the transportation system is a growing concern. When asked what direction they feel Spokane County is leaning towards 45% sense their county is headed towards the right direction while a shocking 41% feel the opposite.

The transportation system in Spokane County has become a rising issue. The roads are aging and are in need of maintenance. A majority of the residents in Spokane County agreed that the road conditions are the most important transportation issue followed by the need for more routes and gasoline prices. Maintenance seem to be the primary concerns as residents believe more money should be used on improvements then construction of new roads.

The residents of Spokane County deem that investing in transportation will attract individual residents, families, and businesses. A well-maintained regional transportation system will provide a high level of service across both urban and rural areas and will advance accessibility and reliability for all users. It is clear that the residents want change but it will have to come at a cost. In order to fund the maintenance projects, a tax increase would be likely. When asked whether or not they would be willing to take a tax increase the answer varied from scenarios. Overall, Residents agreed that transportation investments will help the Spokane region maintain its appeal as a livable community.

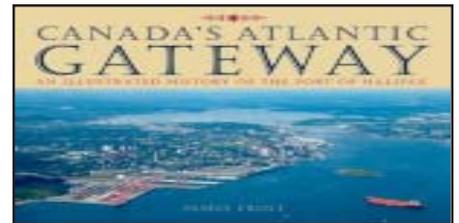
The Transportation Survey demonstrates what areas the residents believe need the most attention. Transportation is essential to growth so the county can no longer ignore this issue. With Spokane County's current conditions, immediate action must take place.

Industry News

The Government of Canada Announces the Atlantic Gateway and Trade Corridor Strategy

On March 23rd, the Honorable Keith Ashfield, Minister of State for the Atlantic Gateway and Chuck Strahl, the Minister of Transport, Infrastructure and Communities, announced Canada's Atlantic Gateway and Trade Corridor Strategy. The new strategy coupled with investments in specific projects, in Atlantic Canada will together unlock the potential that the officials believe Atlantic Gateway and Trade Corridor Strategy has to offer.

The Government of Canada announced that an additional \$ 2.5 million dollars will be specifically used for marketing the new strategy to ensure that the region has the infrastructure and regulations necessary to compete and prosper in the 21st century.



Canada's Atlantic Gateway is not only a modern and competitive transportation network; it has also successfully integrated its air, rail, marine, and roads transportation systems. Other top features of the gateway include ice-free deep water ports that have the ability to accommodate the world's largest ships, airports with air cargo facilities, intermodal transportation facilities, secure and efficient border crossings, class 1 rail infrastructure extending to the heart of North America, 64,000 kilometers of highway and three main truck corridors.

The objectives of the new strategy include building international and domestic awareness of the Atlantic Gateway, increasing the use of the Gateway as part of the global supply chain of international exporters and importers and increasing international commerce with new and existing markets. For background information and a link to Canada's complete trade and corridor strategy, visit their website, <http://www.tc.gc.ca>.

Industry News

Longtime Long Beach Port Executive Director Set to Retire

Richard D. Steinke, executive director of the Port of Long Beach for the past 14 years recently announced his plans to retire from the Port, effective September 30, 2011. Steinke is recognized as one of the most respected leaders in the maritime industry.

Under Steinke's leadership, the Port redeveloped the massive, former Long Beach Naval Complex, creating one of the nation's largest container cargo terminals. He transitioned the Port, making it both a builder of modern cargo terminals and a leading environmental steward. Steinke implemented a pioneering Green Port Policy that included an extremely successful Clean Trucks Program developed with the rival Port of Los Angeles.

Steinke's leadership extended throughout the U.S. port industry and his retirement comes as the Port is kicking off \$4 billion in major improvements over the next decade to cement its position among the world's leading ports.

Mr. Steinke's leadership and dedication will be missed, but his commitment to the Port of Long Beach will be remembered as they continue to prosper in the maritime industry.



Industry News

Communicating the Importance of Infrastructure Investment

On June 21-23 at the Hyatt Regency Savannah located in Savannah, Georgia, the American Association of Port Authorities will be hosting its Communicating the Importance of Infrastructure Investment seminar. With tight budgets at local, state and federal levels, it is incredibly important that companies and organizations with a vested interest in goods movement be able to advocate for continued funding to improve our nation's freight infrastructure. Please join CAGTC Staff in Savannah, Georgia on June 21st through the 23rd to discuss topics such as:

- Infrastructure Agendas of Freight Stakeholder Groups
- Successful Activities That Promote the Value of Infrastructure Investment
- Measuring Success By Outcomes and Outputs
- Utilizing Social Media for Internal & External Stakeholder Outreach
- Perspectives on Connecting With Policymakers
- Effective "Grassroots" Advocacy Programs
- Rising Above the Clamor—Leveraging the Media Spotlight
- Public Relations/Government Relations Tag Teams
- Are Gateways the Way?

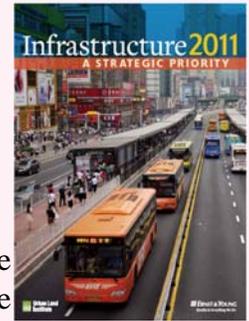


To register for this event or to obtain more information, please contact Colleen O'Sullivan from The American Association of Port authorities at 703-684-5700 or cosullivan@aapa-ports.org.

CAGTC Executive Director Leslie Blakey and Manager Adrienne Gildea will be presenting at the Communicating the Importance of Infrastructure Investment seminar.

Research News

Infrastructure 2011: A Strategic Priority
Urban Land Institute and Ernst & Young
February 2011



Based on extensive research and interviews with industry leaders, this report surveys global infrastructure trends and activities in 2011 (part I), then examines in depth current U.S. infrastructure policy and the outlook for meeting the nation's significant repair and rebuilding challenges (part II). The U.S. section forecasts possible progress over the next several years, tracks disparate strategies and major projects in the country's primary metropolitan areas, and recommends approaches for overcoming substantial political and fiscal obstacles.

Hoping to gain footholds in a rapidly evolving global marketplace, most leading countries have reaffirmed infrastructure repair and development as high investment and strategic priorities in 2011, but struggle to address funding shortfalls. Whether in countries with mature economies coping to emerge from recent economic doldrums or their more vigorous emerging-market competitors seeking further advances, infrastructure programs and policies is integral to future success and prosperity.

In general, governments confront divergent choices in their effort to fund essential maintenance or build expensive new systems while at the same time controlling overall expenditures in constrained budget environments. Some projects get mothballed at the expense of others, while public agencies increasingly look to private sources for funding and financing. Countries appear to gain an edge when they can execute more forward-looking plans that tie infrastructure needs directly to securing future economic advantages, giving them the ability to direct funding more strategically and efficiently.

Full Report: <http://www.uli.org/~media/Documents/ResearchAndPublications/Reports/Infrastructure/Infrastructure2011.ashx>

Intercity Passenger and Freight Rail: Better Data and Communication of Uncertainties Can Help Decision Makers Understand Benefits and Trade-offs of Programs and Policies

GAO

February 2011

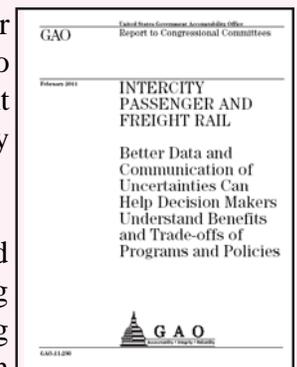
This past February, the GAO released a report discussing issues related to the current weak economy, congestion in the transportation system, and the potentially harmful effects of air emissions generated by the transportation sector. The GAO was asked to review the extent to which transportation policy tools may generate emissions, congestion, economic development remuneration and how project benefits and costs are assessed for investment in intercity passenger and freight rail.

The GAO accomplished this by reviewing studies, interviewing federal, state, local, and other stakeholders regarding methods to assess benefit and cost information, assessing information on project benefits and costs included in rail grant applications; and by conducting case studies of selected policies and programs in the United Kingdom and Germany to learn more about their policies to shift traffic to rail.

The report also suggests several initiatives to encourage traffic to shift to rail as a potential way to generate benefits. Information on the benefits and costs of intercity passenger and freight rail is also discussed in detail. The full report also highlights the many challenges impacting their ability to produce useful assessments of project benefits and costs.

Highlights: <http://www.gao.gov/highlights/d11290high.pdf>

Full Report: <http://www.gao.gov/new.items/d11290.pdf>



continued on Page 10

Performance Measures for Freight Transportation **Transportation Research Board**

March 2011

The objective of the research on which this report was based was to develop measures to gauge the performance of the U.S. freight transportation system. The measures as sought in the project statement are intended to support investment, operations, and policy decisions by a range of stakeholders, both public and private. The measures also are intended to reflect local, regional, national, and global perspectives. The project's areas of emphasis include efficiency, effectiveness, capacity, safety, security, infrastructure condition, congestion, energy, and the environment.

The breadth and scope of the project's objective reflect the breadth and scope of the national freight system. The U.S. freight system serves the world's largest economy. The freight system spans the 24 million square miles of the North American continent while linking it to international markets. The freight system comprises not only 4 million miles of public roads, 140,000 miles of railways, 360 commercial airports, and a 12,000-mile marine transportation system. It also consists of trucking firms, railroad companies, and maritime and aviation companies and the public agencies that both serve and regulate them. Each of the nation's diverse 6.2 million employers relies on some aspect of the freight system, some for their entire livelihood. This research documents that the interests of stakeholders in freight performance measurement are as diverse as are the stakeholders themselves.

Full Report: http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_010.pdf

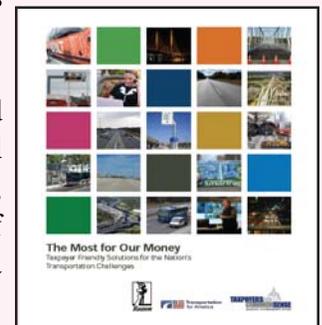


The Most for Our Money: Taxpayer Friendly Solutions for the Nation's Transportation Challenges **Transportation for America**

March 2011

In the 20th Century, the United States built some of the world's preeminent transportation systems, including an interstate highway network that's second to none. The challenge for the 21st century is to maintain this infrastructure while expanding our ability to efficiently move people and goods.

The Nation faces multiple challenges. Money is tight, as the gasoline tax we rely on to build and maintain our transportation network loses its earning power due to improved fuel efficiency and rising costs. Meanwhile, the nation's transportation needs are increasing, as many of our roads, bridges, and railways fall deeper into a state of disrepair. All of this is occurring in the context of trillion-dollar annual budget deficits and a \$14 trillion national debt. There has never been a more critical time to do more with less.



The report will introduce seven transportation tools – some big, some small – that can help improve our nation's transportation system at taxpayer-friendly costs.

The study offers some of the latest ideas and innovations that can inform the process as Congress writes' the next six-year transportation bill. The report targets, Members of Congress with the goal at encouraging, promoting, developing and other cost-effective transportation measures.

Full Report: http://t4america.org/wp-content/uploads/2011/05/CET_Report_05.9.11.pdf

Opportunities to Reduce Potential Duplication in Government Programs, Save Tax Dollars, and Enhance Revenue

GAO

March 2011

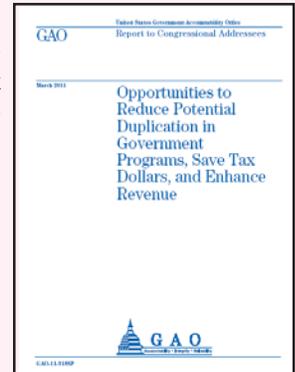
The GAO released its first annual report to Congress in response to the new statutory requirements that includes federal programs, agencies, offices and initiatives within the department or government wide that have duplicate goals or activities. The GAO was asked to report their findings annually by congress in hopes of improving the government's fiscal policies.

The GAO's most recent update of its annual simulations of the federal government addressed the issue of long-term sustainability of the federal government's fiscal policies. The report notes the high unemployment levels and the slow growth of the GDP, or gross domestic product, even with the end of the most recent recession. The GAO's simulations are far from positive, noting the increasing levels of debt that are unsustainable over time if there are no changes to the current fiscal policies.

In response to the negative simulations, the objectives of their March report were to identify federal programs of functional areas where unnecessary duplications exist and highlight other opportunities for potential cost savings and enhance revenues. The 345 page report includes 81 areas for consideration based on related GAO work. Many of the issues included in this report are focused on activities that are contained within single departments or agencies.

Highlights: <http://www.gao.gov/highlights/d11567thigh.pdf>

Full Report: <http://www.gao.gov/new.items/d11318sp.pdf>



Surface Transportation: Competitive Grant Programs Could Benefit from Increased Performance Focus and Better Documentation of Key Decisions

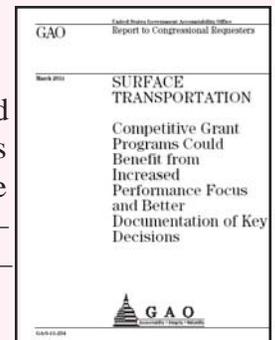
GAO

March 2011

In February 2009, the American Recovery and Reinvestment Act (Recovery Act) appropriated \$1.5 billion for discretionary grants for capital investments in surface transportation projects of national and regional significance, including highways, transit, rail, ports, and others. The act required the Department of Transportation (DOT) to develop criteria to award these grants—known as the Transportation Investment Generating Economic Recovery (TIGER) grants—and to meet several statutory requirements.

GAO was asked to review the criteria and process used to evaluate applications and award grants, assess the outcome of the process, and the extent to which DOT communicated information to applicants and the public. GAO reviewed documentation of the award process and selection documentation and interviewed key DOT officials. DOT developed criteria to evaluate TIGER applications, such as improving the state of repair of critical infrastructure, reducing fatalities and injuries, and increasing economic competitiveness by improving the efficient movement of workers or goods. GAO has called for a more performance-oriented approach to funding surface transportation and has recommended that a merit-based competitive approach—like TIGER—be used to direct a portion of federal funds to transportation projects of national and regional significance.

DOT provides over \$40 billion annually in formula funds to states and urbanized areas for highway and transit projects; by contrast, TIGER provided \$1.5 billion on a one-time basis. However, TIGER was part of the Recovery Act, which was intended to provide economic stimulus across the nation, and the act required TIGER to balance using a competitive approach with achieving an equitable geographic distribution of funds. DOT has proposed a discretionary grant program like TIGER in its fiscal year 2012 budget, which means that DOT and Congress have the opportunity to consider how to balance the goals of merit-based selection of projects with geographic distribution of funds. In addition, DOT provides



over \$40 billion annually in formula funds to states and urbanized areas for highway and transit projects; by contrast, TIGER provided \$1.5 billion on a one-time basis. However, TIGER was part of the Recovery Act, which was intended to provide economic stimulus across the nation, and the act required TIGER to balance using a competitive approach with achieving an equitable geographic distribution of funds. DOT has proposed a discretionary grant program like TIGER in its fiscal year 2012 budget, which means that DOT and Congress have the opportunity to consider how to balance the goals of merit-based selection of projects with geographic distribution of funds.

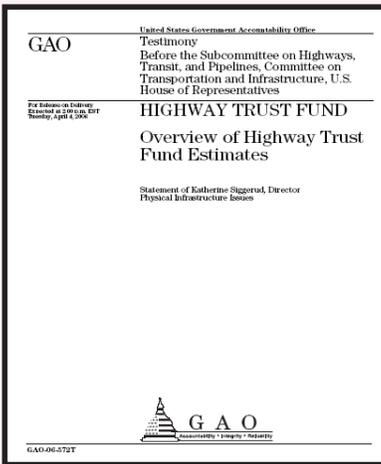
Highlights: <http://www.gao.gov/highlights/d11234high.pdf>

Full Report: <http://www.gao.gov/new.items/d11234.pdf>

The Highway Trust Fund and Paying for Highways

GAO

May 17, 2011



This testimony reviews the status of the Highway Trust Fund and examines three questions facing Congress: How much should the federal government spend on highways? How should the federal government direct the use of those funds? How should the federal government raise those funds?

The Congress has a range of options for future spending on highways, and the one it selects will influence the amount and distribution of economic benefits from the nation's network of highways and road. For example, maintain current capital spending, adjusted for inflation and spend enough to maintain the current performance of the highway system; doing so would require about \$14 billion per year more than current spending. Also to fund projects whose benefits exceed their costs; doing so would require even more spending than maintaining current services, up to about \$50 billion more than current spending, depending on the

degree to which benefits would be expected to exceed costs.

From the point of view of economic efficiency, the authority to make decisions about which highway projects to undertake is best placed with those who have the incentive and the information to weigh all of the costs and benefits of the decisions. Whether the federal government or state or local governments are more likely to make more efficient decisions about highway projects depends on who receives benefits from those decisions and who bears the costs.

Funding for highway infrastructure ultimately comes either from highway users or from taxpayers, regardless of how the financing of a project is structured. Taxes, tolls, and fees imposed on highway users now fund about half of highway spending by federal, state, and local governments; the rest comes from the Treasury's general fund and from similar state and local funds. Judging from estimates of the costs of highway use, a system that charged for the full cost of travel would have most if not all motorists paying substantially more than they do now—perhaps several times more, potentially providing more than sufficient revenue for spending on highways.

Highlights: <http://www.gao.gov/highlights/d06572thigh.pdf>

Full Report: <http://www.gao.gov/new.items/d06572t.pdf>

CAGTC & Freight in the News

Senate committee members post progress with drafting next surface transportation bill

Progressive Railroading

May 26, 2011

[http://tradecorridors.org/images/stories/news/senate committee members post progress with drafting next surface transportation bill.pdf](http://tradecorridors.org/images/stories/news/senate%20committee%20members%20post%20progress%20with%20drafting%20next%20surface%20transportation%20bill.pdf)

Key Dem says higher gas tax should be on the table for highways

The Hill

May 24, 2011

<http://thehill.com/blogs/transportation-report/highways-bridges-and-roads/163029-dem-obama-should-say-to-pay-for-transportation-bill-gas-tax-should-be-considered>

Mica and Nadler Duke It Out on the Pages of Politico Over Transpo Funding

DC Streets Blog

May 23, 2011

[http://tradecorridors.org/images/stories/news/mica and nadler duke it out on the pages of politico over transpo funding.pdf](http://tradecorridors.org/images/stories/news/mica%20and%20nadler%20duke%20it%20out%20on%20the%20pages%20of%20politico%20over%20transpo%20funding.pdf)

Outlook Dim for Highway Reauthorization

Heavy Duty Trucking

May 18, 2011

[http://tradecorridors.org/images/stories/news/outlook dim for highway reauthorization.pdf](http://tradecorridors.org/images/stories/news/outlook%20dim%20for%20highway%20reauthorization.pdf)

Life in the slow lane

The Economist

April 28th 2011

http://www.economist.com/node/18620944?story_id=18620944

Senate OKs Road Tax on Electric Vehicles

The Olympian

March 30, 2011

<http://www.theolympian.com/2011/03/30/1597321/senate-oks-road-tax-on-electric.html>

Infrastructure Bank Proposal Gets Broad Support

The Hill

March 15, 2011

<http://thehill.com/blogs/on-the-money/budget/149821-infrastructure-bank-proposal-gets-broad-support>

Progressive Railroading
THE INFORMATION LEADER FOR THE RAILROAD INDUSTRY

THE HILL


STREETSBLOG.NET

Truckinginfo
the web site of Heavy Duty Trucking magazine

The Economist

The Olympian
theolympian.com

THE HILL


Upcoming Events

June 6: Capitol Hill Ocean Week 2011,
Washington, DC
**CAGTC Presenting*

June 21-23: AAPA's Communicating the
Importance of Infrastructure Investment,
Hyatt Regency, Savannah, GA
**CAGTC Presenting*

July 11-13: AAPA Maritime Economic
Development Seminar, Portland, OR

July 14: Railroad Day on Capitol Hill,
Grand Hyatt, Washington, DC

September 11-15: AAPA 2011 Annual
Convention and Expo, Seattle, WA

October 16-20: 18th World Congress on
Intelligent Transportation Systems,
Orange County Convention Center,
Orlando, FL



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!

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 or contact us at 202.828.9100 or agildea@blakey-agnew.com.