CAGTC Annual Meeting
Message to Congress: Freight Can’t Wait

On April 22 and 23, CAGTC members gathered in Washington DC to spread the message to Congress and the Administration: freight can’t wait. A booklet of the same name was released in conjunction with the 2015 Annual Meeting. *Freight Can’t Wait* features sample freight infrastructure projects from around the country that stand to benefit from federal investment and partnership.

With the passage of another short-term extension this month, the Freight Can’t Wait message is more poignant than ever. America’s national competitiveness and our economic recovery are suffering as a result of underinvestment in our freight corridors. CAGTC members took this message straight to the ears of the Administration and lawmakers alike during the Annual Meeting. Dialogue between CAGTC, and Members of Congress, think tanks, and the Department of Transportation officials pointed to a similar desire to make these critical infrastructure investments.

Lawmakers and stakeholders alike expressed their frustrations during the meeting with the years-long challenge plaguing transportation: how to pay for it. However, an oft-repeated and bipartisan theme should give freight interests hope. There was consensus during the Annual Meeting that Congress now understands the importance of a strong federal freight program. The question of finding sufficient resources is the next challenge.

Continued on Page 2
Public Day attendees heard from Rep. Lowenthal (D-CA), who spoke about his “Economy in Motion” freight bill (H.R. 1308), Rep. DeFazio (D-OR), Ranking Member of the House Transportation & Infrastructure Committee, and Rep. Blumenauer (D-OR), member of the influential Ways & Means Committee. Rep. Hanna (R-NY), never one to mince words, provided CAGTC with a “quote of the day:” Congress operates on an alarm clock, not a calendar. He encouraged Annual Meeting attendees to put pressure on Congress to enact and fully-fund a long term bill.

In the afternoon, CAGTC members heard from Department of Transportation Deputy Secretary Victor Mendez, who touted the Administration’s GROW AMERICA Act. Sen. Tom Carper (D-DE) provided attendees with an upper-chamber perspective, speaking in favor of a user-fee to fund a long-term bill. He mentioned that voters overwhelmingly support politicians who raise revenue to support infrastructure – a point CAGTC explores later in this newsletter. (See page 5)

In addition to pressing members of Congress and the Administration on their plans for a long-term bill with a sound freight component, CAGTC attendees heard from representatives from Eno Foundation, Brookings Metropolitan Policy Program, and the media, as well as Congressional staff members from the relevant transportation committees. After the public meeting concluded, CAGTC members fanned out over Capitol Hill, taking the Freight Can’t Wait message to the offices of Members of Congress.

The entire Freight Can’t Wait booklet can be downloaded here: http://bit.ly/1J99L7l. To request hard copies, please contact Anna Denecke at 202.828.9100.
The scene is familiar: a drive to the market takes twice the length of time it should. The price of your purchase has risen – ever so slightly – since your last shopping trip. We exist in a world of inconveniences and inflation due, in part, to outdated and insufficient infrastructure. Inconvenience and increased costs leave us teetering between “acceptable” and “unacceptable” and even the slightest disruption to normal operations tilts us in the direction of “unacceptable.” All the while, businesses look outside our borders to find efficiency.

Previous generations saw the benefit of investment in our goods movement infrastructure. They developed a highly-functioning multimodal freight system to support the growth of U.S. businesses and the benefits yielded by a bustling economy. It worked: we currently enjoy the position of the wealthiest nation in the world. Recently, though, we abandoned our playbook and it was picked up by our trading partners. Mimicking our path to prosperity, China, India, and the European Union are all investing at a rate more than double or quadruple the United States’ rate of infrastructure investment. Meanwhile, our federal investment as a share of GDP is falling. By allowing our infrastructure investments to dwindle, we squander the competitive advantage bestowed to us by previous generations.

Despite our lag in investment, our fate is not sealed with the “unacceptable” stamp. While Americans see congestion and rising prices, they don’t see the design for the future. Across the country, public and private infrastructure developers have designed improvement and expansion projects to reduce travel time, increase travel time reliability, unsnarl chokepoints, and move goods and people in a more seamless fashion.

Our potential is waiting to be unlocked by these freight infrastructure projects. But it is not enough to speak in vague terms. This spring the Coalition assembled the “Freight Can’t Wait” booklet to show Congress a sampling of the types of projects that stand to benefit from a federal partnership. This 80-page booklet contains projects across the nation that have been designed to improve freight mobility. During our Annual Meeting in April, Coalition Members disseminated the booklets on Capitol Hill to show Congress the types of projects that require federal partnership and funding.

These projects – and many others – can no longer sit in queue while our competitive edge slips away. Now is the time to make these critical investments and CAGTC continues to ask Congress for a robustly-funded freight program in the next surface transportation authorization. We ask you to join us in making this request. The Freight Can’t Wait booklet is a living document and we encourage our Members to continue submitting projects and sharing the booklet broadly with Congress and other decision makers.

We’ve paid enough for inefficiencies. It is time to begin investing for the future.

Elaine Nessle, Executive Director

Elaine Nessle
Bi-Partisan Bill Would Require Congress to find Revenue to Pay for Long-Term Transportation Program

On April 16, Reps. Jim Renacci (R-OH) and Bill Pascrell (D-NJ) of the Ways & Means Committee, and Reps. Dan Lipinski (D-IL) and Reid Ribble (R-WI) of the Transportation and Infrastructure Committee, introduced the Bridge to Sustainable Infrastructure Act. The bill would force Congress to enact a long-term surface transportation revenue option by the end of 2016. If Congress was unable to agree on a funding source, the gas and diesel user fees would be indexed to inflation.

The Bridge to Sustainable Infrastructure Act would require the establishment of a bipartisan Transportation Commission no later than Sep. 1, 2015. The commission, made up of lawmakers appointed by leadership, would be advised to consider all revenue options in order to help reach a sustainable long-term funding solution. The Commission would then be required to introduce legislation aimed at enacting the chosen revenue raising option.

If Congress fails to act on the Commission’s recommendation by Dec. 31, 2016, the gasoline tax, which has remained at 18.4 cents per gallon since 1993 and diesel tax, currently 24.4 cents per gallon, would increase to a level that would sustain the Highway Trust Fund for a three-year period. If Congress fails again by 2020 to implement long-term funding solutions, then the gas and diesel user fees would increase to meet the next five-year Highway Trust Fund shortfall, guaranteeing ten years of funding.

The legislation also establishes a 2015 shortfall advance from the Treasury, using otherwise unappropriated funds to keep the Highway Trust Fund and Mass Transit Account in the Highway Trust Fund afloat until the Commission is able to establish a path for sustainable funding. The bill allocates $8 million from the general fund to the Highway Account of the Highway Trust Fund and $3 million to the Mass Transit Account in the Highway Trust Fund. Once proper funding is secured, the Highway Account must repay the advances with $4 million and the Mass Transit Account must repay $1 million.

According to the bill’s sponsors, H.R. 1846 would generate $27.5 billion that can be used to pay for nearly two years’ worth of transportation projects and give lawmakers time to find a new infrastructure funding source to replace the gas tax. It is one of several transportation revenue generators currently being floated in Congress.

Further information on this legislation can be found here: http://1.usa.gov/1J99FNa
States React to Decreased Federal Highway Funding with Action

Funding Sources and Payment Structures Vary

As the Highway Trust Fund (HTF) faces insolvency yet again this summer, state legislatures around the country are seeking alternative sources of revenue to offset decreases in federal funding. According to the Associated Press, highway funding available to states from the HTF decreased 10.9 percent nationwide between 2008 and 2013, after adjusting for inflation. As a result, several states have enacted legislation aimed at shoring up transportation coffers and providing much-needed funding for vital infrastructure projects. While there is not yet consensus on the best way forward, state-led initiatives have thus-far confirmed government’s capacity to enact meaningful reform.

Gas Tax Increases

In the last two years, 16 states passed gas tax reforms in attempts to shore up the lack of federal investment. Despite the commonly-held conception that Republicans do not favor revenue measures, under Republican-controlled legislatures, Georgia, Idaho, Iowa, and Utah all passed gas tax increases in 2015. Republicans in the Nebraskan legislature even enacted a 6-cent-per-gallon tax increase over Republican Gov. Pete Ricketts’ veto.

Most of the 16 states that have raised the gas tax have structured the increase by creating a set, per-unit tax on gasoline and diesel, similar in structure to the national gas tax. But per-unit taxes do not take into account inflation or prices at the pump. The U.S. Energy Information Administration found that the combined state and national gas tax dropped from 28 percent of the total cost of gas in 2000 to only 12 percent in 2013.

To mediate revenue losses, several states attempted or succeeded at indexing their gas tax to inflation. Maryland and Massachusetts joined Florida in 2013 on the list of states that did so and New Hampshire followed suit in 2014. However, gas tax reform is not immune from public controversy. Opponents of the legislation in Massachusetts triumphed when a ballot initiative to repeal the tax received 53 percent of the vote in the 2014 election. The bill’s defeat came at the expense of road improvements across the state. A 2014 study conducted by the Tax Policy Center (TPC) confirms the financial benefit of shifting away from a per-unit tax model. In the report, the TPC predicted that if Massachusetts began indexing their gas tax in 1993, the state would have seen an additional $360 million in 2013 alone.

Indexed gas taxes have a proven success rate. This is evident in Florida, a state that serves as a model for well-maintained roads and bridges. According to a 2014 report by the National Economic Council, 4 percent of Florida’s roads are in poor condition, compared to 14 percent nationwide. A system of tolls, user fees, and taxes provide a stable funding source for infrastructure projects across the Sunshine State. All three revenue-generating mechanisms adjust annually based on inflation. Enacted in 1990, this policy allows Florida lawmakers to make effective long-term planning decisions.

Continued on page 6
Sales Taxes & Wholesale Tax on Gasoline

In 2013, Virginia overhauled their gas tax funding structure in an attempt to achieve a stable revenue source for infrastructure maintenance. The legislature approved a bill that replaced the state’s 17.5 cents-per-gallon gas tax with two alternative revenue sources. Dedicated revenue for infrastructure funding now comes from a 3.5 percent excise tax on the statewide average wholesale price of gasoline and a 5.3 percent general sales tax, which was previously set at 5 percent. The 2013 Fiscal Impact Statement, published by the Virginia Department of Taxation, predicted a $5.6 billion increase in funds available for transportation projects by FY2018.

Road Usage Charge

The architects of the HTF intended for the beneficiaries of infrastructure maintenance and construction to pay the associated cost of government investment. But as alternative-fuel vehicles gain popularity, the gas tax evades drivers of all-electric vehicles and disproportionately impacts drivers based on fuel economy. To address the outdated funding structure of traditional gas taxes, Oregon recently launched an innovative demonstration project. Beginning July 1, 2015, drivers in Oregon can volunteer to receive devices that record how many miles they travel within the state. Participants will pay 1.5 cents for each mile traveled on public roads, referred to as a Road Usage Charge (RUC), in exchange for a reimbursement on the taxes they pay at the pump.

RUC proposals have the potential to equalize the user fee system and ensure all drivers pay their fair share, but not everyone supports the change. In addition to concerns raised over privacy, electric and hybrid car owners have been the most vocal opponents of the pilot program. They’ve argued that the tax puts an undue burden on investors in green energy and disincentives the purchase of alternative-fuel vehicles.

CAGTC Publishes New Fact Sheets

In conjunction with the 2015 CAGTC Annual Meeting, the Coalition released two fact sheets detailing the benefits of investing in freight as well as warning of the impacts of federal underinvestment. They can be viewed and downloaded here: http://bit.ly/1F9kM5U
The Community Planning Association of Southwest Idaho (COMPASS) is an association of cities, counties, highway districts, and other governmental agencies that brings together regional leaders to coordinate decision-making and collaborate on shared goals for Ada and Canyon Counties in southwest Idaho. COMPASS also serves as the metropolitan planning organization for the two counties.

Ada County is the most populous county in the state and is home of Idaho’s capital city, Boise. Canyon County, immediately to the west of Ada County, is the second most populous county in the state, but also has a large rural, agricultural component.

Freight plays a key role in the southwest Idaho economy. Of the 305,000 jobs in the COMPASS planning area, about 53,000 have a strong tie to freight, including jobs in agriculture, warehousing, manufacturing, and construction.

The majority of the freight in the area is carried by truck; however, pipeline, rail, and air are also key components of the overall freight system. The two counties are served by one interstate – I-84 – which runs east/west from Portland, OR, to Salt Lake City, UT, and beyond. Additional regional freight corridors are comprised of US and state highways – mainly running north/south.

Pipeline freight is second to truck freight in Idaho in terms of tonnage, followed by rail and air.

While air freight’s share of tonnage is slight, the value of its shipments is high. Foreign exports by air from Idaho were just 0.06% of the weight of shipments in 2011, but were 5.5% of the total value.

While COMPASS has long addressed freight in its planning efforts, the agency is now embarking on a much more robust analysis of regional freight issues.

2014/2015 Farm Freight Study:
Agriculture is one of the primary economic drivers in the western portion of the two-county area, yet very little is known about the transportation routes and needs associated with farm freight. In July 2014, COMPASS began work on a farm freight study to identify important routes used for hauling farm produce from fields to processors, and from processors to market. Identification of those key routes is a first step in ensuring they are preserved and well-maintained so they can continue to serve the agricultural community. The study also helps identify areas for safety improvements.

Continued on page 8
In an effort to determine common routes used by the agriculture industry, COMPASS has surveyed local producers, processors, and transporters. The survey addressed the nature and volume of freight being moved, the variety and physical characteristics of equipment, routes, and frequency of trips. Data will be analyzed and mapped, and a final report will be completed in fall 2015. Results of this study will help inform the project prioritization process for federal transportation funding in the two-county area.

2008 Truck Freight Travel Survey
In 2008, COMPASS commissioned a truck freight travel survey to collect data on truck freight in Ada and Canyon Counties. The project consisted of three interrelated data collection efforts: a commercial vehicle intercept survey to gather information on the origin and destination of commercial vehicles, an external station license plate survey to provide specific information on trips whose origin and destination were outside of the study area, and a commercial vehicle survey to determine trip characteristics of commercial vehicles operating solely within or originating in the two-county area.

Based on the survey information, only about 10% of interstate freight traffic constituted “through” trips (originating outside the area and not stopping in Ada/Canyon Counties for any reason). This is not surprising, as the greater Boise area is the most isolated metropolitan area in the lower 48, meaning it is further from its closest metropolitan neighbors than any other city – 340 miles from Salt Lake City, UT, and 430 miles from Portland, OR. Therefore, even when the two counties are not the origin or destination of the freight shipment, most freight haulers stop in the area for fuel, food, or lodging, thus, increasing the economic impact of freight in the area.

2018 Local Freight Travel Survey
In 2018 COMPASS will update its 2008 freight study, following a scheduled 10-year cycle. In addition to updating existing data, the 2018 study will provide information on the movement of goods in the two-county area by identifying key local freight generators and the transportation characteristics associated with them. In addition to truck freight data, the study will also gather and analyze information relating to rail, air, and pipeline freight modes.

The study will quantify impacts of proposed improvements to the freight system, provide data that can be used in transportation project prioritization, and develop recommendations for updates to regional and statewide travel demand models.

Management and Operations
The 2014 COMPASS Treasure Valley Transportation System: Operations, Management, and ITS plan provides the area with a list of implementable strategies to improve management and operations of the entire regional transportation system, including freight corridors. Strategies include incident management, interstate ramp metering, and transportation demand management, which will improve traffic flow and thus support the movement of freight and goods throughout the area.

These efforts will assist COMPASS in prioritizing transportation improvements to support the movement of freight and goods in the two-county area. COMPASS looks forward to working with the Coalition for America’s Gateways and Trade Corridors to highlight the importance of freight corridors and the importance of investing in those corridors to support our national and regional economies.
San Diego Forward:
The Regional Plan Released for Public Comment

At its meeting on April 24, 2015, the SANDAG Board of Directors released the draft version of San Diego Forward: The Regional Plan for public review and comment. The Draft Plan is available at sdforward.com (http://bit.ly/1J97LvV)

San Diego Forward incorporates the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan into one overarching blueprint for the region’s future. It combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality.

“Over the last two and a half years, we have worked with community members, stakeholders, and local agencies to develop San Diego Forward: The Regional Plan,” said Santee Councilmember and SANDAG Board Chair Jack Dale. “The resulting Plan encourages the development of vibrant, healthy communities that are connected by a range of transportation choices, including public transit, walking and biking facilities, and roads.”

San Diego Forward proposes a strategy for a more sustainable future, including investment in transportation projects that will provide more travel choices, protect the environment, create healthy communities, and stimulate the economy. More than $200 billion will be invested in the regional transportation network between now and 2050 to provide more transit services, expand our active transportation network, and build more Express Lanes to support transit operations and carpooling.

The Plan responds to changes in overall land use patterns by our local cities and the county, which envision more compact development in the future (with more than half the region preserved as open space). These investments will directly support the regional economy, with every dollar invested in the Plan resulting in nearly two dollars of economic benefit.

SANDAG will hold two public hearings in June. Comments also may be submitted via sdforward.com (http://bit.ly/1J97LvV) directly through email at sdforward.com; via telephone at (619) 699-1934, toll free (877) 277-5736, via fax at (619) 699-1905, and through the mail to ATTN: Regional Plan, 401 B Street, Suite 800, San Diego CA, 92101; and in person by dropping off written comments at SANDAG’s offices at the address above.

Source: SANDAG http://bit.ly/1Gla7kG
Port of Oakland Shares Vision for Future  
*New Project Will Bring More Jobs, Growth...And Perhaps First Calls*

New development projects at the Port of Oakland promise added jobs and economic growth here. They could also make Oakland a first port-of-call (vessels coming straight to Oakland from Asia) for international shipping lines, a Port official said today.

Maritime Business Development Manager Beth Frisher told Bay Area leaders from the public, private and nonprofit sectors that the Port is strengthening its role as a premier global logistics center. “As that happens, we’ll bring increased economic vitality to the entire Bay Area and Northern California,” she said at the Bay Planning Coalition’s 2015 Decision Makers Conference.

The key is a 360-acre trade and logistics center being built by the Port and City of Oakland on the former Oakland Army Base. It’s envisioned as a magnet to attract additional import and export cargo.

The Port of Oakland is currently constructing a railyard at the site to be followed by new transload warehouses. When completed, commodities shipped in bulk can be transferred to containers for export out of Oakland and imports can be transloaded into 53-foot domestic containers and then placed on rail cars for inland shipment.

Ms. Frisher said the new capabilities could convince shipping lines to make Oakland their first U.S. call. All the top container carriers have weekly services in Oakland now, but stop first in Southern California.

Two other projects in the planning stage are expected to generate more cargo growth, Ms. Frisher added. One is a cold-storage facility; the other is a grain transload operation. Both would permit bulk shipments of agricultural products such as beef and grain to be transferred from rail to containers for overseas delivery. “With these facilities and our Class 1 rail connections, we’re providing a direct link to the farm belt,” Ms. Frisher said.

Cargo growth at the Port should translate into increased jobs for Oakland. More than 73,000 jobs are already linked to the Port’s three businesses: the seaport, Oakland International Airport and commercial real estate holdings that include Jack London Square. It is estimated that every 1,000 additional containers moving through the Port creates eight more jobs.

Growing the Bay Area’s maritime and industrial economy sustainably is the focus of the annual Decision Makers Conference.

"As stewards of the Oakland waterfront and San Francisco Bay, we will continue to build our businesses responsibly and view everything we do through an environmental lens," said Richard Sinkoff, the Port’s Director of Environmental Programs and Planning.

Oakland Mayor Libby Schaaf opened the conference. Scheduled speakers included Congressional representatives Jared Huffman, D-San Rafael, and John Garamendi, D-Fairfield.

*Source: Port of Oakland*
Mayor Garcetti Announces
Phillip Washington as New Metro CEO

*L.A. Mayor and Metro Chair Eric Garcetti announced the Metro Board appointed Phillip Washington new CEO of Metro.*

“Phil Washington is the ideal person to manage our $36 billion transportation infrastructure program to ease congestion, cut smog and boost our economy for decades to come,” Mayor Garcetti said. “Phil Washington’s track record of maximizing project efficiency, securing much-needed funding and increasing customer service will well-serve Metro riders and taxpayers.”

“I join with my colleagues on the Metro Board in welcoming Phillip Washington to Los Angeles. His experience in Denver delivering on projects is needed as we continue to expand the Metro system and carry out the will of the voters by implementing Measure R. Phillip Washington has earned a reputation as a creative manager and leader who has come up with innovative ways to get projects done,” said LA County Supervisor and Metro Vice Chair Mark Ridley-Thomas.

“With Phil Washington, we will continue to build a system that effectively moves people and goods across Los Angeles County,” said Duarte Councilmember and Second Vice Chair Member John Fasana.

“I am excited to help Mayor Garcetti and the Metro Board deliver the best possible transit experience and infrastructure for the L.A. area,” Washington said.

Washington comes to Metro from Denver’s Regional Transportation District (RTD) where he was unanimously selected as RTD’s CEO in December 2009 after serving as interim CEO for 6 months and the Assistant General Manager for nearly ten years.

In Denver, Washington was implementing the FasTracks program, one of the largest voter-approved transit expansion programs in the country.

He was responsible for a total agency budget appropriation of $2.8 billion and managed more than $5 billion in active transit expansion projects. Under his management, RTD’s West Line Rail was completed eight months earlier and under budget and the award-winning Denver Union Station was completed 5 months ahead of schedule.

In 2012, Washington’s emphasis on safety training led to a 40 percent decrease in preventable bus accidents and he has achieved an on time bus and rail rate of 90 percent and a 96 percent ADA on time performance.

Originally from the south side of Chicago, Washington is a 24-year veteran of the United States Army where he held the rank of Command Sergeant Major, the highest non-commissioned officer rank an enlisted person can achieve.

Washington holds a B.A. in Business Administration from Columbia College and a M.A. in Management from Webster University.

New App Helps Everyday Heroes
Save America’s Infrastructure

ASCE’s new app, Save America’s Infrastructure, is here! Help save America’s roads, water pipes, airports, and more by telling your elected officials to get to work on raising America’s infrastructure grades. Click here to download: http://apple.co/1BuSmOF

Whether it’s an issue in your state or nationally, the new app will remind you when it’s critical for your elected leaders to hear from you. The new app will continue to provide easy reference to the 2013 Infrastructure Report Card (http://bit.ly/1BuSuxz) as well as bring you news about infrastructure issues. If you care about fixing America’s infrastructure, this is the app for you! Available for both iPhone and Android devices, the new app will continue to provide easy reference to the grades and new state facts along with these new advocacy features.

A Hamilton Project and Building America’s Future Policy Forum

Many observers agree on the need for increased investment in America's aging infrastructure, including roads, bridges, and airports. However, determining how to fund and finance infrastructure investment presents an important policy challenge. As it stands, the main source of U.S. infrastructure funding at the federal level — the Highway Trust Fund — is predicted to become insolvent this summer, underscoring the need to implement long-term policy solutions; adding to the urgency is the expiration of the surface transportation bill at the end of May 2015.

On May 11, as part of Infrastructure Week, The Hamilton Project and Building America’s Future hosted a public forum discussing the challenges of U.S. infrastructure financing and potential policy solutions. In conjunction with this event, The Hamilton Project released a new paper by Roger Altman of Evercore, Alan Krueger of Princeton University, and Aaron Klein of the Bipartisan Policy Center that proposes a multi-pronged approach to increase investment in the nation’s infrastructure.

Reagan Devolution-
The Real Story of the 1982 Gas Tax Increase
Eno Center for Transportation
May 2015

Highway Revenue Act of 1982 is now remembered as a triumph of bipartisanship – a Republican President who had recently passed the largest tax cuts in living memory joined with a Democratic House of Representatives and a Republican Senate to more than double (from 4 cents per gallon to 9 cents per gallon) federal motor fuels taxes and to use that money to provide large increases in federal spending on highways and bridges and, for the first time, to provide a permanent federal role in financing urban mass transit. As the legend goes, people of goodwill in both political parties saw a great national need and came together to find a politically difficult but common-sense solution. The reality is a bit messier.

Source: Eno Center for Transportation http://bit.ly/1QaGurG

Freight Infrastructure Issues in Surface Transportation Reauthorization
Congressional Research Service
March 2015

Goods movement has increased substantially over the past few decades as the economy and global trade have expanded. Freight transportation demand in tandem with passenger-side demand has caused congestion in many parts of the transportation system, resulting in slower and less reliable freight movement. Also, the condition and performance of freight infrastructure play considerable roles in the efficiency of the freight system and, therefore, are likely to be of significant congressional concern in the reauthorization of the surface transportation program that is currently authorized through May 31, 2015.

There is no specific federal freight transportation program. Instead, the federal government supports freight infrastructure through several programs that promote both passenger and freight mobility. The most important of these are four of the five “core” programs of the federal-aid highway program, which together account for roughly 90% of highway spending. One of those five programs, the Surface Transportation Program, also provides limited support for freight rail projects. Federal assistance to ports and inland navigation, waterborne shipping, and air freight are beyond the scope of this report.

Source: Congressional Research Service http://bit.ly/1JSwX6z
Upcoming Events

**June 1-5, 2015:** International Association of Ports and Harbors, World Ports Conference
Hamburg, Germany

**June 7-10, 2015:** NARC 2015 Annual Conference & Exhibition
Raleigh, NC

**September 20-22, 2015:** IANA Intermodal Expo
Ft. Lauderdale, FL

**September 27-30, 2015:** Council of Supply Chain Management Professionals
San Deigo, CA

CAGTC & Freight in the News

Freight Group Lists 36 Sites As Top Projects to Address
Transport Topics
April 27, 2015

Congressional, industry leaders urge passage of freight funding bill
Los Angeles Daily News
April 21, 2015
http://bit.ly/1JSAthb

How Will the Next Highway Bill Get Funded?
Heavy Duty Trucking
April 15, 2015
http://bit.ly/1JSAK3H

Congressman Alan Lowenthal Introduces Bill to Strengthen Nation’s Deteriorating Freight Infrastructure System
Long Beach Post
March 19, 2015
http://bit.ly/1JSB4iW
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 hold smaller member events on a regular basis, such as our Congressional Goods Movement Briefing each spring and our Trade Corridor Summit in 2007. We also meet regularly with Congressional Members and staff and with the Administration. All of these meetings are free and open to members. Given that this is authorization time, we expect our calendar for Hill visits to book up quickly - in the run up to SAFETEA-LU, CAGTC held over 500 meetings with policy makers!

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:
Anna Denecke
Coalition for America’s Gateways and Trade Corridors
1120 20th Street NW, Suite 500 North
Washington, DC 20036
Tel: (202) 828-9100 | Fax: (202) 797-0020
Email: adenecke@blakey-agnew.com

For more information about The Coalition for America’s Gateways and Trade Corridors or for newsletter submissions, please visit our website at www.tradecorridors.org or contact us at (202) 828-9100 or adenecke@blakey-agnew.com