On July 6, the U.S. Department of Transportation (USDOT) released its proposed list of project awards under the new Fostering Advancements in Shipping and Transportation for Long-term Achievement of National Efficiencies (FASTLANE) competitive grant program. Created by the Fixing America’s Surface Transportation (FAST) Act, in which is it referred to as the “Nationally Significant Freight and Highway Projects program,” the FASTLANE grant program is the most freight-focused competitive program to-date.

The program is funded at $4.5 billion over five years, with $800 million of that authorized for fiscal year 2016. The demand for the program far exceeded that availability, with 212 applications totaling around $10 billion in funding requests. Ultimately, USDOT selected 18 projects to receive $759 million in grants between them.

Created by Congress to make investments in the nation’s most critical freight and highway infrastructure, FASTLANE criteria written into law, and reflected in USDOT’s grant solicitation, focused on goods movement infrastructure and listed goals such as increasing global economic competitiveness; improving connectivity between freight modes; and improving the safety, efficiency and reliability of the movement of freight and people. Yet, at least 18 percent of available funding in the first round of the program was awarded to what are clearly non-freight projects. The amount awarded to projects that are not freight-specific, but which may contain some direct benefit to freight movement, is indiscernible from the limited award information provided by USDOT.
According to the Eno Center for Transportation’s 2013 report, Lessons Learned from the TIGER Discretionary Grant Program, “transparency and accountability are essential for discretionary programs to be sustainable.” In order for a federal program supporting discretionary investment in public transportation capital projects to be transparent, projects must be evaluated against known criteria and those analyses must be made public. Unfortunately, the inaugural round of the FASTLANE program lacks such transparency. USDOT released scant descriptions of each grant award and never released a full list of applicant projects, forcing recipients to be viewed in a vacuum with no opportunity to gauge the merits against competing projects. USDOT must disclose more information about its decision making progress to affirm the integrity of the evaluative and awards process and to ensure the future of the program.

**FASTLANE Success Stories**

- **The Port Authority of New York and New Jersey (PANYNJ)** received $10.6 million for its Cross Harbor Freight Program. The funds will go towards the optimization of PANYNJ’s railcar float system through various improvements to the intermodal rail, including extending an existing transloading doc, paving areas of the Yard, and double-tracking a portion of the Port Jersey Division of New York New Jersey Rail, LLC (NYNJR). The project will increase capacity and facilitate more efficient carfloat service, a system that moves freight in railcars via marine barge, resulting in improved freight mobility.

- **The Florida Department of Transportation (Florida DOT)** received $10.7 million for its Truck Parking Availability Systems project. The award will help install an new Intelligent Transportation System (ITS) that will detect truck parking availability across Florida’s Interstate System. The System will allow truckers to easily find places to park at the end of their shifts, decreasing driver fatigue and emissions while increasing safety and generating economic benefits stemming from increased efficiency in truck movements.

- **USDOT awarded $5.1 million to the Idaho Transportation Department (ITD) and project supporter Kootenai Metropolitan Planning Organization (Kootenai MPO).** Together, they plan to improve nine miles of US 95 in Kootenai County by implementing adaptive signal timing and correct traffic signal spacing, among other things. By making these changes, Kootenai MPO will help to eliminate bottlenecks caused by inefficient traffic signal timing and decrease travel time. This will result in improved mobility for north-south commercial truck traffic and increased safety for all system users.

- **The San Diego Association of Governments (SANDAG), along with its partner the California Department of Transportation (Caltrans), was awarded $49 million for the SR-11 Segment 2 and Southbound Connectors Project.** The award will go toward the construction of a new freeway that will connect freight traffic to the future Otay Mesa East Port of Entry as well as other southbound connectors. California State Route 11 will expand cross-border capacity, improve travel time, and reduce border wait times.
CAGTC Perspective
A New Opportunity to Campaign for Freight Investment

The freight community was underwhelmed by both the FASTLANE and TIGER award rounds this summer, both programs failing to make adequate investments in goods moving infrastructure.

This trend of decreasing investment in freight infrastructure places us on a dangerous path. The U.S. Department of Transportation forecasts that freight tons moving on the nation’s transportation network will grow 40 percent in the next three decades. Unfortunately, U.S. investment in infrastructure is not keeping pace with our trading partners and the ever-growing demands on the system.

Certainly we’ll have opportunities to work with the Administration toward improvements under the FASTLANE program and TIGER. But there’s another opportunity for freight investments drawing near, as both Secretary Clinton and Mr. Trump have promised aggressive infrastructure investment programs upon taking office. If historical precedent is any indicator, this may be a promise that materializes once the election dust settles. Perhaps among the best-know large-scale investment programs, President Roosevelt’s New Deal and President Obama’s American Recover and Reinvestment Act (ARRA, or simply, the Stimulus) were both launched in the first 100 days of an administration.

According to Secretary Clinton’s website, within her first 100 days in office she plans to introduce a five-year, $275 billion dollar infrastructure plan, funded through corporate tax reform, to be used to invest in ports, airports, waterways, and roads. The plan would also create a $25 billion national infrastructure bank to provide loans and loan guarantees, among other responsibilities.

In an interview with Fox Business Network, Mr. Trump promised that he would “at least double” Clinton’s proposal, to be paid for through infrastructure bonds, the earnings of which would be put in a fund. While he has not yet offered a detailed plan, his website promotes an infrastructure investment boost as an element of his overall economic vision.

Unique to freight infrastructure is its ability to act as an economic multiplier. It doesn’t just create jobs in the construction phase, it supports sustained employment. Increased goods movement efficiency resulting from investment is an economic boon, decreasing the cost of doing business through increased efficiency, reliability and safety. As President Obama noted in his 2014 State of the Union, “first-class jobs gravitate to first-class infrastructure.”

Secretary Clinton and Mr. Trump’s infrastructure investment pledges introduce an opportunity to continue CAGTC’s own campaign for increased freight funding. This campaign season, tell your elected officials that any investment plan must have a strong freight component to keep your region competitive.

Elaine Nessle, Executive Director
Despite Decreased Freight Funding This Round, Two CAGTC Members Earn TIGER Awards for Goods Movement

The U.S. Department of Transportation (USDOT) announced the recipients of fiscal year 2016 Transportation investment Generating Economic Recovery (TIGER) grant program on July 29. TIGER, currently in its eighth round, was first authorized for appropriations in the American Recovery and Reinvestment Act in 2009. Showing the vast need for transportation funding programs, USDOT received 585 applications, totaling over $9.3 billion in funding requests. Ultimately, 40 projects were selected to receive the nearly $500 million in funding available this round. Freight infrastructure had its poorest showing ever in TIGER with only 26 percent of funding going to freight projects.

Two CAGTC members received funding: the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Port of Portland. LA Metro was awarded $15 million for the construction of a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF railroad mainline tracks located in Santa Fe Spring, about 15 miles southeast of downtown Los Angeles. The grade separation will eliminate an existing conflict point between motor vehicles, pedestrians, bicyclists, and freight and passenger trains.

The Port of Portland was awarded $7.3 million for its Portland Marine Terminal Freight and Jobs Access Project. The grant will go towards a grade separation over a busy marine terminal rail lead and will increase connectivity between the port and the National Highway System. These improvements will allow the road to better accommodate turning trucks, reduce delays caused by the current at-grade crossing, and increase safety.

CAGTC Weighs in On Interim National Multimodal Freight Network

Early this summer, the U.S. Department of Transportation (USDOT) published the Fixing America’s Surface Transportation (FAST) Act-required Interim National Multimodal Freight Network (NMFN) and requested stakeholder comments. This document stands to have an impact on freight planning and investment decisions: once finalized, the NMFN is meant to assist States in strategically directing resources for the efficient movement of freight, inform freight planning, assist in the prioritization of Federal investment. CAGTC worked with its membership to draft thoughtful comments intended to improve goods movement transportation for years to come.

Among CAGTC’s comments were suggestions for consideration in making a final designation, such as route resiliency, redundancy, and shifting North American trade patterns. Trade forecasting indicates NAFTA-related volumes will increase in the coming years, and our transportation planning and investment decisions must take into account this anticipated boost. While our trading partners are boosting investments, we’re at a standstill. We must improve our facilities, roadways, ports and waterways to account for increased volumes of trade and to match enhanced capabilities on the part of our foreign trading partners.

Continued on Page 5
Inclusion of National Highway System intermodal connectors in the Interim NMFN is significant, and CAGTC calls for their continued inclusion in the designation of a Final NMFN. Despite the outsized role intermodal connectors play in the multimodal freight network, allowing for seamless interaction between the modes, these segments are traditionally in worse condition than the rest of the highway network due to years of underinvestment.

CAGTC calls on USDOT reconsider the 2,000,000 short ton port threshold. A 2,000,000 short ton threshold fails to consider criteria related to the economic value of a port, in addition to freight volume or weight. For example, Port of Hueneme and the Port of Everett are omitted from the Interim NMFN under the current designation criteria, despite contributing significant economic value to their respective regions and the nation as a whole.

To the extent possible, USDOT should harmonize corridor, facility, and network identifications on the NMFN. Many different networks, including the NMFN, the National Highway Freight Network, the Primary Highway Freight System, as well as Critical Urban or Rural Freight Corridors, currently exist, and many have overlapping jurisdictions and similar designation processes.

CAGTC also asks that USDOT give thorough regard to public comment from all stakeholders and system users as the Final NMFN process moves forward. Careful, methodical, and detailed consideration of specific route requests, as well as methodology-related comments, will assure both private and public industry that their contributions are seriously considered as federal freight policy is developed and refined.
The Port Authority of New York and New Jersey joins CAGTC

The largest and busiest port on North America’s East Coast, the Port of New York and New Jersey handles more than $200 billion in goods each year. Strategically located in the heart of the affluent Northeast Corridor, the port offers direct access to the region’s 23 million consumers with another 100 million within 36 hours’ reach. Getting merchandise into the hands of consumers as quickly and efficiently as possible is the cornerstone of our port’s competitive standing in all global markets.

The port’s six marine terminals service vessels from each of the world’s major ocean carriers. Over 74 percent of incoming vessels make the Port of New York and New Jersey their first port of call. Through partnerships with three Class 1 railroads and our on-dock ExpressRail intermodal service, the port ensures that manufacturers and distribution centers enjoy access to the global economy. Our 13 auto carriers benefit from unprecedented exposure to the consumer-rich environment of the New York metropolitan area. The Port of New York and New Jersey also boasts three cruise passenger terminals that served more than 1.5 million passengers last year.

In 2015, the Port of NY and NJ broke our shipping records. The port captured over 15% of the total U.S. market share for containers, handling 3.7M containers in total. Cargo volumes outpaced the previous record (set in 2014) by 10.4 percent. ExpressRail, our ship-to-rail system, also had a record year with over 520,000 lifts, up 12.2% from 2014.

Figures released in 2015 by the independent New York Shipping Association cite that our port creates dynamic economic growth for our region. Specifically, the port creates 336,300 full-time jobs, including 190,100 direct jobs, nearly $53.5 billion in business income, $21.2 billion in personal income, and approximately $7.1 billion in federal, state, and local tax revenues.

A key part of our mission is to deliver investments that ensure tomorrow’s success. Major Port Authority capital investments over the past several years ensure that the port will remain a premier center for global trade in the decades to come.

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Major projects include:

- $1.3B to raise the roadway of the Bayonne Bridge to provide access to the Super Post Panamax container ships;
- $2.3B to deepen the shipping channel to 50 feet; and
- $1.5B to build a new Goethals Bridge.

This unprecedented volume of public work ensures that the port will be ready for the largest ships coming through the widened Panama Canal.

Over the past decade, our terminal operators have invested approximately $2 billion toward their own improvements. The terminal operators have also committed to another $1 billion in the next five years to purchase Super Post Panamax Gantry Cranes, increase reefer capacity, add terminal handling equipment, modernize gate systems, and upgrade terminal automation systems with state-of-the-art software.

In concert with these initiatives, the Port Authority of New York and New Jersey remains deeply committed to its role as environmental steward for our region. The agency’s landmark and voluntary Clean Air Strategy outlines a slate of initiatives aimed at reducing port-related diesel and greenhouse emissions. These initiatives include retrofitting locomotives with ultra-low-emitting technologies; delivering electric shore power to cruise ships at our Brooklyn Cruise Terminal; helping truck owners replace older, less efficient and more polluting models through our Regional Truck Replacement Program offering financial incentives to ocean carriers that use cleaner fuel or engines via our Clean Vessel Incentive Program; and providing cash incentives for tenants who replace older cargo handling equipment.

Finally, our port recently kicked off a new era of stakeholder cooperation by forming the Council on Port Performance. The Council includes ocean carriers, terminal operators, and labor specialists as well as officials from the Port Authority and other port-specific government agencies such as Customs and Border Protection. The Council on Port Performance recognizes that cooperation is the best way to improve operational efficiency and service reliability for all port constituents and customers. Its most recent accomplishments include the identification of options to create a chassis pool; the publication of a Truckers Resource Guide in English, Spanish, Chinese, and Polish; and the roll-out of a brand new centralized Terminal Information Portal System, or TIPS. The first of its kind in the United States, the TIPS system enables any port professional to track a shipping container in real-time while gaining insight into other pivotal terminal status data.
In July 2015, Oregon began its Road Usage Charge Program (OReGO). The vehicle miles traveled tax program allows volunteers to pay a fee for the number of miles driven instead of paying a fuel tax, charging 1.5 cents per mile. In its first year, OReGO enrolled 1,025 vehicles, only about 20 percent of the 5,000 limit set by the Oregon Department of Transportation when the project began. Participants drove five million miles in Oregon and consumed 244,281 gallons of gas. According to Oregon Department of Transportation (ODOT) officials, the program has a 90 percent retention rate and has been called “terrific.” The program does not include trucks as they are subject to a weight-mile tax in the state.

Following in Oregon’s footsteps, the California Department of Transportation (Caltrans) began a nine-month pilot program, called California Road Charge, on July 1, 2016 to test its own vehicle miles traveled tax. The pilot gives around 5,000 drivers various options to report the number of miles traveled – participants can buy passes for unlimited travel, buy miles in bulk, or track their mileage by sending pictures of their odometers or using a plug-in device to automatically track the miles traveled. Caltrans set the “fee” – participants are only getting simulated bills in this phase of the pilot – at 1.8 cents per mile. Unlike ODOT’s program, Road Charge does allow commercial motor vehicles to participate. At the end of the nine month pilot program, an independent third party will evaluate the results of the program and a report will be submitted to the California Legislature, which will make the final decision on a potential full-scale permanent road charge program.

Other states are keeping a close eye on these two pilot programs to see if they can be translated to their own states. The Western Road Usage Charge Consortium is a coalition of 11 member states devoted to resource sharing in order to develop expertise on the topic of mileage-based road usage charging. Member states include Arizona, California, Oregon, Texas, and Washington, among others. While not all currently have programs in the works, they all share an interest in developing gas tax alternatives and will use pilot programs such as OReGO and the Road Change program as the basis for potential change.

Meanwhile, at the federal level, the passage of the Fixing America’s Surface Transportation (FAST) Act in December 2015 resulted in the creation of the Surface Transportation System Funding Alternative Program. The program “provides grants to States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.” The program is funded at $95 million over five years and requires a report of the progress of the demonstration activities every two years. On August 30, USDOT announced $14.2 million in funding for eight recipients in the first round of the grants. California, Delaware, Hawaii, Minnesota, Missouri, Oregon, the Western Road Usage Charge Consortium, and Washington all received funds to either develop or expand their alternative funding programs.

While some are embracing the potential of a vehicle miles traveled tax, others states are not as eager. In August 2016, Massachusetts governor Charlie Baker used his line item authority to veto a miles-traveled pilot program from a larger transportation funding bill. The section called on the Massachusetts Department of Transportation to apply for a grant to fund pilot program with 500 volunteers in their state. Governor Baker criticized the tax, saying Western Massachusetts residents would have had to pay more and noted that the fuel tax was a better option.
U.S. Transportation Secretary Foxx Names New Members to Maritime Industry Advisory Panel

U.S. Transportation Secretary Anthony Foxx today announced the appointment of 29 new members to the Marine Transportation System National Advisory Committee (MTSNAC). Established in 2010, MTSNAC is comprised of leaders from commercial transportation firms, ship construction, repair and recycling, trade associations, state and local public entities, labor organizations, academics, and environmental groups that advise the Secretary and the Maritime Administration on policies to ensure that the U.S. Marine Transportation System is capable of responding to projected trade increases.

“The experience and insights of this group will greatly benefit the Federal transportation decision-making process,” said Secretary Foxx. “This advisory committee will help us take the next critical steps needed to move the National Maritime Transportation Strategy forward.”

...The new members are:
• Jim Pelliccio, President & CEO, Port Newark Container Terminal
• Torey Presti, President, National Shipping Agencies, Inc.
• Jonathan Rosenthal, Principal, Saybrook Corporate opportunity funds


Hertwig of FEC Railway Wins Top Intermodal Industry Award

The Intermodal Association of North America announced today that James Hertwig, president and chief executive officer of the Florida East Coast Railway, will be honored with the 2016 IANA Silver Kingpin Award at this year’s Intermodal EXPO in Houston, Texas. Hertwig will receive the prize during the opening session on Sept. 19 at the George R. Brown Convention Center.

The Silver Kingpin Award, the intermodal industry’s most prestigious, recognizes an individual’s long-term contributions to intermodalism. It was initiated in 1977 when it was presented by the National Piggyback Association.

Hertwig’s career has spanned 45 years in freight transportation. Prior to joining FEC Railway in 2010, he served six years as president of CSX Intermodal, Inc., and nearly nine years as president of Landstar Logistics. He has also held positions as president and CEO of Carolina Freight Carriers Corporations and chairman and CEO of Red Arrow Freight Lines, two large regional LTL carriers. Before that, he spent eight years as president and CEO of Con-Way Intermodal, a multimodal truckload service provider and international NVOCC.

Read the full article here: http://bit.ly/2chQDex
Port of Oakland Commissioners have awarded Executive Director Chris Lytle a new three-year contract. The agreement means the longtime industry veteran will remain at the helm in Oakland through July 2019. Commissioners unanimously approved the new deal at a meeting last week.

“Chris Lytle has transformed the Port of Oakland and raised its visibility as a center for trade, transportation and economic vitality,” said Earl Hamlin, President of the Board of Port Commissioners. “Chris and his staff have the full support of the Board and we look forward to three more years of progress together.”

Mr. Lytle will continue to manage three primary businesses: a seaport, Oakland International Airport and a commercial real estate portfolio. All three have achieved milestones under his direction in 2016 including:

- Thirty-consecutive months of growing passenger traffic at the Airport along with Oakland’s first nonstop service to London;
- An export rebound at the Port of Oakland along with the first three visits of the 1,300-foot-long Benjamin Franklin, the largest cargo ship to ever visit the U.S.; and
- A new master lease at tourist-favorite Jack London Square with CIM Group, one of the nation’s best-known real estate investment and management firms

Read the full story here: http://bit.ly/28YxlWN

CAGTC is Moving!

Find us at:
1444 Eye Street NW Suite 1100
Washington, D.C. 20005
**Industry News**

**U.S. Transportation Secretary Foxx Announces Creation of the Build America Bureau**

U.S. Transportation Secretary Anthony Foxx announced today that the U.S. Department of Transportation (DOT) has established the Build America Bureau, which will drive transportation infrastructure development projects in the United States by streamlining credit and grant opportunities while providing technical assistance and encouraging innovative best practices in project planning, financing, delivery, and monitoring.

“The Build America Bureau will be a one-stop shop to help develop projects and provide financing in a single streamlined, effective, and comprehensive manner,” said Secretary Foxx. “It will allow DOT to be responsive to America’s changing transportation needs and opportunities, so we can deliver real, tangible infrastructure development for local, regional, and national population centers.”

Read the full release here: [http://bit.ly/2a4lcA0](http://bit.ly/2a4lcA0)

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**Industry News**

**Federal Highway Administration Announces More than $14 Million in Grants to Test New Ways of Funding Highways**

The U.S. Department of Transportation’s Federal Highway Administration today announced $14.2 million in grants for states under a new program to explore alternative revenue mechanisms to help sustain the long-term solvency of the Highway Trust Fund.

“Reliable funding is essential to ensuring we have a sound transportation system to support the economy,” said U.S. Transportation Secretary Anthony Foxx. “More investment in transportation is greatly needed, and we must find new solutions to prepare for the travel demands of the nation’s growing population.”

The Surface Transportation System Funding Alternatives (STSFA) grant program will fund projects to test the design, implementation and acceptance of user-based alternative revenue mechanisms.

The program will help address some of the concerns outlined in *Beyond Traffic*, the USDOT report issued last year that examines the challenges facing America’s transportation infrastructure over the next three decades, such as a rapidly growing population and increasing traffic.

Research News

American Associations of Railroads
June 2016

Freight rail stands as a pillar of the U.S. economy by moving cargo, serving businesses and enriching our way of life. Smart public policy allows freight railroads to make private investments that benefit the entire country. Indeed, every $1 railroads spend generates $10 in other spending. Report 2 of the State of the Industry series explores this vital role in America’s economy.

For the first time ever, freight rail’s economic impact on America’s economy has been quantified - and it’s huge. According to a study from Towson University’s Regional Economic Studies Institute, freight railroads have a ripple effect the resulted in nine jobs for every one freight rail job and supported approximately $274 billion in economic activity across the country in 2014 alone.

Read the full report here: http://bit.ly/1PseBM6

Research News

Why Goods Movement Matters
Regional Plan Association; Volvo Research & Educations Foundations
June 2016

The purpose of this brief is to highlight the importance of the goods movement system and provide an overview of the research the VREF Initiative on Urban Freight centers have completed for policy makers, developers and other key decision makers. Similar to each center’s mandate, this brief focuses on urban freight and the challenges faced in metropolitan areas and their urban centers. The wide range of challenges and solutions presented in this report reflects the varying political contexts and experiences of urban areas worldwide. The terms “freight” and “goods movement” are used interchangeably to refer to the complex network of vehicular modes, technological systems and physical structures controlled by people that are responsible for sending and receiving goods.

The brief was produced by Regional Plan Association, in close cooperation with the three research centers and VREF who played an active role as members of the editorial committee.

Read the full report here: http://bit.ly/2bcAnaf
CAGTC & Freight in the News

Editorial: Fed’s FASTLANE grant program bypasses Lamar Avenue revamp
The Commercial Appeal Memphis
August 16, 2016

CAGTC: Critical Freight Infrastructure Ignored by DOT Grants
Heavy Duty Trucking
August 5, 2016
http://bit.ly/2bc0Gfd

TIGER and FASTLANE funding awarded by DOT comes up short
Logistics Management
August 4, 2016
http://bit.ly/2axBm9a

CAGTC Says DOT multimodal awards overlook freight priorities
American Shipper
August 4, 2016

US freight projects get smallest bite of TIGER grant funding
Journal of Commerce
July 31, 2016
http://bit.ly/2aCQm2t

Upcoming Events

**October 23-27, 2016**: American Association of Port Authorities 105th Annual AAPA Convention and Exposition
New Orleans, LA

**November 14-16, 2016**: 2016 NASCO Reunion
DFW, TX

**November 17-17, 2016**: RailTrends
New York, NY

**January 8-11, 2017**: 2017 NRC Conference
Boca Raton, FL

**January 8-12, 2017**: TRB Annual Meeting
Washington, D.C.
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, lightning-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 frequently hold member events, such as a Fly In to engage in pressing issues during the fall of 2015, and a policy discussion in Miami, Florida, in the spring of 2016 to drill down on implementation events. We regularly boast members of Congress, senior members of the Administration, and their staff among our CAGTC speakers and attendees.

**Up to Date Information**
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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