CAGTC
Coalition for America’s Gateways & Trade Corridors

Leslie Blakey, President
What is CAGTC?

• **Coalition for America’s Gateways and Trade Corridors**: Founded in 2001 as a national advocacy organization for freight infrastructure.

• Mission: Raise public recognition and Congressional awareness of the nation’s freight needs and to promote sufficient funding in federal legislation for our multimodal goods movement system.

• Composition: 60+ member organizations that are geographically and politically diverse from the public & private sectors.
CAGTC Priorities

– Commit to exploring sustainable sources of revenue across all modes

– Authorize dedicated, sustainable funding for multimodal freight infrastructure competitive grant program

– Develop national strategy that guides long term freight planning and includes a partnership with the private sector
INFRA Grants

• Created by the FAST Act in 2015
  – Named the Nationally Significant Freight and Highway Projects program by statute; referred to as FASTLANE by Obama Administration

• FY2017-FY2018 round provides ~$1.5 billion in funding
  – ~$710 billion rolled over from Oct. 2016 NOFO; ~$900 million in contract authority from FAST (subject to FY18 THUD)

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INFRA Grants

• Eligible Projects:
  – Highway freight projects on the NHFN
  – Highway or bridge projects on the NHS
  – Grade crossing/separation projects
  – Freight rail, water (including ports), or other freight intermodal projects—subject to a $500 million cap over 5 years

• Minimum project size:
  – Large projects: lesser of $100 million or 30% state FY16 apportionment
  – Small projects: doesn’t meet large project requirements

• Minimum grant amount:
  – Large projects: $25 million
  – Small projects: $5 million
INFRA Grants: New Merit Criteria

• Support for National or Regional Economic Vitality
  – Prioritize projects that address congestion in major urban areas, bridge gaps in service to rural areas, and attract private economic development

• Leverage Federal Funding

• Use Innovative Approaches in 3 Areas:
  – Environmental review and permitting
  – Experimental project delivery authorities
  – Safety and technology

• Performance and Accountability
INFRA Grants: Other Changes

• USDOT indicated they may elect to go above and beyond the 25% threshold for rural areas

• Will focus on projects that result in construction
  – The FAST Act also allows for projects that fund development phase activities

• $326 million of the $500 million intermodal cap remains for freight rail, water (including ports), or other freight intermodal projects
INFRA Grants: How To Apply

• NOFO provides a suggested application format
• Grants.gov portal to open by Aug. 1, 2017
• Applications due by 8pm on Nov. 2, 2017
  – USDOT encourages early submissions
INFRA Grants: Key Questions

- Is submitting your old FASTLANE application with an appendix a good idea?
- Do applicants need an entirely new BCA?
- Should applications address every merit criteria? Are the criteria weighted?
- For leveraging – does USDOT prefer private funding over state/local?
- What about FASTLANE round 2 small projects awaiting awards – should they still apply for INFRA?
- Who’s making these decisions and when will we see them?
D.C., “The Situation”

– White House is running the show at all agencies
– Lack of executive staff across-the-board
– Trade Agreement Renegotiations
  • NAFTA
  • U.S.–Korea Free Trade Agreement
– DOT restructuring?
  • 2-for-1 regulation elimination
  • RIFs
  • The BATIC/BAB/Bureau
– Congress – How many parties are there, really?
– Congressional Calendar – Shortened August recess
– Russia Investigation
The “To-do List”

- Debt Ceiling – Default in September
- FY18 Budget/THUD
- Repeal/Replace ACA
- Border Wall
- Infrastructure Bill, “more than a trillion!”
- Tax Reform, “unleashing private capital”
- And… oh yeah… FAA Reauthorization

(All of which could be derailed by deteriorating foreign relations)
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