

CSX National Gateway Initiative Overview:

Maryland and CSX, a leading transportation company providing rail, intermodal and rail-to-truck transload services, have a long history of partnership. In fact, CSX has been operating in the state since the founding of the Baltimore and Ohio Railroad in 1827. Today, CSX operates more than 500 miles of railroad in Maryland and employs approximately 1,600 people across the state. In partnership with state and local economic development agencies, CSX helped to draw \$291 million in investment to Maryland in 2009.

Freight rail provides a number of benefits for both the State of Maryland as well as the Nation. Railroads are the most environmentally friendly and energy efficient way to move goods on land. In the past five years, CSX has invested more than \$1.5 billion to upgrade its fleet with more fuel efficient locomotives like the ultra-low emission GenSet locomotive recently unveiled in Baltimore. This locomotive, the State's first with GenSet technology, will be used at CSX's Curtis Bay Yard in Baltimore, significantly reducing nitrous oxide by 80 percent and CO2 emissions by 25 percent.

In order to ensure that the state receives as much benefit as possible from freight rail, CSX is actively working with state partners to complete the National Gateway Initiative (NGI). This award-winning public-private partnership will strengthen our nation's economy and improve our environment through investment in freight rail infrastructure. The \$842 million National Gateway will create over 50,000 jobs and is supported by a broad and diverse group of 336 public and private sector organizations and individuals.

The National Gateway will clear routes from Mid Atlantic seaports to Midwest markets and distribution centers that currently suffer from freight bottlenecks. To increase transportation efficiency, rail lines must be upgraded and bridges and tunnels must be raised to accommodate double-stack freight trains on vital routes. Double-stack trains deliver twice as many goods on one trip, resulting in improved efficiency and cost savings. Currently, the rail infrastructure on the National Gateway routes is not equipped to accommodate double-stack freight trains.

This session will provide a strategic and technical overview of the NGI project and the GenSet locomotive technology. Panelists will explain the benefits of these initiatives and engage attendees in a question and answer session.

Sean Markey – AECOM

Mr. Markey is a Senior Project Manager with 17 years experience in the inspection, rehabilitation, design, review, and construction of various freight railroad, transit, traffic, and utility design projects. His experience includes the design of various freight rail related project and passenger rail related projects including catenary systems, catenary structures, and passenger facilities. His career has also encompassed various pipeline design projects and multiple reviews of utility projects. He is currently serving as AECOM's Program Manager for the National Gateway Initiative for CSX. In this role he is working directly with CSX senior management and is responsible for the overall project delivery, budget and schedule for the 62 clearance improvement locations identified on the NGI.

Sharon A. Daboin – CSX Transportation

As Resident Vice President for State Government and Community Affairs, Sharon A. Daboin is responsible for the company's legislative and community initiatives in Maryland and Delaware. She is based at CSX's Baltimore Division headquarters in Halethorpe, Maryland.

Ms. Daboin has more than 30 years of experience in various modes of transportation. Prior to joining CSX, she served in several positions with the Federal Aviation Administration and the Commonwealth of Pennsylvania. Most recently she served as the Deputy Secretary for Performance Improvement in Governor Edward G. Rendell's Executive Office. Prior to holding this position, Sharon was Deputy Secretary for Aviation, Rail Freight, Ports and Waterways in the Pennsylvania Department of Transportation. As Deputy Secretary she managed over \$60 million in annual state and federal grants and guided economic development and safety programs for 127 public use airports, 3 maritime ports and more than 65 freight railroads and related rail shippers. She also was appointed as Acting Deputy Secretary for Public Transportation where she managed an \$800 million state funding program for transit providers in 67 counties and intercity bus and train service.