



# The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

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## This Issue

*CAGTC Perspective:*  
Annual Meeting Keeps  
Focus on Freight Post  
FAST

- Page 3 -

NASCO Brings  
Competitiveness  
Scorecard into Focus

- Page 4-

FAST Act Reforms Have  
Potential to Add Substan-  
tial Bottom Line Value

- Page 5 -

*New Member Spotlight:*  
Cambridge Systematics

- Page 6-

## Coalition Highlight

### Senate Appropriators Fund TIGER at \$525 Million for FY17

*Bill Moves to Full Senate for Consideration*

On April 21, 2016 the Senate Appropriations Committee unanimously reported the Fiscal Year 2017 Transportation, Housing and Urban Development (THUD), and Related Agencies Appropriations Act, 2017 to the Senate floor. The \$56.5 billion bill provides \$16.9 billion in discretionary appropriations for the U.S. Department of Transportation (USDOT). Included is \$525 million for the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program, \$25 million above FY16 appropriations. While eligible project criteria remain the same, the Senate shrunk the maximum grant size from \$100 million in FY16 to \$25 million for FY17. This change reflects a trend at USDOT: the agency has not given out a TIGER grant larger than \$25 million since FY11. The Senate bill also increased the set-aside for projects in rural areas, up from 20 percent for FY16 to 30 percent for FY17 and decreases the total percentage of available funds that a single state can receive, from 20 percent in FY16 to 10 percent.

*Continued on Page 2*

## Register Today for the CAGTC Annual Meeting

Washington D.C.

Public Day May 11 Members Only Day May 12

NAFTANEXT Roundtable May 13

Join us as we discuss what lies ahead for America's freight system.

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More information: <http://bit.ly/1SjWxu2>

Email [kcross@blakey-agnew.com](mailto:kcross@blakey-agnew.com) to register

Published by:

## CAGTC

Coalition for America's  
Gateways & Trade Corridors

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*Continued from Page 1*

The Senate THUD Appropriations bill also includes \$3 million for the creation and administration of a National Surface Transportation and Innovative Finance Bureau. The Bureau was established by the Fixing America's Surface Transportation (FAST) Act in December 2015 and is meant to help USDOT work among the modes to ensure expeditious and thorough consideration of freight projects applying for financing and funding opportunities available through the Federal government. The Bureau would administer the FASTLANE grant program, authorized by the FAST Act, and would also institutionalize the resources currently provided by the Build America Transportation Investment Center (BATIC).

The Senate also included a fix for the drafting error in the Consolidated Appropriations Act, 2016, informally known as the FY16 omnibus, regarding the 34-restart rule for commercial motor vehicle operators. The FY16 appropriations bill unintentionally made it so all federal restart regulations would be revoked if the FMCSA's Congressionally-mandated study on the effectiveness of the 34-hour restart fails to produce statistically significant findings. The Senate's FY17 THUD appropriations bill fixes this, making it clear that, if FMCSA's fails to find statistically significant proof that the 34-hour restart improves safety, than only it will be revoked. Senate appropriators also added a new truck driver hours of service-related rule limiting commercial truckers to a 73 hour work period over a seven-day stretch.

Senate Majority Leader McConnell has yet to set a date for when this bill will be taken up by the Full Senate. House appropriators have not released its version of the FY17 THUD Appropriations bill and traditionally includes less funding for TIGER than their Senate counterparts.



NAFTANEXT

## What's in it for us?

### *Trade's Impact on Regional Business*

Join us for a roundtable presentation  
and discussion on trade

Friday, May 13, 2016

8:30 AM - 12:00 PM

U.S. Capitol Visitor Center

Room HVC-200

Washington, D.C.



RSVP to [kcross@blakey-agnew.com](mailto:kcross@blakey-agnew.com)  
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## CAGTC Perspective

# CAGTC Annual Meeting Keeps Focus on Freight Post FAST

It may seem the pressure is off – time to exhale and reflect on the progress made through the FAST Act. After years (and years, and years) of education and hard work pounding the hallways in Congress and across the country, CAGTC's efforts were recognized in the FAST Act through the creation of a multimodal freight funding program.

But the next chapter of our work is beginning in conjunction with the CAGTC Annual Meeting, taking place May 11-13 in Washington, DC. Our Members are traveling from across the country to roll up sleeves and dig into the work that lies ahead in implementation and – yes – the next authorization. Without FAST Act implementation that preserves the wishes of authorizers, our task under the next authorization will be multiplied.

The FASTLANE grant program and its complementing freight formula program were created in a time of scarce Federal resources. Congress looked down its list of priorities and, because of its role in global economic competitiveness, funding freight infrastructure rose to the top. Money was set aside by Congress to be invested in the infrastructure that keeps goods moving. It enables the movement of fresh produce from farm to market. It keeps automotive parts moving to manufacturing facilities for just-in-time delivery. It keeps the coffee in my cup and the clothes on my back. Critical to the longevity of the freight investment program is the promise that money will be used to improve the goods movement network.

Investment must come in the form of time, as well. As the freight transportation community, we must invest our intellectual resources to assist USDOT in the process of implementation. On April 14, CAGTC submitted comments in response to USDOT's Draft National Freight Strategic Plan, which was called for under MAP-21. CAGTC worked closely with its membership to submit reactions to the Plan and thoughts on how the Plan should evolve in light of the FAST Act passage. The Administration will be working through a years-long process to act on FAST Act's freight promise and it is the responsibility of the freight stakeholder community to offer assistance whenever possible.

Even if you're not yet a member, I welcome you to join our dialogue. During the public day of CAGTC's Annual Meeting, May 11, CAGTC will continue its drilldown on issues that will guide us into the next chapter of freight infrastructure policy and investment. I hope you'll join and participate in our conversations about freight movement innovations, permit streamlining game changers, and methods of funding our future freight system needs.

I look forward to seeing you at the CAGTC Annual Meeting.

*Elaine Nessel, Executive Director*



*Elaine Nessel*

# NASCO Brings Competitiveness Scorecard into Focus

## *Bush Institute Gives North America B+ Competitiveness Score*



In October 2015, the George W. Bush Institute, a branch of President George W. Bush's Presidential Center that fosters policies to solve the world's most pressing challenges, introduced the North American Competitiveness Scorecard. During a webinar put on by the North American Strategy for Competitiveness (NASCO), Matt Rooney, the Director of Economic Growth at the Bush Center, said the scorecard was created to push back against rhetoric that the United States is no longer competitive in the global sphere. The tool compares the competitive position of the United States to that of other major economic regions and countries with large economies. According to the Bush Institute website, the Scorecard "provides the opportunity to see at a glance how well North America – country by country and altogether – is performing in the global economy."

During the webinar, Rooney described the many uses of the new Competitiveness Scorecard, including the "baseball card" like display to easily see the most important information about any given country or region in one place. The data on the cards comes from various reports - the Bush Institute collected the data, combined the numbers, normalized them, and developed an approach to displaying the information. While the cards do not create new measures, they provide unique insights into the numbers that already exist. The tool encourages thought by allowing a user to make comparisons beyond those provided for them by the Bush Institute.

The Bush Institute aims to expand on its metrics to eventually explore data that is subnational. For example, the current scorecards only address the United States economy as a whole but eventually they hope to explore the economies of individual states. By doing this, the Institute hopes to better understand and analyze the effect economic integration has on economic growth. The Scorecard will be updated every year and will likely include these new measures in fall of 2016

Learn more about the North American Competitiveness Scorecard, or use the tool yourself at <http://bit.ly/1klcr8y>



*An example of a "baseball card" produced by the Bush Institute, displaying North America's economic competitiveness grade.*

# **FAST Act Reforms Have Potential to Add Substantial Bottom Line Value**

## *Permitting and Environmental Reforms Stand to Benefit Large Infrastructure Projects*

The Fixing America's Surface Transportation (FAST) Act has been applauded for its investments in freight funding but there's more reform below the headlines. The law contains a wealth of reforms to the permitting and environmental review processes, aimed at increasing agency coordination, delegating federal responsibilities to the states, and reforming the litigation process for large infrastructure projects.

During FAST Act development, legislators recognized the complexity of large infrastructure projects by creating the Federal Permitting Improvement Council. These projects often fall under the jurisdiction of multiple federal agencies and a lack of inter-governmental coordination can lead to long delays and duplicative efforts. The FAST Act's streamlining efforts invite the agencies most often involved in permitting to the same table, giving them the opportunity to work together and modernize the infrastructure permitting process.

The Council is designed to identify best practices among Federal agencies for enhancing early stakeholder engagement, ensuring timely decisions, improving Federal and non-Federal government coordination, increasing transparency, reducing information collection requirements, and creating training manuals. It will identify complex multimodal projects currently pending environmental review or authorization that cost around \$200 million or more and create a "master list." Projects on the list will be categorized, assigned to a leading facility agency, and given a preferred project schedule based on best practices.



*The FAST Act was signed into law December 4, 2015*

Beyond developing a process for inter-agency coordination during the permitting process, the FAST Act also develops a process for better coordination during environmental reviews. The bill gives project leads and cooperating agencies the option to reference or incorporate state or local decisions, analyses, or studies into the federal environmental review process. It also empowers states to assume Federal responsibilities for the environmental review process, creating a pilot program that allows up to five states to conduct their own environmental reviews and

make approvals, either under state environmental laws and regulations or under the National Environmental Policy Act (NEPA) requirements.

The FAST Act also shortens the statute of limitations given for entities to make claims against a NEPA authorization down from the six years from the date of publication of the final record of decision to two years. Additionally, the law makes Categorical Exclusion (CE), actions that do not individually or cumulatively significantly impact the human environment and are therefore not subject to extensive environmental study, reforms aimed at streamlining the multimodal project delivery process. It gives any U.S. Department of Transportation (USDOT) operating authority the ability to use a CE of another USDOT operating authority, reducing duplicative determinations and expediting the approval process.



## New Member Spotlight

CAMBRIDGE SYSTEMATICS



# Transportation Specialists Join CAGTC

## *Cambridge Systematics is a Recognized Leader in Transportation*

As changes in the US and global economy increase freight demand and stress freight transportation systems, Cambridge Systematics (CS) helps states, regions and metropolitan planning organizations (MPOs) plan to accommodate this growth—and capitalize on it through priority-driven investments. CS specializes in transportation and is a recognized leader in developing innovative freight policy and planning solutions, objective analysis, and technology applications.

### Next-Generation Freight Plans

The FAST Act has helped bring high-level focus and funding to freight needs and issues. Many states and MPOs are beginning to evaluate how freight investments relate to economic development opportunities, and how they can enhance statewide strategic transportation and economic goals and objectives. These agencies are moving beyond the basic freight plans developed in the late 1990s and early part of this century, toward plans that provide a more sophisticated understanding of the underlying industry drivers of goods movement: assessing how varying supply chains impact the condition and performance of the system, and recognizing the link between land use, infrastructure, and economic development. The next generation freight plans are consistent with both the requirements and the spirit of FAST and, more important, help to link statewide and regional mobility and economic goals, address system needs from the user's perspective, and attract both public and private sector capital to address these needs.

CS helps our clients go beyond a basic freight plan that simply inventories freight system supply (infrastructure inventories and modal profiles) and demand (commodity flows and traffic volumes). To fulfill the increasing emphasis on priority-driven investments, we partner with our clients to help them recognize and define the relationship between transportation and economic development strategies, engage the full suite of public and private freight stakeholders, and achieve the ability for states and MPOs to make demonstrable progress toward strategic transportation, trade, and economic goals.

CS recently was engaged for two projects that likely will become forerunners to next-gen freight plans:

- For the Texas DOT, CS will implement projects and advance recommendations from the recently adopted Statewide Freight Mobility plan as part of a five-year, on-call contract. The study will examine both public and private sector impacts of investment in the freight rail system in Texas, including impacts on highways and the cost of moving goods.
- CS leads a Transportation and Logistics Hub Study for the Mid-Region Council of Governments (MR-COG) of greater Albuquerque, NM, to help the agency better understand the existing and emerging freight, industry, and logistics trends that are affecting goods movement in the region; identify and assess the factors that lead to attracting logistics-based development opportunities; and identify policies, projects, and strategies to improve the region's overall economic competitiveness and position it as an international transportation and logistics hub.

*Continued on page 7*

Continued from page 6

## Automated/Connected Vehicles

Automated and connected vehicles (A/CV) will reshape the all aspects of the transportation industry. Some experts, including CS, believe that market signs point to the goods movement and logistics communities becoming the earliest adopters. In his widely regarded slide show “the Top Five Thing Planners Need to Know about Self-driving Vehicles,” CS’ Chris Hedden cites these key influences: a sustained nationwide

driver shortage, ever-increasing regulations, unstable industry, increasing demand, and fundamental distribution center changes (decentralization and consolidation), as the primary reasons A/CV likely will sweep through freight fleets prior to nationwide adoption in other areas. If these market indicators prove to be true, suppliers, shippers and carriers must start thinking now about strategic freight planning for these vehicles of the future.

## CA-VIUS

The Federal Vehicle Inventory Use Survey (VIUS), which provided important data to inform infrastructure and operational decisions, was discontinued in 2002. In order to fill this void—and to capture the current physical and operational characteristics of the California truck population—Caltrans is undertaking a California-specific VIUS (CA-VIUS), which is the keystone of a broad freight data analysis program. The survey will collect information about class 3 – 8 trucks with GVWR 10,000+ pounds operating in the State. Data to be collected will include body type/configuration, commodity types, fuel usage, and trip patterns, with cash incentives offered for each completed survey. The survey, which will launch in spring of 2016, will consist primarily of phone and online surveys, with a small portion of data collection from on-board devices. Caltrans and CS lead this effort and will conduct workshops throughout the State. When the survey concludes in 2017, collected data will help to inform decision-making and improve freight and goods movement within the State.



# **CAGTC Members Shine in New Report**

## *BATIC Report Focuses on P3 Best Practices*

The Build America Transportation Investment Center (BATIC) released its report “Successful Practices for P3s: A Review of what works when delivering transportation via public-private partnership” in March 2016. BATIC developed this report “to describe how government agencies can best work with the private sector to deliver transportation facilities that protect the public interest.”

The report uses real world examples, including CAGTC member projects, to describe how to address public private partnership (P3s) issues of legislation, policy, project identification, public outreach, procurement, and oversight.

BATIC uses the example of the Interstate 4 (I-4) Ultimate Project in Florida, conducted by CAGTC member Florida Department of Transportation (FDOT), to highlight contingent liabilities assessment in P3s. Contingent liabilities are defined in the report as “reflect[ing] specific risk allocation between the public agency and the private concessionaire,” and are potential long term financial obligations that may occur depending on a future event. The I-4 Ultimate Project includes reconstructing 15 major interchanges, building over 100

bridges, adding Express Lanes, and completely rebuilding general use lanes along the entire 21 mile corridor. FDOT, along with its partners, prepared for contingent liabilities in the I-4 Ultimate Project by developing risk-based cost estimates during the each step of the project through analyses and cost estimates carried out by independent experts. The I-4 Ultimate Project’s technical requirements are also used in the report as a good example of oversight and monitoring in P3s.



The Report also uses FDOT as an example of good self-monitoring, in this case for its PortMiami Tunnel project, in which the Miami Access Tunnel, LLC (MAT) is the concessionaire (the private sector firm formed to design, build, finance, operate and maintain a facility). The P3 gives MAT the responsibility of its own monitoring and of notifying FDOT of any issues of noncompliance. BATIC puts forth this as an example of a case where self-monitoring has been well planned and executed.

The report states that “education on what P3s are, how they are structured, and their costs and benefits is key to obtaining public support and buy-in.” BATIC uses the Los Angeles County Metropolitan Transportation Authority (Metro) as a prime example of what an agency should do when trying to educate internal staff and external stakeholders about P3s. Metro designed a one page handout with key P3 facts and information and offered training courses on P3s that allowed internal staff to learn about and explain P3s to others. They also provided information on their website about the program allowing the public to access quick and easy information about projects. This allowed Metro to be successful in their P3 projects and opened them up to the opportunity of more in the future.

Other CAGTC members were mentioned or cited in the BATIC report, including AECOM, Parsons Brinckerhoff, and the Port Authority of New York and New Jersey. The report demonstrates best practices in P3s and uses examples such as the ones listed above to clarify and emphasize what it sees as the most important parts of a successful P3. Click here to download the full report: <http://1.usa.gov/22Y2wGy>



## Member News



### **Florida Ports Applaud Governor Scott for Signing Priority Transportation Package with Increase in Minimum Statutory Seaport Funding**

The Florida Ports Council released the following statement applauding Florida Governor Rick Scott for signing the priority FDOT Transportation Package (HB 7027), which included an increase in the minimum statutory amount for seaport funding, from \$15 million to \$25 million, for the Florida Seaport Transportation and Economic Development (FSTED) program. The FSTED program is administered by the Florida Ports Council.

“Governor Scott and the Florida Department of Transportation continue to demonstrate their commitment to further positioning Florida as a global competitor by prioritizing investment in critical freight assets” said Doug Wheeler, president and CEO of the Florida Ports Council. “The historic funding of seaport infrastructure during Governor Scott’s tenure has already contributed to the incredible growth that we are experiencing in trade across the state, and we look forward to continuing that success.”

Read More: <http://bit.ly/2017r7V>



## **14th Latin American**

## **Infrastructure Leadership Forum**

*Creating a New Growth Paradigm for Latin America*

Join 500+ public and private sector leaders from around the world to learn about priority infrastructure project development opportunities in Argentina as well as in the rest of Latin America.

June 8-10, 2016

Buenos Aires, Argentina

More info: <http://bit.ly/1N3w0iC>

## Industry News

# Robert J. Puentes Named President and CEO of the Eno Center for Transportation

The Board of Directors of the Eno Center for Transportation is pleased to announce that it has appointed Robert J. Puentes as its thirteenth President and Chief Executive Officer.

Mr. Puentes, who is succeeding Dr. Joshua Schank, will assume his new role on April 11, 2016. He currently directs the Metropolitan Infrastructure Initiative at the Brookings Institution in Washington D.C. The initiative was established to address pressing transportation and infrastructure challenges facing metropolitan regions in America and internationally.

While with the Brookings Institution, Mr. Puentes' work focused on a variety of topics concerning metropolitan growth and development. Specifically, he led projects relating to sustainable transportation, infrastructure finance, access to opportunity, and urban planning. Mr. Puentes began his tenure with Brookings as a Senior Research Manager in 2000 and now holds the position of Senior Fellow and Director of the Metropolitan Infrastructure Initiative. He will remain affiliated with Brookings as a Non-Resident Senior Fellow.

Mr. Puentes also held positions with the Intelligent Transportation Society of America (ITS) in Washington D.C. from 1996 to 2000 where he began as a Senior Planner and subsequently became Director of their Infrastructure Programs.

Mr. Puentes' work in transportation has been very well documented in his publications, essays, op-eds and media mentions. He has served on a variety of advisory boards and commissions including, most recently, the District of Columbia Infrastructure Task Force, the West Coast Infrastructure Exchange, the New York State 2100 Infrastructure Commission, and the Technical Advisory Committee of the Northern Virginia Transportation Authority.

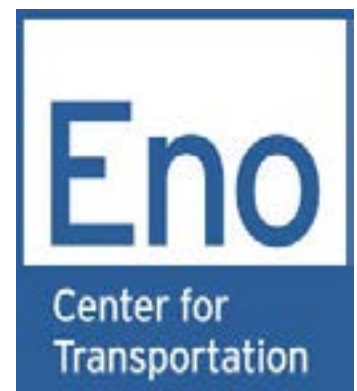
"The Eno Center for Transportation is fortunate to have been able to recruit Mr. Puentes to serve as its President and CEO." Lillian Borrone, Chairman of the Eno Board of Directors, said. "We believe that his experience in research and policy will further build our reputation as an impartial thought leader and a source of education and development for professionals throughout the transportation industry. For many years he has been one of the leading and most influential voices on transportation issues – leadership which he will now bring to Eno."

Ms. Borrone added, "We are very grateful to Interim President and CEO, Emil Frankel for leading the Eno Center through this transition period. His guidance and expertise allowed the Center to continue its work unimpeded. He was invaluable to us throughout this process. We are pleased that he will remain with the Center as Senior Fellow."

"I am thrilled and honored to be joining Eno and look forward to working with the Board and its talented staff" said Mr. Puentes. "With transportation issues so important to our nation's economy, environment, and people, the work Eno does is as important now as in any time in its long and prestigious history and I am eager to be a part of it."

"This year Eno celebrates its 95th anniversary. The addition of Mr. Puentes is yet another important milestone for the Eno Center and we are very excited about his addition to the Eno family" said Ms. Borrone.

*Source: Eno Center for Transportation*



## Industry News



# Federal Highway Administration Announces \$60 Million in Grants for Advanced Transportation and Congestion Management Technologies

The US Department of Transportation's (USDOT) Federal Highway Administration (FHWA) announced \$60 million in grants to fund cutting-edge transportation improvement technologies that will improve safety, efficiency, system performance, and infrastructure return on investment.

"This program will take technological innovation to a new level and help to make the entire transportation network more reliable for commuters, businesses, and freight shippers," said U.S. Transportation Secretary Anthony Foxx. "An efficient transportation system is the foundation of a strong economy."

The new program - Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) - is aimed at address the concerns outlined in Beyond Traffic, the USDOT report issued last year that examines the challenges facing America's transportation infrastructure over the next three decades, such as rapidly growing population and increasing traffic. Gridlock nationwide is expected to increase unless changes are made soon.

"Innovative technologies offer exciting solutions that can help meet the challenges outline in Beyond Traffic and can improve safety and efficiency of transportation across that nation," said Federal Highway Administrator Gregory Nadeau. "This new program will help harness and support these technologies and push the boundaries of what is possible for the future of transportation in our county."

Source: U.S. Department of Transportation: <http://1.usa.gov/22FsnCY>

## Industry News



# Federal Highway Administration Announces \$15 Million in Grants for Alternative Revenue Approaches

The U.S. Department of Transportation's Federal Highway Administration announced \$15 million in grants for states under a new program to test alternative revenue mechanisms to help sustain the long-term solvency of the Highway Trust Fund.

"What is clear is that more investment in transportation is necessary to prepare for increasing strain on the system in the upcoming decades," said U.S. Transportation Secretary Anthony Foxx. "A reliable funding source is at the heart of a robust surface transportation system so commuters can get to their jobs, businesses can run their operations and freight shippers can move their goods."

The Surface Transportation System Funding Alternatives (STSA) grant program will fund projects to test the design, implementation and acceptance of user-based alternative revenue mechanisms.

Source: U.S. Department of Transportation <http://1.usa.gov/1ZsNsyE>

## Research News

# Federal Spending in the States

*Pew Charitable Trusts*

*March 03, 2016*



The federal government spent \$3.3 trillion in the states during its 2014 fiscal year. But the amount and composition of federal spending vary widely from state to state. As a result, federal budget decisions that increase or decrease areas of spending affect each state differently. The distribution of federal spending provides important context for understanding the effect that federal fiscal policy has on the states.

This analysis combines publicly available data sources to show the state-by-state distribution of federal spending, divided into the five major categories: retirement benefits, nonretirement benefits, grants (include funding to state and local governments for a variety of program areas such as health care, transportation, education, and housing, as well as funding for individuals and other nonfederal entities), contracts for purchases of goods and services, and salaries and wages.

Read the full report here: <http://bit.ly/1RhScA>

## Research News

# Cost of Congestion to the Trucking Industry - 2016 Update

*American Transportation Research Institute*

*April 2016*



Traffic congestion on the U.S. National Highway System (NHS) added over \$49.6 billion in operational costs to the trucking industry in 2015. ATRI utilized a variety of data sources as well as a revised methodology which facilitated the expansion of its previous cost of congestion research from the Interstate System to the entire NHS network. This resulted in calculated delay totaling more than 728 million hours of lost productivity, which equates to 264,500 commercial truck drivers sitting idle for a working year.

ATRI's analysis also documented the states, metropolitan areas, and counties that were most impacted by these delays and subsequent increased costs. More than a dozen states experienced increased costs of over \$1 billion each due to congestion, with Florida and Texas leading with over \$4 billion each.

Download the full report here: <http://bit.ly/1XScKoO>

## CAGTC & Freight in the News

### **DOT makes \$500 million available in eighth round of TIGER Funding**

*Logistics Management*

February 24, 2016

<http://bit.ly/1Llfgat>

### **\$800 Million available via first US freight grant program**

*Journal of Commerce*

February 26, 2016

<http://bit.ly/1n26Hkq>

### **Foxx: Freight projections underscore need for better infrastructure**

*Progressive Railroading*

March 4, 2016

<http://bit.ly/234gpkN>

### **Hey states: How often does freight stand still?**

*Fleet Owner*

April 20, 2016

<http://bit.ly/1SyvEgl>

## Upcoming Events

**May 3-5, 2016:** 2016 Intermodal Operations and Maintenance Business Meeting

*Lombard, Illinois*

**May 11-12, 2016:** CAGTC Annual Meeting

*Washington, D.C.*

**May 13, 2016:** NAFTA-NEXT Roundtable

*Washington, D.C.*

**June 8-10:** CG/LA Infrastructure 14th Latin American Infrastructure Leadership Forum

*Buenos Aires, Argentina*

**June 26-29, 2016:** ASCE International Conference on Transportation & Development

*Houston, TX*

# 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 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 like-minded organizations.

To learn more contact:

**Anna Denecke**

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For more information about **The Coalition for America's Gateways and Trade Corridors**

or for newsletter submissions,

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