CAGTC Members Awarded 27 Percent of INFRA Funding
Substantial Needs Remain in Key Freight Regions and Gateways

On June 5, 2018, Secretary of Transportation Elaine L. Chao wrote to Congressional leadership to inform them of the Department’s proposed selections for the fiscal year 2017/18 round of the INFRA grant program. Created by 2015’s Fixing America’s Surface Transportation (FAST) Act, the INFRA grant program is intended to make investments in America’s most critical freight and highway needs.

The U.S. Department of Transportation (USDOT) selected 26 projects to receive a total of around $1.5 billion in funding. Per statute, Congress has 60 days from the time it is notified by the Secretary about the awards to evaluate the selections. Congress can veto a USDOT grant decision by enacting a joint resolution within the 60 day notification window. After the conclusion of the 60-day review period, and absent a joint resolution from Congress, the awards will be officially announced by the Department.

Of the approximately $1.5 billion available, freight projects or projects with a freight component received nearly $1.35 billion, or 87.7 percent, of total dollars. 13 of the awards went to projects located in rural areas while 13 went to urban areas. Among these, six were considered to be small grant awards, totaling less than $25 million. The FAST Act created a multimodal cap for the program, mandating that no more than $500 million of the funds over the five year duration of the program be used for non-highway projects. This round, five of the projects accessed non-highway funds, totaling $74,647,471. $199,651,840 of non-highway funding remains for the last two rounds of the program.
Substantial freight infrastructure needs still remain in key regions across the country and will continue to grow. During the first round of this competitive grant program in 2016, USDOT saw $13 in requests for every $1 available in funding. This round saw 234 applications totaling around $12.3 billion in requests. However, this is the second time USDOT has issued a NOFO for the large grant portion of the FY17 funds (recall that the Obama Administration issued a NOFO in October 2016 seeking applications for the FY17 round of the then-FAST-LANE program. The Trump Administration chose to only issue the small grant awards under that NOFO and instead combined the remaining funds with the FY18 funds and issued its own NOFO in July 2017, making around $1.5 billion available). CAGTC combined the list of applications to both the October 2016 NOFO and the July 2017 NOFO and found that, between the two rounds (taking into account duplicate applications*), there were around $11.81 in requests for every $1 available. Below is a chart containing further analysis of the applications to both NOFOs.

<table>
<thead>
<tr>
<th></th>
<th>October 2016 NOFO</th>
<th>July 2017 NOFO</th>
<th>Total Combined Minus Duplicate Applications*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Applications</td>
<td>195</td>
<td>234</td>
<td>416</td>
</tr>
<tr>
<td>Total Funds Requested</td>
<td>$7,163,020,100.00</td>
<td>$12,286,227,015.00</td>
<td>$19,066,828,846.00</td>
</tr>
<tr>
<td>Total Funds Available (Approx.)</td>
<td>$850,000,000.00</td>
<td>$1,500,000,000.00</td>
<td>$1,580,000,000.00</td>
</tr>
<tr>
<td>Total Funds Awarded</td>
<td>$78,880,000.00</td>
<td>$1,535,320,000.00</td>
<td>$1,614,200,000.00</td>
</tr>
<tr>
<td>Number of requests for every dollar awarded</td>
<td></td>
<td>11.81193709</td>
<td></td>
</tr>
</tbody>
</table>

*An application was deemed to be a “duplicate application” if it was submitted under both the October 2016 NOFO and the July 2017 NOFO and requested the same amount of funds with the same total project costs. CAGTC found there to be 13 duplicate applications, bringing the total number of applications down from 429 to 416 and the total funding requests down from $19,449,297,115 to $19,066,828,846.

The safety, efficiency and reliability of the national freight network is critical. According to the Federal Highway Administration, the freight system currently supports 44 million U.S. jobs and is essential for the economic health of the nation. See CAGTC’s Freight Can’t Wait, Second Edition for examples of these needs.

Multiple CAGTC members received awards for their nationally-significant freight projects under this round of the INFRA grant program. These projects will go far in supporting the national and regional economies they serve. Five of the selected projects were awarded to seven CAGTC members and, in total, CAGTC members received around 27 percent of dollars awarded.

See page three for descriptions of the CAGTC member projects that received funding.
LA Metro received $47 million for its Interstate 5 Golden State Chokepoint Relief Program (I-5 Component). LA Metro’s CEO, Phil Washington, said: “Metro is pleased to be a recipient of valuable federal funds to bring more freeway mobility to the residents and commuters who travel through the Santa Clarita Valley. This project is an excellent example of what happens when local, state and federal governments step up together to fund critically needed transportation improvements.”

The Idaho Department of Transportation, in partnership with COMPASS, was awarded $90.24 million for their Interstate 84 Safety, Mobility, and Economic Opportunity Expansion - Karcher Interchange to Franklin Boulevard project. “We are thrilled to be selected to receive a $90 million INFRA grant to address a significant bottleneck on Interstate 84 in southwest Idaho,” said Matt Stoll, Executive Director of COMPASS. “As the metropolitan planning organization for the region, we (COMPASS, the Community Planning Association of Southwest Idaho), had ranked improvements to this area of I-84 as the region’s #1 transportation priority. I-84 is the only nationally designated major freight corridor through Idaho, carrying over $80 billion of freight annually, yet it reduces from three lanes in each direction to two in this highly congested area, leading to substantial safety issues and gridlock.”

In partnership with the Illinois Department of Transportation, the City of Chicago and the Chicago Metropolitan Agency for Planning will use their $132 million INFRA grant for their 75th Street Corridor Improvements and Argo Connections (P3, GS19, B9) project. “By eliminating conflicts in the nation’s rail hub for some two million-plus freight cars each year, the 75th Street Corridor Improvement Program benefits the Midwest and national economy,” said Joseph C. Szabo, Executive Director of the Chicago Metropolitan Agency for Planning. “The $132 million INFRA grant leverages $341 million of local, state and private investment to provide tangible benefits to shippers and consumers across North America – a true win-win!”

“The transportation is both Chicago’s and our nation’s historic strength and competitive advantage for the future,” said Commissioner Rebekah Scheinfeld of the City of Chicago’s Department of Transportation. “Investments in Chicago’s rail system strengthen our economy and benefit the entire country. This grant is the culmination of a highly successful partnership between the City of Chicago, the State of Illinois, Cook County, the railroad industry, Metra and Amtrak who all came together to advance this critical, nationally significant package of rail projects.”

The Kentucky Transportation Cabinet received $67.45 million for the Boone County (a member of the Ohio-Kentucky-Indiana Regional Council of Governments) I-71/I-75 Interchanges project. “The world economy is only as strong as its freight systems. INFRA grants greatly strengthen our nation’s ability to compete on the world stage. In the OKI region, the new interchanges, which the INFRA grant will help build, will address major regional congestion issues near the Greater Cincinnati and Northern Kentucky International Airport, which is the fastest growing freight airport in the nation. In addition, these greatly improved interchanges are on the I-75 trade corridor. Therefore, these improvements will advance freight movements for a large part of our nation,” said Mark Policinski, CEO of the Ohio Kentucky Indiana Regional Council of Governments.

The Tennessee Department of Transportation, with the support of the Memphis Chamber of Commerce, will use their $71.19 million INFRA grant for their US-78/SR 4/Lamar Avenue Corridor Improvements project. “In addition to the enormous amount of freight that moves through the Lamar Corridor, thousands of people use this road to get to and from work each day,” TDOT Commissioner John Schroer said. “Our projects will relieve congestion and improve our ability to attract more industry and jobs to Memphis. We thank Governor Haslam, Tennessee’s congressional delegation, state and local elected officials, and the many stakeholders who provided unwavering support in our efforts to secure this grant.”

“The Lamar Avenue improvements will create thousands of new jobs and significantly reduce unemployment and poverty in the region,” said Phil Trenary, President and CEO of the Greater Memphis Chamber. “As we work on moving Memphis forward, this type of success is significant for Memphis businesses and for our recruitment and retention efforts because it further strengthens our position as the center of business in North America.”
CAGTC Annual Meeting
Highlights Freight Needs on Capitol Hill

Annual Freight Pep Rally Drew Freight Stakeholders from Across the Country
On May 16, CAGTC members and freight stakeholders from across the country gathered in Washington, D.C. for CAGTC’s annual freight pep rally. Taking place during the 6th annual national Infrastructure Week, the 2018 CAGTC Annual Meeting focused on highlighting freight needs. Attendees heard from industry experts and gleaned insight into what’s left on the table for the 115th Congress during 2018, what a booming economy means for freight, how to shift infrastructure to the front page of the news, and more.

While the White House released their long-promised infrastructure outline in February 2018, we have not yet seen any Congressional action. Jeff Davis, Senior Fellow and Editor at the Eno Center for Transportation, kicked off our Annual Meeting by telling attendees what most already suspected: it is unlikely there will be an infrastructure bill this year. However, before the 115th Congress adjourns in December, they will likely complete a Water Resources and Development Act (WRDA) bill as well as a Federal Aviation Administration Reauthorization bill, and there is a chance that either could be used to pass some aspects of the White House proposal, such as project delivery, into law. Mr. Davis gave attendees a brief summary of the recently introduced Transportation, Housing and Urban Development (THUD) appropriations bill for fiscal year 2019 (FY19), noting that it met the FAST Act’s authorization levels and included $750 million for the BUILD (formerly referred to as TIGER) grant program.

Given the economic uptick felt in the U.S. and abroad following years of decline, CAGTC recruited key economic experts from across the country to report on what this means for freight. Scudder Smith, Principal Consultant for Freight and Logistics at WSP USA, provided a look at the economy and freight from a macro point of view, while Avery Vise, Vice President of Trucking Research at FTR, spoke about the geopolitical aspects of the booming economy and freight. Kerry Cartwright, Director of Goods Movement at the Port of Los Angeles, moderated the panel and offered perspectives from the nation’s busiest gateway. During their discussion, they spoke about the state of U.S. container trade as compared to U.S. economic growth, progress in container trade infrastructure, the status of U.S. exports, potential trade wars, and the levels of freight volume on different modes as well as constraints to growth, among other topics.

Continued on Page 5
Continued from page 4

CAGTC President Leslie Blakey and Board Vice Chairman Paul Hubler, Director of Government and Community Relations at the Alameda Corridor-East Project, presented on CAGTC’s new paper “Freight Can’t Wait: CAGTC Speaks on Permit Reform.” The paper reviews 19 of the Administration’s suggested permit reform proposals and provides feedback from the perspective of various CAGTC member experts who have experience delivering infrastructure projects. You can read the full report here and find a chart detailing past reforms here.

Members of the press sat on a panel to give their opinions on how we can move infrastructure to the front page of the news and keep it there. In an ever shifting news cycle, attendees heard from David Schaper (NPR) and Bart Jansen (USA Today) about how they pitch infrastructure stories to their editors and what stories get the most interest from the public. Chuck Baker, President of the National Railroad Construction & Maintenance Association, led the conversation. The panel noted that often stories need to have an interesting hook to catch reader’s eye and get attention across the country – a difficult task that has only been made more difficult with the constantly changing news cycle.

Attendees also heard from CAGTC Board members in a “mock hearing” dedicated to explaining CAGTC’s positions. John Greuling, President and CEO of the Will County Center for Economic Development, testified about the need for a partnership with the private sector to maximize federal efforts while Glenn Miles, Executive Director of the Kootenai Metropolitan Planning Organization, provided remarks regarding the need for a national strategy to guide long term planning. Joe Szabo, Executive Director of the Chicago Metropolitan Agency for Planning, testified that freight infrastructure requires dedicated, sustainable and flexible funding and Rachel Vandenberg, Vice President of Dewberry, spoke about the need for a set of merit-based criteria for funding allocation. Mort Downey, CAGTC founding chairman and president of Mort Downey Consulting LLC, acted as the “Chairman” during the hearing, asking panelists to defend their positions.

Attendees heard remarks from many Members of Congress, including Congressman Lowenthal (D-CA), Congressman Graves (R-MO), Congressman Denham (R-CA), Senator Carper (D-DE), Congressman DeFazio (D-OR), Congressman Davis (R-IL), Congressman Babin (R-TX), and Congresswoman Norton (D-DC). All expressed interest and dedication to finding a long term transportation funding solution.
During the meeting, CAGTC released the 13th edition of its series of “Follow That…” brochures. This edition follows a highlighter from production, across the ocean and to the halls of Congress for Members to use as they mark up the next surface transportation reauthorization bill. Find the brochure online here. CAGTC members took to the Hill at the conclusion of the morning meeting on May 16 to meet with over 30 Hill offices, using our new Follow That Highlighter brochure to emphasize the needs of the multimodal freight network. The following day, CAGTC members were able to participate in the annual closed door membership meeting, during which they had the opportunity to meet with officials from both the White House and the U.S. Department of Transportation.

Thank You to the 2018 CAGTC Annual Meeting Sponsors!
New Member Spotlight

California Department of Transportation Joins CAGTC

Active for over 100 years, the California Department of Transportation’s (Caltrans) mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. To achieve this mission, Caltrans runs six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center. As the nation’s largest gateway for international trade and domestic commerce, California has a connected system of ports, rail, highways, and roads that bring freight to the rest of the country and the world.

Freight generates around one third of California’s economy and supports more than 5 million jobs in the State. The Caltrans Office of Freight Planning (OFP) leads the California Freight Advisory Committee (CFAC) to collaborate with multiple stakeholders and partner state, regional and local agencies to develop the California Freight Mobility Plan. The CFMP, which is update every five years, includes strategies, policies and methodologies to advocate for and improve California’s freight movement.

In 2016, Caltrans, along with the Air Resource Board, Energy Commission and Governor’s Office of Business and Economic Development developed the California Sustainable Freight Action Plan (CSFAP) in response to Governor Brown’s Executive Order B-32-15. The CSFAP “establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of California’s freight system.”

Towards updating the CFMP by December 2019, Caltrans recently released its “Managing the Impacts of Freight in California” report, which suggested 15 mitigation strategies to address congestion, which are grouped into three groups: 1) infrastructure improvements; 2) efficiency improvements; and 3) policy incentives. Caltrans will be doing robust outreach with stakeholders, the public, industry, and the CFAC. The plan will address all FAST Act required elements and with be developed in collaboration with the CFAC.

Caltrans is focused on ensuring proper investment in California’s infrastructure. With the passage of California Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, state-maintained transportation infrastructure will receive $26 billion in investment, around half of the total SB1 revenue. Caltrans plans to use the funds to repair or replace 17,000 miles of pavement, address 7,700 signals, signs and sensors, and improve 500 bridges, among other projects. These improvements will help to address congestion in the state and to improvement the movement of both goods and people.

Caltrans OFP is always at work to ensure public safety and security; improve freight mobility; develop long-term plans; advocate for dedicate goods movement funding; build partnerships with public and private entitles; and create tools to better inform goods movement. Across modes, Caltrans works to ensure goods move smoothly across the state to other locations in the U.S. and to the world.
On April 20, 2018, the U.S. Department of Transportation (USDOT) published a notice of funding opportunity (NOFO) for the tenth round of the National Infrastructure Investments discretionary grant program. Referred to as Transportation Investment Generating Economic Recovery (TIGER) under the Obama Administration, the Trump Administration rebranded the program the Better Utilizing Investments to Leverage Development (BUILD) grant program. Per the fiscal year 2018 (FY18) omnibus, which appropriated funds for the program, the NOFO made $1.5 billion available for investments in transportation projects that will have a significant local or regional impact. This is larger than all rounds of TIGER except for the very first, which came under the American Recover and Reinvestment Act. Applications for BUILD are due July 19, 2018 at grants.gov.

Beyond the change in name, the BUILD program has also shifted its emphasis. The FY18 omnibus required at least 30 percent of funding go to rural areas but the Administration indicated in the NOFO that they plan to place an even greater emphasis on funding rural projects that align with the merit criteria. In the NOFO, the Administration states that the transportation needs of rural America have been “unmet” and that underinvestment in these areas has “allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country.”

While the eligible projects for capital grants remain the same, this round also designates $15 million of the funds for planning, preparation or design grants. Like TIGER, BUILD will select projects based on merit criteria. However, TIGER used five primary criteria (safety, state of good repair, economic competitiveness, environmental sustainability and quality of life), two secondary criteria (innovation and partnership), and three other criteria (project readiness, project costs and benefits and cost sharing/matching). BUILD will instead use eight merit criteria (safety, state of good repair, economic competitiveness, environmental sustainability, quality of life, innovation, partnership and non-federal revenue for transportation infrastructure investment) that will all receive equal consideration and two other criteria (project readiness and project costs and benefits). Like TIGER, BUILD will also consider geographic diversity.

Not everything in the program has changed: the eligible applicants remain the same as do the minimum and maximum grant sizes. Both the most recent round of TIGER and BUILD also limit states to receiving no more than 10 percent of funding.

Along with the NOFO, USDOT announced a series of webinars to help applicants most effectively compete in the BUILD grant process. The first, held on May 24, provided a brief overview of the program and allowed USDOT staff to answer questions from webinar attendees. The second, held on May 29, focused on rural and tribal applicants and the third, on May 31, gave insight in to preparing a benefit cost analysis for a BUILD application. USDOT will be hosting second editions of these webinars during the month of June, more information and registration links can be found online here.
Don’t Miss the Buzz!
Follow @CAGTC and our Partners on Twitter
#FreightCantWait

Port of Seattle
@PortofSeattle
“Transportation projects are about the big picture—keeping the port competitive, economic develop and job creation.” -@COGregoire #Lander

IL Soybean Assn.
@ILSoybean
From Army Corps recognition and providing technical expertise to crafting sustainability goals and fostering industry collaboration, ISA leads on many fronts this week. Read more: http://bit.ly/2J224H7

NRCMA
@theNRC
I thanks @RepPeterDeFazio for joining NRC member @KnifeRvrCorp today! Great to hear that Rep. DeFazio supports the @ASLRRRA 45G tax credit & increased federal investment in our nations infrastructure!

Dewberry
@TheDewberryWay
Rehabilitating bridges like the 100-year-old East Rock Road Bridge in Connecticut helps to make your travels safer. Help us in encouraging others to champion infrastructure investment as part of Infrastructure Week. #TimeToBuild http://infrastructureweek.org/

Port of Los Angeles
@PortofLA
In 2017, #PortofLA and @GETRANSPORT launched #PortOptimizer, a first-of-its-kind information portal designed to digitize maritime shipping data for cargo owners and supply chain stakeholders through secure, channeled access. http://www.gettransportation.com/portoptimizer

FEC Railway
@fecrwy
Our CCO was happy to accept @LogisticsMgmt’s #QuestforQuality award at #CSCMP this year. http://fecrwy.com/node/611

Give Freight a Fund
@CAGTC
CAGTC members are at @USDOT today to talk to Administration officials about our priorities for #freight infrastructure investment! #HighlightFreight
California Transportation Commission Commits $2.7 Billion to Safety, Congestion, and Freight Improvements

The California Transportation Commission (Commission) approved $2.7 billion in funding for 61 transportation projects that will increase safety, decrease congestion, and move goods more efficiently throughout the state.

At its meeting on May 16, 2018, the Commission approved funding for three competitive programs created by the Road Repair and Accountability Act (SB 1): the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. The amount of money requested far outweighed what was available for this first round of funding.

"Before SB 1, California’s transportation infrastructure was crumbling faster than we could maintain, repair, or replace it," says Commission Chair Fran Inman. "The intense competition for these programs is proof that the gas tax increase is very much needed."

In total, local and state agencies submitted more than 150 project applications requesting more than $5 billion dollars. The total available for the first round of funding is about $2.7 billion.

Read the full release here: https://bit.ly/2Kwbd6W

House Clears Water Resources Development Act

The U.S. House of Representatives overwhelmingly approved the Water Resources Development Act (WRDA) of 2018 (H.R. 8), bipartisan legislation that provides for improvements to the Nation’s ports, inland waterways, locks, dams, flood protection, ecosystem restoration, and other water resources infrastructure that is essential to economic growth and American competitiveness, on June 6, 2018. The bill passed by a vote of 408 to 2.

The legislation authorizes proposed U.S. Army Corps of Engineers civil works activities and provides reforms to the Corps. The bill was introduced by Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA), Transportation and Infrastructure Committee Ranking Member Peter DeFazio (D-OR), Water Resources and Environment Subcommittee Chairman Garret Graves (R-LA), and Water Resources and Environment Subcommittee Ranking Member Grace Napolitano (D-CA).

“WRDA Works, and we need to ensure that WRDA continues to work for the American people,” said Chairman Shuster. “WRDA works because these are investments in the type of infrastructure that is vital to every American and every part of the country.”

Read the full release here: https://bit.ly/2HGwbhE
**Member News**

**Let’s Keep Moving**

**Transportation Update**

Transportation funding is a complex issue that encompasses current needs, future planning, and the importance of vigilance in managing a limited budget. At the April meeting, there were several discussions that drove home the need for policy decisions that best address the continued maintenance and future improvement of the system.

Staff informed the TPC that an additional $29.8 million was requested by the Arizona Department of Transportation (ADOT) for a final right-of-way settlement at US-60 and Grand Avenue at Bell Road, and for reconstruction of traffic interchanges at Interstate 17 (I-17), Pinnacle Peak Road and Happy Valley Road. In the first case, TPC members had earlier raised concerns about the high cost of the settlement, but ultimately it was decided that this was a unique situation in the right-of-way acquisition process. In the second request, ADOT told members they underscoped the project but are taking steps to ensure this never happens again.

While both of these requests will move forward, they demonstrate that the region’s main funding source, the half-cent sales tax in Proposition 400, is a finite resource. For every project that needs additional funding, others may have to be reduced or even eliminated.

Read the full update here: [https://bit.ly/2IVn16y](https://bit.ly/2IVn16y)

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**Member News**

**Canaveral Port Authority Appoints Chief Financial Officer**

*Seaport industry veteran, Michael Poole, joins Port Canaveral executive team*

Canaveral Port Authority has named Michael B. Poole as Chief Financial Officer (CFO) for Port Canaveral, effective May 11, 2018. A well-respected seaport industry executive, Poole brings to the Port 30 years experience in maritime transportation, municipal finance, public accounting, and financial and operating auditing.

“Sound fiscal policy and well-defined financial strategies are key to supporting our mission as a premier maritime gateway,” stated Captain John Murray, Port CEO. “We are proud to have Mike join us and look forward to his coming aboard. His business experience, financial expertise and leadership qualities are central to continuing our growth and vital to ensuring we remain competitive in a complex global maritime market.”

As CFO, Poole’s primary duty is to preserve and safeguard the financial assets and affairs of the Canaveral Port Authority. Reporting directly to the CEO, Poole will have overall responsibility for providing strategic financial guidance, and defining and managing the Port’s efforts to achieve fiscal and business goals and objectives.

Find the full article here: [https://bit.ly/2IZWI1s](https://bit.ly/2IZWI1s)
**Research News**

**Putting Technology to Work: How Freight Rail Delivers the 21st Century**

*Association of American Railroads*

*May 2018*

Technology fuels America’s freight railroads, making a modern network capable of meeting today’s transportation challenges — and those of the future. Integrated teams of data scientists, software developers and engineers develop and apply technology across every aspect of the nationwide freight rail network. Today’s trains are powered by 200-ton locomotives equipped with supercomputers capable of processing a billion data points per second to maximize operational and fuel efficiency. Smart sensors throughout the network assess the health of the nation’s rail infrastructure and equipment to ensure safe operations. Railroad experts at command centers analyze this data to develop real-time maintenance and operational recommendations that improve fluidity and productivity of the rail network.

Thanks to steady, substantial spending on infrastructure, equipment and technology — $100 billion over the last four years alone — America’s freight railroads move more freight more efficiently, safely and cleanly than ever before.


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**Research News**

**Spring 2018 Unified Agenda of Regulatory and Deregulatory Actions**

*Office of Information and Regulatory Affairs*

*Spring 2018*

The American Action Forum (AAF) released a report [external link] on regulatory reform with the U.S. Department of Transportation (DOT) leading the pack. DOT is #1 in terms of the total number of deregulatory actions taken by any department, a total of 110 deregulatory actions and 30 regulatory.

Based on the Spring Agenda of (de)regulatory actions, compiled by the Office of Information and Regulatory Affairs (OIRA), the report found that DOT is #3 in terms of cost savings. Cost savings at DOT are anticipated to rise as we move through the President’s term. DOT in fact far exceeded its proposed budget of $35 million in savings-- with a year-to-date net savings of $166 million.

The AAF’s report puts the deregulatory-to-regulatory ratio across the government at 3.75 to 1, with the Administration having placed the federal government on course to double the cost savings that were projected for this fiscal year.

DOT is again at the forefront, with a ratio of 3.66 to 1, well ahead of the President’s ‘2 for 1’ deregulatory executive order.

Upcoming Events

**June 28, 2018:** FuturePorts 2018 Annual Conference  
**Long Beach, CA**  
Register: [https://www.futureports.org/](https://www.futureports.org/)

**July 10, 2018:** Ohio Association of Regional Councils (OARC) Candidates Forum  
**Columbus, OH**  

**July 16-18, 2018:** Floridians for Better Transportation Summer Camp  
**St. Petersburg, FL**  

**July 22-26, 2018:** Pacific Northwest Economic Region Annual Summit  
**Spokane, WA**  

**August 17, 2018:** Ohio Conference on Freight  
**Cincinnati, OH**

Come & See Us!

CAGTC staff is always on the move, crisscrossing the country to speak on the importance of Federal freight infrastructure investment. If an event is highlighted in green, CAGTC staff will be speaking there. Be sure to register and say hello!
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.

Timely Communication
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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