



# The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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## Coalition Highlight

### DOT Releases Guidance for Next Round of Infrastructure Grants

*Proposes partnership with HUD on planning grants*



On Monday, April 26<sup>th</sup>, US DOT released an "Interim Notice of Funding Availability and Request for Comments," for the National Infrastructure Investments Discretionary Grant program. The notice included both the

guidance for applications for the infrastructure grants as well as an announcement that DOT intends to combine the program's planning grant funds with planning funds available through the Department of Housing and Urban Development.

The guidance released for the NII program, or TIGER II as DOT officially renamed it, is very similar to the guidance released for the original TIGER grant program. Like the TIGER program, Eligible Applicants under TIGER II include:

- State & Local governments;
- Transit Agencies;
- Port Authorities;
- MPOs & other political subdivisions of State or Local governments; and,
- Multi-State or multi-jurisdictional groups (through one lead agency).

The list of Eligible Projects includes:

- Highway or bridge projects eligible under Title 23;
- Public transportation project eligible under Chapter 53, Title 49;
- Passenger and freight rail projects; and,
- Port infrastructure investment.

In the authorizing legislation, the 2010 T-HUD Appropriations bill, Congress outlined several requirements for distributing the funds under TIGER II. For example, no more than 25% of the \$600 million available can go to any one state and no less than \$140 million must be used for investments in rural communities. Grants cannot exceed

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**CAGTC**

Coalition for America's Gateways & Trade Corridors

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## CAGTC Perspective A Message from the Executive Director



The politics of an election year, combined with a long list of complicated issues that require policymakers' attention has left the next surface transportation authorization stalled. Even as Members on the committees of jurisdiction continue to work on their respective bills, issues such as immigration reform, climate change legislation, financial reform, and a Supreme Court nominee, along with the weekly items that consume the nation's attention, such as the recent oil spill in the Gulf, keep the transportation bill on the back burner.

The fact that Congress can only seem to handle one major issue at a time, combined with a lack of consensus on how to fund the next surface transportation authorization leaves Members with little appetite to move the transportation bill, and some DC veterans speculate that, absent some real leadership, the issue could stretch until after the 2012 election (see HTF piece on page 9).

As we wait for Congress to work down through its list of priorities towards the authorization, the Coalition for America's Gateways and Trade Corridors (CAGTC) continues to advocate for the policy objectives of our membership: a dedicated freight trust fund, or similar account, with adequate revenues to fund much-needed, competitive, merit-based investments in the nation's freight and goods movement infrastructure, as well as a national program and strategy to meet the needs of our nation's economy in the future.

In just a few weeks, CAGTC will host its 2010 Annual Meeting on Capitol Hill (see meeting announcement on page 7). The focus of our agenda? The wide spread and diverse consensus around the need for a federally-guided, competitive approach to funding the country's freight system. CAGTC members, representatives from other organizations, Members of Congress and officials from multiple federal agencies will gather on May 26<sup>th</sup> to reaffirm the need for a strong and immediate focus on an issue of truly national significance – goods movement.

We invite you all to join us, to add your voice to the rallying cry: Give Freight A Fund!

\$200 million and, with the exception of those given to rural communities, grants can be no less than \$10 million.

After reviewing applications using an initial 'unconstrained competitive rating process' DOT will create a preliminary list of projects, using the rankings 'highly recommended', 'recommended,' 'not recommended,' and 'negative'. DOT will then evaluate that list to see if the projects meet the distributional requirements. If not, DOT will adjust the list of recommended projects to meet those requirements.

Projects will be evaluated using two tiers of criteria. Primary criteria include Long-Term Outcomes, such as safety, state of good repair, economic benefits, livability and sustainability, and Job Creation & Economic Stimulus. The Secondary selection criteria, which will not carry as much weight as the Primary criteria, are Innovation and Partnership.

DOT will release a Final Notice of Funding Availability in May, after receiving and reviewing comments on the planned collaboration with HUD on the planning grants. DOT is interested in hearing from stakeholders about the feasibility of combining the \$35 million made available in TIGER II for planning grants with \$40 million in HUD grant funds for community planning. The goal is to better integrate planning and investment decisions in communities. However, as the grant programs are created through two different mechanisms, they have slightly different requirements and DOT is trying to determine how best to combine the two programs while still meeting all the legal requirements. DOT officials stressed that transportation planners will not need to become experts in housing and urban development planning issues. Instead, the goal is to ensure that transportation plans are developed within the context of the communities the projects are in, giving consideration to the overall well-being and 'livability' of the community.

Unlike the TIGER process, DOT is requiring that applicants submit 'pre-applications' for an initial screening. Those who do not meet the pre-application requirements will be notified and advised of what changes will be required in order to be considered for a grant. Pre-applications are due July 16, and a form will be available through DOT's website no later than June 15. Applications will be due August 23 and must be submitted through the website [www.grants.gov](http://www.grants.gov). DOT will announce recipients no sooner than September 15, and funds will be available through September 30, 2012.

At a recent conference hosted by the Mississippi Valley Freight Coalition, Teresa Adams of the University of Wisconsin, who participated in the selection process for the original TIGER Grants, pointed out that the winners of the TIGER Grants had a few things in common. First, they submitted useful, convincing benefit-cost analyses. In addition, projects that brought outside funds to the table were advantaged because they allowed DOT to do more with the limited funds available. Winners in this round of TIGER Grants will be required to work with DOT to measure the benefits and impacts of the projects after they are completed.

**Seminar: "Lessons on How to Compete for a DOT Discretionary Grant"**  
**Hosted by US DOT - May 18<sup>th</sup>, 2010**

US DOT will conduct a seminar to identify the key elements of competitive applications, provide information on developing benefit cost analysis and present information on the program's processes. Additionally, the Department has received \$600 million for TIGER II and information outlining this next round of grant awards will be presented.

This free seminar will be held in the Atrium of the West Building of the Department's Headquarters, as well as simulcast via the web. Access to this webcast will be available through the Department's website at [www.dot.gov](http://www.dot.gov).

*For more information, go to:*  
<http://www.dot.gov/recovery/ost/tigerii/index.html>

## Member Spotlight



### Ohio-Kentucky-Indiana Regional Council of Governments

#### The Bridge to Everywhere

Hundreds of thousands of people use it every day. Hundreds of millions of individuals are affected by it daily. However, only a small percentage of them fully understand the significance that southwest Ohio's and northern Kentucky's Brent Spence Bridge plays in their lives.

The Brent Spence Bridge sits where Interstate 75 and Interstate 71 converge to cross the Ohio River in the Cincinnati region. I-75 is the busiest highway trade corridor in the nation. It serves as a commercial pipeline linking the northern tip of Michigan to the southern edge of Florida and connects Atlantic and Pacific coast ports to the great Midwest. Trucks, using the Brent Spence Bridge, carry the most freight by dollar value in the nation on the 75 miles between Dayton and Boone County, Kentucky. And as the Tsunami of Freight is about to resume, the bridge is terribly inefficient, grossly over capacity and a gnarled chokepoint on the national interstate system.



*The Brent Spence Bridge, crossing the Ohio River  
and linking Northern Kentucky with the Cincinnati region*

"The Brent Spence Bridge is vital to the economic competitiveness not only of our region, it is essential for every buyer, seller, customer and producer along the 2,160 miles of I-75 and I-71," said Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Board President and Campbell County, Kentucky Judge Executive Steve Pendery. "It will have a devastating effect that will be felt across the country if this bridge continues to be an obstruction on the I-75 and I-71 freight corridors."

OKI has teamed with the Ohio Department of Transportation and the Kentucky Transportation Cabinet to undertake a more than \$2 billion project essential to improving this national transportation resource.

The Brent Spence Bridge project is OKI's top regional priority for its 197 political jurisdiction that make up the tri-

state Council of Governments. It consists of building a new bridge, rehabilitating the current bridge, improving existing interchanges and constructing new approach ramps. The project works in tandem with other projects that will widen more than 20 miles of I-75 in southern Ohio and northern Kentucky over the next decade. The Brent Spence Bridge project has been under development for more than 10 years. It is scheduled to begin construction in 2015 and completed in 2020.

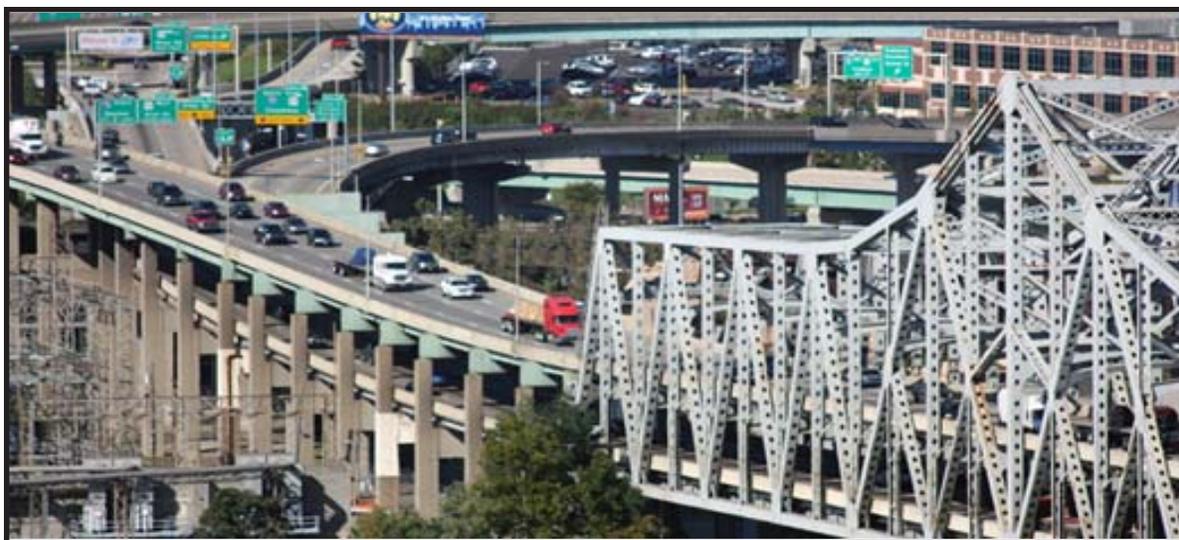
The Brent Spence Bridge project is truly a national transportation issue. However it is not simply a transportation project, it is an economic development project as it will improve national and international conveyors of commerce. The bridge is a key element in a multi-tier approach for moving freight. It sits in the middle of the OKI region's interstate grid, and connects traffic moving on the Ohio River and freight rail lines with over the road haulers.

Statistical analysis conducted by OKI and the Texas Transportation Institute revealed that more than \$400 billion of commerce traverses the bridge yearly. This represents three percent of the United States Gross Domestic Product. In real dollars, this total is estimated to grow to \$820 billion by 2030.

While the bridge is rapidly becoming a logistical nightmare for commercial drivers, it is also a huge safety concern for the public. The Brent Spence Bridge was originally built to handle 80,000 vehicles daily but it now carries 160,000 each day. That number is anticipated to grow to more than 230,000 daily vehicles by 2030. Exceedingly high auto and truck volumes on combined interstate highways, confined on a narrow bridge, all add up to the fact that a crash is 12 times more likely to occur on the Brent Spence Bridge than on all other Kentucky state roads.

"Simply put, failure to fund the Brent Spence Bridge is not an option," said Pendery. "Job growth, economic competitiveness and safety are already imperiled. The Brent Spence Bridge is a vital portal to the global economy for this region and this country.

"The OKI region is united on the importance of this project and we are very fortunate to have elected officials at all levels that understand the necessity of the bridge project. There is a great deal of work to be done and challenges to be met, but our region knows this endeavor cannot fail. It is time the nation understands the stake it has in the Brent Spence Bridge."



*Uncharacteristically light traffic from I-75 and I-71 merging on the Brent Spence Bridge*

## Coalition News



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



The Port of Vancouver, located on the Columbia River in Washington State, is the third largest port in the State of Washington. A niche port, the facility does not handle containers, dealing, instead, primarily with bulk, breakbulk, auto and project cargoes. The port imported 2,700 pieces of wind energy cargo in 2009, and serves as the west coast import facility for Subaru, handling 53,000 autos annually. However, the port is largely an export facility, with top trading partners like Japan, Australia, China, Europe, South Korea and South America. This past year, of the over 4.8 million metric tons handled at the Port of Vancouver, 4.1 million tons, or 85%, was export cargo.

The Port of Vancouver is 105 miles upriver from the Pacific Ocean and relies on its proximity to river, road and rail – a deep water channel, the Pacific Northwest national rail network and the interstate road system – as competitive advantages. Primary among its priorities are the Columbia River Channel Deepening project, maintenance and improvements to Columbia River dams and locks, repairs and maintenance to the jetties at the mouth of the Columbia River, the I-5 Columbia River Crossing project, and port rail improvements and access to the BNSF mainline rail system adjacent to the port. It also has significant UP freight rail activities.

The Port of Vancouver has over 750 acres of developable land (including 200+ brownfield acres) to expand its marine and industrial operations. Its current exports, and future export growth, are reliant on rail development and freight transportation funding. In order to eliminate inefficiencies and improve competitiveness, the port supports:

1. Implementing a national strategic freight policy and plan.
2. Prioritizing of, and funding for freight transportation, freight rail and port freight and intermodal projects.
3. Promoting federal policies and streamlined, coordinated permitting processes that recognize the role of ports.
4. Strengthening trade agreements with our global partners and advance an environment supportive of global trade.

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

## Federal News

### Maritime Administration Issues Final Rule on America's Marine Highways Program



In April, the Maritime Administration (MARAD) published its final rule for the America's Marine Highways program, as called for in the Energy Independence and Security Act of 2007. Through the program, MARAD will help identify rivers and coastal routes that could be used to carry cargo efficiently, bypassing congested roads around busy ports, reducing greenhouse gases, and creating jobs for mariners and shipbuilders.

Recognizing that the country's existing road and rail infrastructure cannot adequately meet future transportation needs, MARAD aims to develop a marine highway system within the US in order to make better use of the available capacity on the country's waterway system. Through the America's Marine Highways program, MARAD has solicited applications for eligible Marine Highway Projects, as described in the final rule. According to US DOT, regional transportation officials can apply to have specific corridors or individual projects designated as marine highways if they meet DOT criteria. Once designated, these projects will receive preferential treatment for future federal assistance through programs like the TIGER II Discretionary Grant Program (see Highlight, page 1).

In remarks before the North American Marine Highways and Logistics Conference in Baltimore, Md, Secretary LaHood announced that the Department plans to fund the marine highway system through dedicated grants, beginning with a \$7 million grant program which will be ready to disburse funds for marine highway projects this summer.

DOT has released a new interactive map that details information on designated corridors and projects, as the information becomes available. To view the map, go to: [http://www.marad.dot.gov/ships\\_shipping\\_landing\\_page/mhi\\_home/mhp\\_project\\_recommendations/mhp\\_project\\_recommendations.htm](http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhp_project_recommendations/mhp_project_recommendations.htm)

**Save the Date!!**

**The Coalition will be holding its  
2010 Annual Meeting  
May 26 & 27  
on Capitol Hill in Washington, DC.**

Confirmed Speakers include:

Senator Patty Murray (D-WA)	Congressman Steve Cohen (D-TN)
Congressman Albio Sires (D-NJ)	Members of the Senate Commerce and EPW Committees
Jeff Davis, Transportation Weekly	Mike Erlandson, SuperValu
Bruce Agnew, Cascadia Center	Mark Policinski, OKI Regional Council of Governments
Paul Fisher, CenterPoint Properties	John Vickerman, Vickerman & Associates

Registration is free and open to non-members,  
but you must RSVP to [agildea@blakey-agnew.com](mailto:agildea@blakey-agnew.com)

For more information, visit our website at [www.tradecorridors.org](http://www.tradecorridors.org)

## Industry News

### Guest Column:

## *I-95 Corridor Coalition's 2010 Freight Academy*



The week of April 18-23, the I-95 Corridor Coalition, a federally created consortium of federal, state and local transportation agencies located in that respective geographic region, hosted the second edition of its *Freight Academy*. The Freight Academy is an in-depth total immersion program for public-sector freight professionals, designed to give participants a diverse stakeholder perspective on the state of the freight transportation network from the viewpoint of system users. Academy class members combine classroom lectures with their on-site visit experiences to create a joint capstone project report that outlines a comprehensive strategy

for a freight professional tasked with a number of planning, congestion and economic development issues.

I had the unique privilege of being a member of the 2010 Freight Academy Class, spending a week in northern New Jersey that featured numerous eye-opening presentations and site-visits that described the freight story from the world of shippers, carriers, and industry trend setters. What amazed me most was the sheer breadth of volume of freight coming not only in and out of the Port of New York/New Jersey, but the ancillary warehousing acreage, siting, and capacity needed to simply keep it moving – all for an immense market where 85% of the goods never leave the metro area!

Equally amazing was the extent to which system users have become ever more efficient as they face the challenges associated with congestion and market changing trends – everything from solar powered refrigerated warehouses that cut energy costs in half for one company, to port officials at NY/NJ calculating the benefits of a vertical truck chassis pool to save on valuable container real estate, to the concept that it may actually more efficient to bring freight into Southern California, rail ship it to a New Jersey warehouse, and distribute it back to customers on the west coast in volumes tailored to their individual customers' needs.

The *Freight Academy* is a must for public officials tasked with the job of understanding, planning for, and encouraging freight transportation, economic growth and development in their community. A special thanks to Marygrace Parker of the I-95 Corridor Coalition and Anne Strauss-Weider for putting together a truly remarkable and essential program.

*Submitted by: Chris Smith  
Intermodal Policy & Program Manager  
American Association of State Highway and Transportation Officials - AASHTO*

*To learn more about the I-95 Corridor Coalition's Freight Academy program, go to:  
<http://www.freightacademy.org/>*

# Industry News

## With Authorization Stalled, Debate Continues over ‘Sanctity’ of the Highway Trust Fund



### INNOVATION BRIEFS

CELEBRATING OUR 21ST YEAR OF PUBLICATION

As the discussion on how to fund transportation infrastructure investment in the future continues, several trends have emerged. In his most recent edition of *Innovation NewsBriefs*, Ken Orski, noted transportation industry expert, touches on a topic that has received increased attention recently: the dilution of the ‘user pays’ principle behind the Highway Trust Fund.

The debate over the ‘sanctity of the Highway Trust Fund’ has popped up repeatedly over the past few months. With the authorization stalled as Members grapple with other legislation, and the issue of funding unresolved, the Highway Trust Fund limps along with short-term extensions and transfers from the General Fund. Orski references a recent interview with former Secretary of Transportation, James Burnley, who told *DC Velocity*, an online newspaper, *“What worries me is that the whole concept of the trust fund is breaking down... You can’t make the argument with a straight face that the [fund] should be...walled off from the appropriations process while at the same time getting huge sums of money from general revenues...By 2013, we could find the whole notion of the trust fund obsolete.”*

This concept was echoed at a recent lunch hosted by The Road Gang in DC, which featured DOT Under Secretary Roy Kienitz. Kienitz, while recognizing the importance and need for contract authority, observed like Burnley that the ‘user pay’ principle at the core of the trust fund is eroding.

In his Brief, Orski asks, *“Will the prospect of diminishing income to the Highway Trust Fund and the political difficulty of increasing fuel taxes drive Congress to abandon the multi-year authorization in favor of propping up the Trust Fund with periodic appropriations?”* and *“Is There Still a Need for Contract Authority?”*

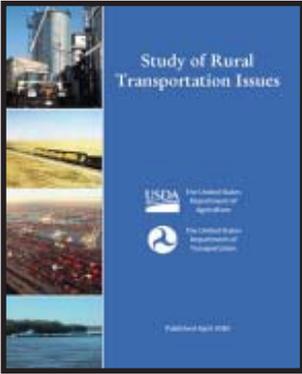
Many industry stakeholders fear a move to year-to-year appropriations, in which transportation investment competes for scarce federal resources with other, higher-profile national priorities. Further, many state, regional and city officials observe that most transportation projects are long-term investments and their agencies need more stability than the yearly appropriations process provides in order to plan for and make the infrastructure investments necessary to meet the nation’s transportation needs.

However, Orski observes that, *“With Transportation Secretary LaHood announcing ‘the end of favoring motorized transportation at the expense of non-motorized transportation’ and urging state transportation agencies to give ‘the same priority to walking and bicycling as is given to other transportation modes,’ and with the Administration adopting a “fix-it-first” policy in preference to expanding highway capacity, it can be argued that contract authority and multi-year transportation authorizations are less necessary—or, indeed no longer required.”*

As the debate continues, it is becoming apparent that the source of funding used for transportation investment will play a large role in how and where that money can be invested. The Coalition for America’s Gateways and Trade Corridors continues to advocate for a national freight program, funded through a new, national freight fee, in order to ensure that freight and goods movement infrastructure has a reliable source of funds to support long-term investment.

To read Ken Orski’s *“Two Bold Predictions”* in full, please visit [www.innobriefs.com](http://www.innobriefs.com).

# Research News



## **Study of Rural Transportation Issues**

US Department of Transportation (USDOT) & US Department of Agriculture (USDA)

As part of the Food, Conservation, and Energy Act of 2008, US DOT and USDA were directed to jointly conduct a study of rural transportation issues. The report reviews transportation and its effect on rural communities, with an emphasis on agricultural transportation. It looks in depth into each of the four major modes of transportation commonly used by agriculture in the United States: trucking, railroads, barges, and ocean vessels, examining each in the light of its ability to meet rural America's transportation needs now and in the future. It identifies some broad issues that merit attention from policy makers.

Report is available here:

<http://www.ams.usda.gov/AMSV1.0/RuralTransportationStudy>



## **Freight Transportation: Global Highlights**

Bureau of Transportation Statistics, Research and Innovative Technology Administration (RITA), USDOT

This report provides a snapshot of freight transportation activity from a global perspective, highlighting physical characteristics and industry output for the U.S. and other leading world economies. The report gives a broad overview of trends in the movement of international freight among the top 25 world economies, measured by 2008 gross domestic product (GDP). It presents recent statistics on freight activity by leading global ocean and air carriers, seaports, and airports engaged in international freight services.

The report also presents an overview of major trends in U.S. international goods trade, as well as trends in U.S. freight and port services. It further examines how U.S. international freight activities compare with those of the world's top economies. The report concludes with a brief discussion of the key factors that are driving change in U.S. and global merchandise trade and freight activities.

Report is available here:

[http://www.bts.gov/publications/freight\\_transportation/pdf/entire.pdf](http://www.bts.gov/publications/freight_transportation/pdf/entire.pdf)



## **INSTITUTIONS FOR IMPROVING FREIGHT MOVEMENT IN MULTI-STATE CORRIDORS**

Federal Highway Administration, USDOT & I-95 Corridor Coalition

The Federal Highway Administration's Office of Freight Management and Operations, in conjunction with the I-95 Corridor Coalition, has released a White Paper on Multi-State Institutions for Implementing Improved Freight Movement in the U.S. Accompanying this White Paper is a summary of a Roundtable held to obtain advice from a group of national experts about

*continued on Page 11*

potential multi-state institutional arrangements to improve freight corridor performance. This work is intended to serve as a background piece to help practitioners and policymakers think through solution sets.

The White Paper describes eight types of institutional options, illustrated by 80 examples. The assessment of institutional models suggests several principles that could be used to determine which institutional arrangements might be most appropriate to meet multi-state transportation needs under differing circumstances, and illustrates how these principles might be applied in order to help improve the performance of multi-state freight corridors. Finally, the paper offers an analysis of institutional implications of the House Committee's 2009 Surface Transportation Freight Authorization Provisions.

Report is available here:

<http://www.ops.fhwa.dot.gov/freight/documents/mscrt/mscrt.pdf>

## Upcoming Events

May 3 – 5 - ITS America 2010 Annual Meeting & Exposition, Houston, TX



May 5 - 2010 EACC Conference & Gala, Cincinnati, OH



May 5-6, 2010 - 2010 IANA Operations & Maintenance Seminar, Oak Brook, IL



May 5-7 - SCAG Regional Conference and General Assembly, La Quinta, CA



May 6-9 - TRB's Environment and Energy Research Work Shop, Raleigh, NC



May 11-12 - 3rd Annual Northwest Intermodal Conference, Portland, OR  
\*\*\*CAGTC Presenting\*\*\*



May 12-13 - FHWA/SCAG Financing Freight Improvements Workshop, Los Angeles, CA



May 13-14 - A Livable Mid-South: Enhancing Socio-Economic Development and Quality of Life through Transportation Policy, Memphis, TN  
\*\*\*CAGTC Presenting\*\*\*



May 26-27 - CAGTC 2010 Annual Meeting, Washington, DC

## CAGTC & Freight in the News

### **Canada Offers to Pay Michigan's Share For Detroit-Windsor Bridge; Partnership Bill Gets Closer to Publication**

*Heavy Duty Trucking / TruckingInfo.com*

4/30/10

[http://www.truckinginfo.com/news/news-detail.asp?news\\_id=70237](http://www.truckinginfo.com/news/news-detail.asp?news_id=70237)



### **Port leaders testify on export challenges**

*Cargo Business News*

4/30/2010

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

### **LaHood: Cooperation key to winning transportation funds**

*Winston-Salem Journal*

4/28/10

<http://www2.journalnow.com/content/2010/apr/28/lahood-cooperation-key-winning-transportation-fund/>



### **Ports, Shippers Push for Freight Policy**

*Journal of Commerce*

3/18/2010

<http://www.joc.com/maritime/ports-shippers-push-freight-policy>



### **Transportation infrastructure: Senate signs off on HIRE Act**

*Logistics Management*

3/17/2010

[http://www.logisticsmgmt.com/article/453422-Transportation\\_infrastructure\\_Senate\\_signs\\_off\\_on\\_HIRE\\_Act.php](http://www.logisticsmgmt.com/article/453422-Transportation_infrastructure_Senate_signs_off_on_HIRE_Act.php)



### **Transportation infrastructure: House signs off on Jobs bill**

*Logistics Management*

3/5/2010

[http://www.logisticsmgmt.com/article/452036-Transportation\\_infrastructure\\_House\\_signs\\_off\\_on\\_Jobs\\_bill.php](http://www.logisticsmgmt.com/article/452036-Transportation_infrastructure_House_signs_off_on_Jobs_bill.php)



### **YEAR OF THE TIGER - The latest DOT grants will help finance some of the nation's top freight projects**

*Journal of Commerce*

3/1/2010

<http://www.joc.com/rail-intermodal/year-tiger>

### **Highway Reauthorization Parked for at Least Seven Months**

*Heavy Duty Trucking / TruckingInfo.com*

3/1/2010

<http://digital.ipcprintservices.com/publication/?i=33387>



# 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:

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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).