

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

THE COMMITTEE OF 100 ON THE)
FEDERAL CITY)
)
Plaintiff)
)
v.)
)
ANTHONY FOXX, Secretary of)
Transportation, et al.)
)
Defendants)
)

PLAINTIFF’S MOTION FOR A PRELIMINARY INJUNCTION

EXHIBIT 3

How tomorrow moves [CSX]



The National Gateway
Preparing for Tomorrow
June 2010

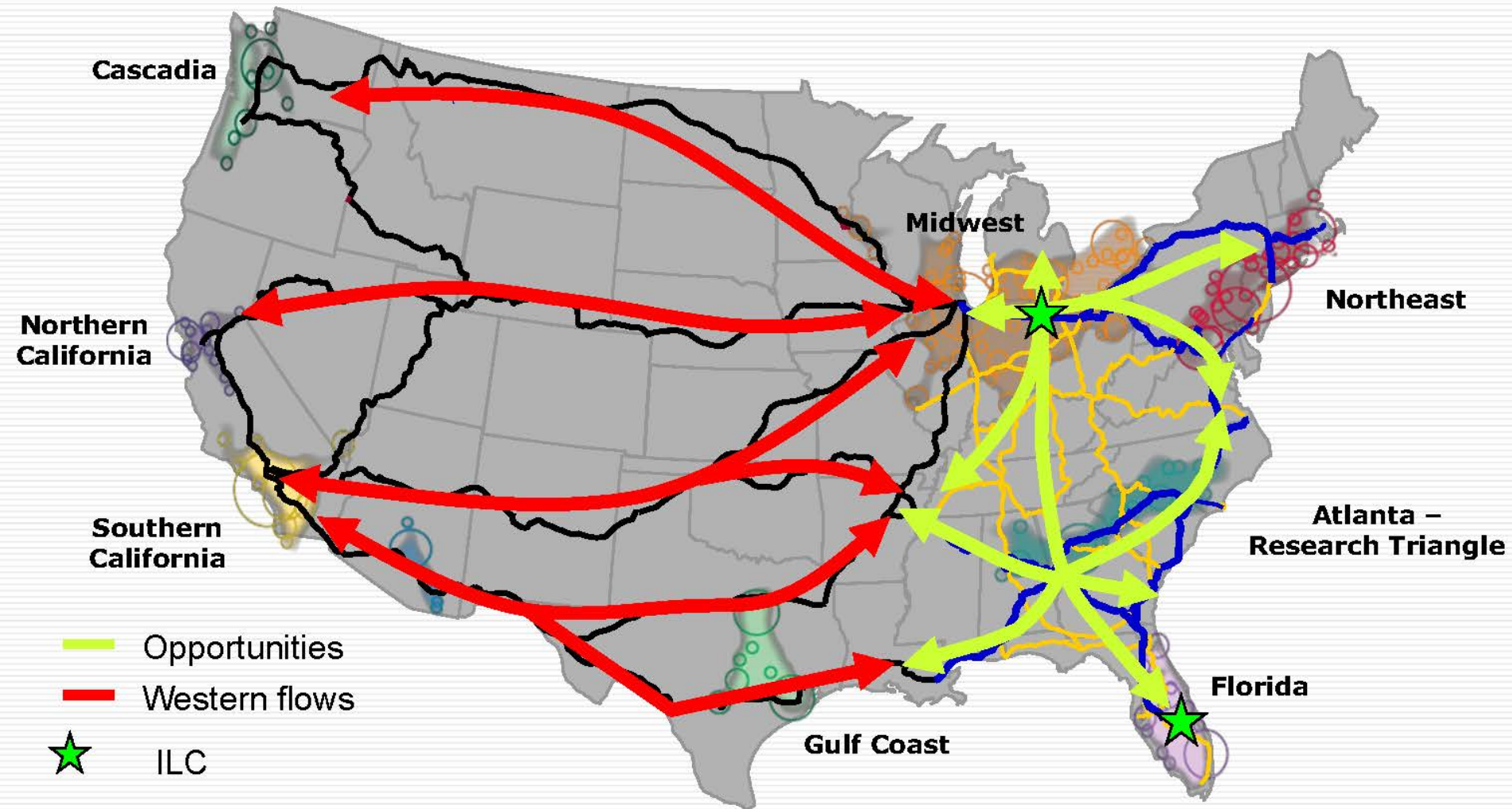
National Gateway overview

Project overview:

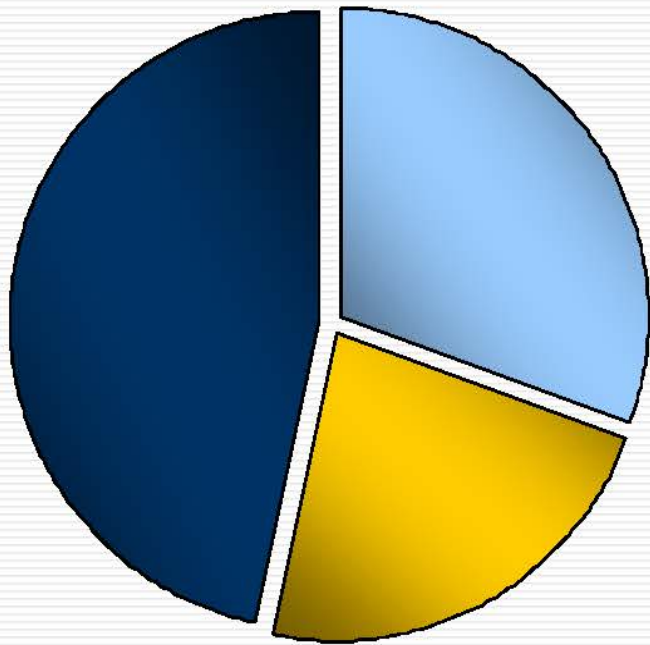
- \$842 million in investments
- 61 double stack clearance projects
- Construction or expansion of 6 intermodal terminals
- Public-Private Partnership
- Federal Funding- National Environmental Policy Act Compliant



Evolved Network Addresses New Flows



National Gateway costs and funding



■ Federal ■ State ■ CSX

Federal = \$258 Million

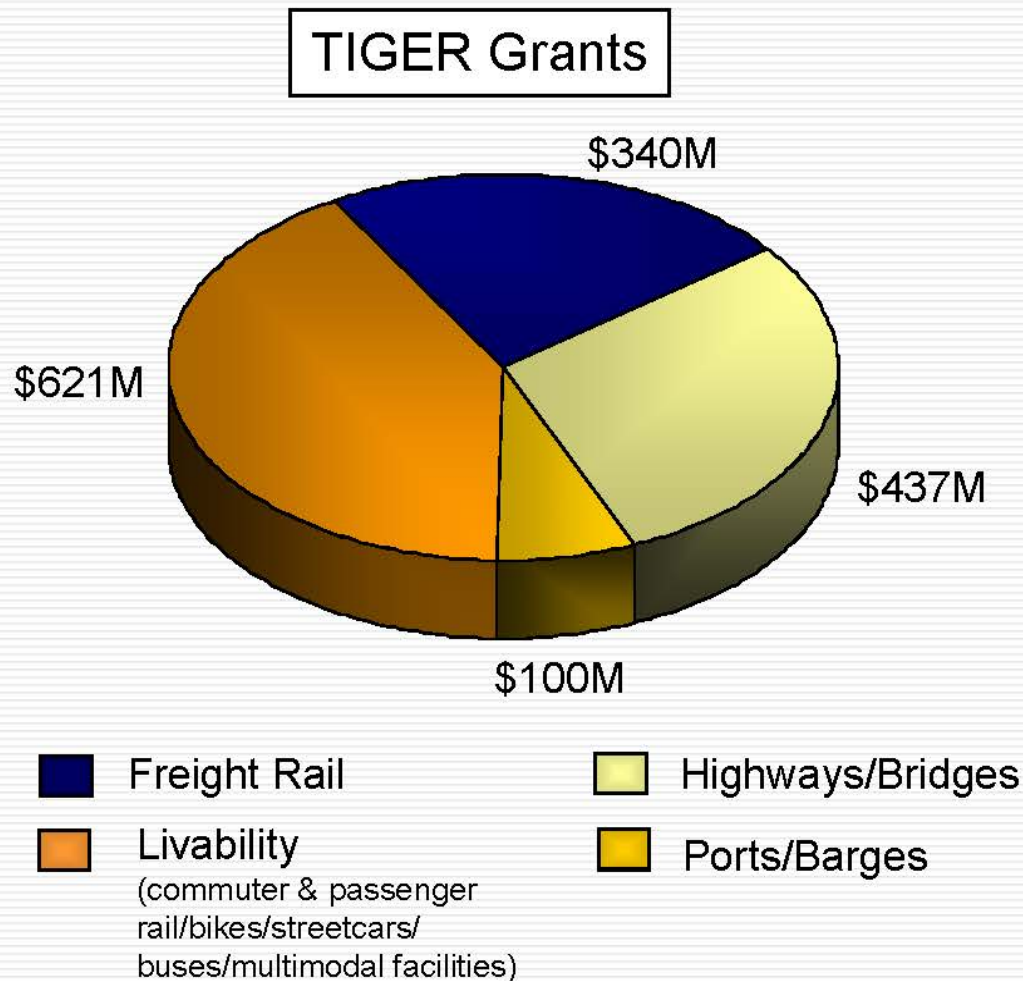
State = \$191 Million

CSX = \$393 Million

Total = \$842 Million

***\$22 in public benefits for every
\$1 of public funds invested***

TIGER Grants: Where Did the Money Go?



- \$1.5 billion for transportation “projects of national and regional significance”
- 1,380 requests for \$57 billion in funding (37:1 ratio)
- Less than 3% of requests received funding (46 grants, 15 TIFIA loans)

TIGER Grants: Where Did the Money Go?

WEST \$406 million



CENTRAL \$392 million



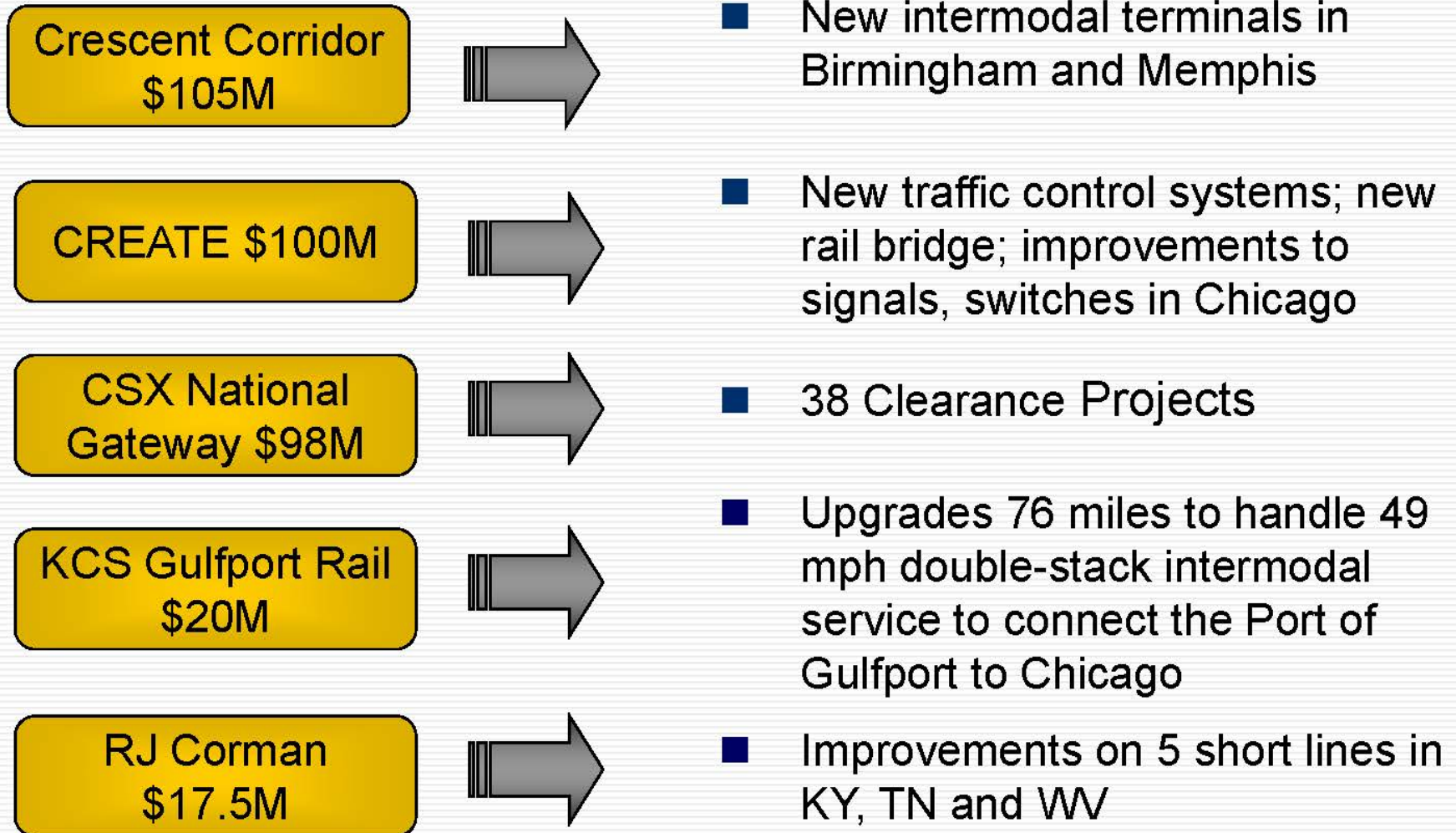
NORTHEAST \$398M



SOUTH \$302



Freight Rail recognized as key to US transportation future





National Gateway: What are the Public Benefits?

- **Stimulates the economy**
 - Over 30 years, expected to create more than 50,000 jobs, including more than 25,000 jobs in 14 economically distressed areas
- **Improves U.S Competitiveness**
 - Triples the market access potential for the Ports of Baltimore, Hampton Roads and Wilmington while improving western connections over Chicago.
- **Provides a Sustainable Transportation Solution**
 - Reduces emissions – estimated 20 million tons of CO₂ eliminated
 - Assists states in attainment of federal clean air standards
- **Reduces Consumption of Oil**
 - Contributes to U.S. energy security by saving 2 billion gallons of diesel fuel



National Gateway: Environmental Coordination

Positive Actions

- Early involvement at every level
Local, District , State, Federal
DOTs, SHPOs , EPAs, DNRs
- Who's the Federal lead? Every meeting started with the same question, couldn't answer until March 2010!
- Never been done- Team viewed unknowns as incremental steps, not insurmountable obstacles
- Results oriented- Have a plan, define objectives/ long lead times, set deadlines, plan deliverables, milestones, and agency review to fit deadline
- Maintain positive public outreach along the way





National Gateway: Environmental Coordination

Lessons Learned

- Early agency cooperation vital
- Process oriented- know State/ Federal procedures. Are your consultants pre-approved?
- Communicate- Stakeholders held weekly calls
- Highway and rail projects not the same- Preexisting DOT procedures may or may not apply
- Coordinate with design teams- Small last minute design changes create major environmental hurdles
- Maintain schedule





National Gateway: Environmental Partnering Success

- July- August 2009- Initial meetings with States
- December 2009- First NEPA approvals 6 clearance sites, 2 track support structures
- February 2010- Award of TIGER Grant \$98 Million to coalition of States
-Completed environmental work viewed favorably by TIGER team
- October 2010- Expected NEPA Approval for TIGER Award projects 30 clearance sites, 4 track support structures



National Gateway Projects of Interest

- NW Ohio Integrated Logistics Center
 - Largest single project currently underway in Ohio (\$175M)
 - Will reduce transit time for freight rail through Chicago by 24-48 Hours
 - Opens Mid-west markets to rail service
 - 2,000 acres south of the ramp are zoned for job-generating warehouse and distribution development
- Virginia Avenue Tunnel in Washington, DC
 - Focus is on securing funding for the Virginia Avenue tunnel
 - Largest National Gateway clearance project (\$160M)
 - Mid-Atlantic Rail Operations Planning Study lists as major rail bottleneck that prevents the efficient movement of freight and passenger rail on this corridor
 - Plan to return tunnel to double track and enlarge to allow for double-stack

Innovation Levers Investment

Northwest Ohio – Widespan Crane Operation



5 widespan cranes
8 working tracks
Two straddle lanes
One truck lane
5 container stacks (4 high)
18 block swap tracks

■ Environment

- Reduce carbon emissions
- Almost silent operations

■ Network

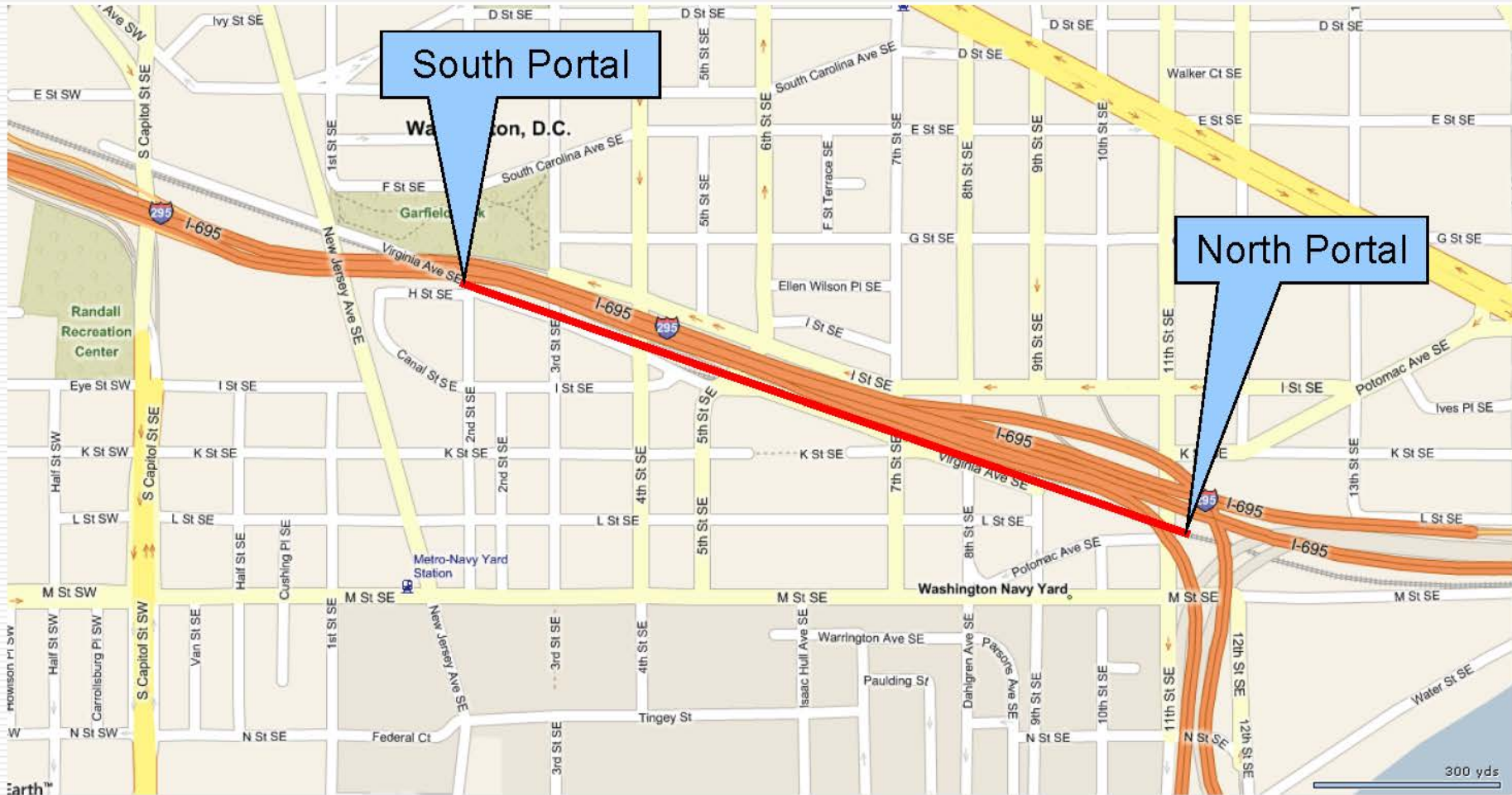
- Increase terminal throughput
- Connect more markets
- Reduce transit times

■ Operations

- Semi automatic operations
- Improves facility safety
- Reduce equipment maintenance
- Reduce fuel & labor expense

*Evansville Western Railway, an affiliate of CSX,
is the developer-operator of this NW Ohio facility*

Virginia Avenue Tunnel (CFP 113.34)



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Virginia Avenue Tunnel (MP: CFP 113.34)

Washington, DC

- Tunnel Under Virginia Avenue
- 4000 foot long masonry tunnel
- Originally Constructed between 1872 and 1904
- Located near Capitol & USDOT
- Sophisticated Communities



Growing List of Supporters – www.nationalgateway.org

