On May 11 and 12, CAGTC members and freight experts gathered in Washington, DC for the 2016 CAGTC Annual Meeting and to celebrate the organization’s fifteenth anniversary. Attendees engaged in focused conversation on implementation of FAST Act freight programs as well as the future of freight infrastructure funding.

Despite FAST Act passage, insufficient transportation revenue looms on the horizon and the complex issue was discussed at length during the CAGTC Annual Meeting. Bringing focus to what high-functioning infrastructure provides U.S. families – and conversely, costs them in inefficiency, American Society of Civil Engineers’ (ASCE) Brian Pallasch presented a new report titled “Closing the Infrastructure Investment Gap for America’s Economic Future.” (Download the full report here: http://bit.ly/20XmDTq) ASCE’s report found that inefficiencies are costing American families $9 each day, while an investment of just $3 daily, per family, between now and 2025 would eliminate the investment gap.

Honing in, specifically, on the freight investment gap, Eno Center for Transportation gave the CAGTC audience a “soft launch” of their latest report, titled “Delivering the Goods: Recommendations for Funding a Federal Freight Program.” (Download the full report here: http://bit.ly/25lLxCP)

National leadership is required to identify resources and spur increased federal investment in transportation infrastructure, Norm Anderson, President & CEO of CG/LA Infrastructure, told the audience, sharing various tactics that could move infrastructure to center stage. Anderson called for the development of a high-priority, high-profile project listing that increases public understanding and trust that investment is wise, necessary and will yield benefits.
It was developed by the Eno Freight Working Group, which includes a variety of freight system stakeholders, including CAGTC members Southern California Association of Governments, the Port of Long Beach, the National Railroad Construction and Maintenance Association, the Port of Seattle, and CAGTC’s President Leslie Blakey. Eno Center CEO Robert Pu-entes introduced the report and its findings, and then participated in a panel dialogue exploring the recommendation implementation opportunities and hurdles. The report calls for Congress to appropriate general fund revenues for a freight competitive grant program immediately, and in the long term, implement a cost of freight shipment fee dedicated to a national freight discretionary grant program. The report findings are explored more thoroughly on page 10 of this newsletter.

Congressman Alan Lowenthal (D-CA), who introduced a bill this Congress calling for a cost of freight shipment fee, addressed the audience as well, and noted the urgency of finding a solution prior to the FAST Act reauthorization. Congressman Lowenthal noted that he has met with several Congressional leaders, including Speaker of the House Paul Ryan (R-WI), to discuss the importance of finding a freight funding solution.

This message of urgency was also delivered to the audience by Transportation & Infrastructure Committee Ranking Member Peter DeFazio (D-Ore.) who noted that the FAST Act falls short of meeting the needed level of investment for transportation infrastructure. Congressman DeFazio expressed concern that the patchwork of unrelated and unreliable funding will continue without focused conversation and prioritization.

Due to the continued lack of sufficient funding, “doing more with less,” is becoming a mantra in transportation. Under both MAP-21 and the FAST Act, policymakers amended permitting processes in favor of reducing project approval time while maintaining necessary levels of safety and integrity. CAGTC Board Member Rachel Vandenberg of Dewberry led a discussion with AECOM’s Dr. Lee Hutchins and WSP - Parsons Brinckerhoff’s Eric Beightel.

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The three national experts discussed planned and underway reforms, such as the call for an inter-agency council that requires review timelines and increases public access to information in an effort to make the process transparent.

Despite the ongoing federal funding conundrum, the private sector and states continue advancing. NASCO’s Tiffany Melvin led a panel of industry leaders innovating freight planning and movement. Charlie Covert of UPS discussed the potential of a dramatically shifting supply chain with the advent of additive manufacturing, frequently referred to as 3D printing. UPS, he explained, has embraced the practice and wrapped it into the company’s business plan to share in the successes as the process becomes more widely adopted. Iowa Secretary of Transportation Paul Trombino has taken a business-oriented approach to transportation planning in his state, mapping freight assets and related data to entice shippers and freight carriers. He explained development of this revolutionary approach was embraced by the Governor, who supported this economic-development style approach to freight systems planning. Data has revealed opportunities for time and cost savings along the supply chain. Florida East Coast Railway’s CEO Jim Hertwig shared with the audience the 351-mile railroad’s initiative to both run its locomotives using liquefied natural gas and also to move the commodity by rail in the future, providing the commodity to Latin and Caribbean markets currently reliant upon expensive electricity. The innovative railroad has also developed a dynamic freight pricing tool named EZ Buy, an online price quote and booking system for customers to ‘buy’ door-to-door intermodal transactional freight connecting the Southeast U.S. to South Florida markets.

Marching orders were clear: despite recent passage of the FAST Act, now is not the time to alleviate pressure on Congress to find sustainable, robust transportation revenue. While state and private entities continue to innovate, a federal partnership is required to maintain economic competitiveness across the supply chain.

2016 CAGTC Annual Meeting Sponsors
Miss the Annual Meeting?
Here’s the Buzz!
#CAGTCAnnualMtg

NRCMA @theNRC
NRC president Chuck Baker on @EnoTrans freight report panel at @CAGTC Annual Meeting later today. Eno pres @puentes leading panel.

CG/LA Infrastructure @CGLA_Infra
Norman Anderson of CG/LA talking about addressing our “first class problem” of infrastructure investment #CAGTC

OH-KY-IN RCOG @OKIRCOG
Our Strategic Planning Mgr Robyn Bancroft is at the @CAGTC Annual Mtg in DC. Rep. Peter DeFazio addressed attendees.

Jack Hadjinian @JackTheMayor
Speaking on the Hill as Chairman of @ACEsgv before members of @CAGTC

One Rail Coalition @OneRailUSA
@iowadot, @UPS, & @fecrwy talk about innovating freight movement at the @CAGTC meeting this morning. @aashtospeaks

NASCO Network @NASCONetwork
Congressman Lowenthal on investing in freight with @CAGTC support.
Regional Business Leaders Agree: Free Trade and Increased Infrastructure Investment Can Help Rebuild the Middle Class and Improve National Economic Competitiveness

On May 13, representatives from small-to-medium business, trade stakeholders, and Congressional staff gathered to highlight the advantages of free trade and increased infrastructure investment. The CAGTC sponsored NAFTA NEXT trade roundtable – What’s in it for us? Trade’s impact on regional business – aimed to rebalance the conversation on trade and acknowledged that commerce relies heavily on the ability to seamlessly move goods. Federal investment in America’s freight infrastructure network will improve trade facilitation, giving U.S. businesses a competitive edge in the international marketplace and creating well-paying jobs.

“We must understand that working-class Americans often see trade as taking away their jobs,” said Dan Glickman, former U.S. Secretary of Agriculture and Vice President and Executive Director at the Aspen Institute. “While trade agreements give businesses the opportunity to access previously unreachable markets and hire more workers, those jobs are not always visible. By tying trade to increased investment in infrastructure, Americans will be able to actually see the improvement in their lives through the creation of jobs on our own soil, putting people to work rebuilding and repairing our country’s more critical infrastructure.”

The timely roundtable corresponded with the release of the U.S. International Trade Commission’s (USITC) report titled Trans-Pacific Partnership Agreement: Likely Impact on the U.S. Economy and on Specific Industry Sectors. This report found that the U.S. stands to gain from the passage of TPP, noting that by 2032, U.S. annual real income would be $57.3 billion higher than baseline projections while real U.S. GDP would be $42.7 billion higher. Echoing the testimony of panelists and speakers at the NAFTA NEXT trade roundtable, the report finds that TPP would increase jobs, incomes, and the economy while also improving regulatory certainty and decreasing the cost for business investment in the TPP region.

“Like it or not, virtually all markets are now global markets. We view our company’s success or failure in export markets as an early warning signal about our company’s global competitiveness,” said Mark Schuetz, President of Replex Plastics of Mount Vernon, OH, speaking on the Trade in the Midwest panel. “If we are not globally competitive, then it is just a matter of time until some competitor in another part of the world steps in and takes away the market share we currently enjoy here at home. Therefore doing what it takes to successfully serve customers in other parts of the world not only grows total employment through increased sales, but also helps protect the jobs that are needed to produce goods and services for domestic markets. Exporting is our company’s ‘canary in the coal mine,’ using the old metaphor.”

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“As one whom lives every day on the boarder it is important to understand that trade and open borders and not bad for America’s workforce,” said Gerald Schwebel, Executive Vice President of the Corporate International Division of IBC Bank in Laredo, Texas. “A secure country needs secure economic partners. Through trade we can build partnerships that ensure the United States’ and our trading partners’ economies flourish.”

Elena Stegemann, Director of International Business at NuStep, Inc located in Ann Arbor, Michigan, noted that “trade agreements give small businesses the resources to navigate laws, immigration requirements, and other complex rules in the international trade sphere without having to hire expensive lawyers or consultants. The agreements lay all the information out and make entering into and succeeding in international trade more accessible to small businesses.”

Dan Ujzco, Cross-Border Business Development Director for Dickinson Wright PLLC made the point that trade is often misunderstood and misrepresented in today’s public sphere. “We need to put a new face on trade in the 21st century,” stated Dan. “If all politics is local, then all trade is personal.”

“The NAFTANEXT roundtable continued the tradition started at the NAFTANEXT Summit in 2014 of highlighting the importance of the North American trading bloc through the prism of freight transportation, new energy sources, and the environment. It is vital that we champion trade’s positive impact on regional businesses to serve as an alternative to the negative misinformation that has saturated much of the trade agreement debate since the passage of NAFTA,” said Leslie Blakey, President of the Coalition for America’s Gateways and Trade Corridors. “This timely roundtable underscored the message from regional business leaders that free trade and increased infrastructure investment can improve prospects for the middle and working classes and increase our national economic competitiveness overall.

The roundtable was sponsored by Dickinson Wright PLLC, the Coalition for America’s Gateways & Trade Corridors (CAGTC), the North American Strategy for Competitiveness (NASCO), and the U.S.-Mexico Chamber of Commerce.
New Member Spotlight

Port Canaveral Joins CAGTC

Port Focused on Becoming an Important Cargo Player

Port Canaveral is dedicated to serving its community as a resource for economic opportunities and successes. In more recent years, the Port has focused on becoming an important cargo player, attracting vessels that can profit from port facilities that are strategically located to provide both domestic and international feeder services to the active Central Florida market.

The Port was dedicated in 1953, mainly as a commercial fishing port. Cargo vessels began arriving within a few years and by 1966 cargo tonnage moving through the Port reached one million tons per year. Today, nearly 4 million tons of cargo moves through each year with even more cargo growth expected. The Port is an economic engine for the state of Florida, employing over 7,000 people directly at the port and generating over 17,000 jobs in the area. Regionally, Port Canaveral generates $1-2 billion in economic impact.

The Canaveral Cargo Terminal, the Port’s first dedicated container facility, opened in 2015 and serves as a cost-effective and time-saving option for mega-container ships. The Terminal has two berths with 40 acres of storage space, offering service to the importers and exporters who desire a lean and just-in-time supply chain management strategy. This Terminal along with the new weekly container service is the first venture by Gulftainer, the world’s largest private terminal operator.

As a premier maritime gateway, Port Canaveral is undergoing major improvements to its facilities with a focus on deeper water, container and general cargo terminal expansions, rail connectivity and diversification of cargo base. Last year, the Port completed a record $184 million in capital projects and this year, it has $244 million in construction in progress.

The Port is undertaking multiple projects, including widening and deepening the harbor in order to allow larger ships in and out of the Port safely without affecting ships moored in the harbor. The $38 million project includes maintenance dredging in the harbor and project deepening.

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Continued from page 7

The Port is also proposing a Rail Extension Project that will link the existing Florida East Coast mainline railroad with the north cargo area at the Canaveral Port, enabling Port Canaveral to better manage expected growth and to capitalize on a national import/export industry that relies on multi-modal transportation to reduce costs and efficiently deliver goods to the marketplace. The Project is currently on hold by the Surface Transportation Board, pending further study of its feasibility.

Canaveral recognizes the importance of strategic distribution facilities to cargo customers and has acquired two off-site locations for the region’s first Class A warehouse. The Port Canaveral Logistics Center at Titusville completed in April this year is now leasing and plans are moving forward for an Orlando-Port Canaveral Logistics Park.

Port Canaveral is three hours away from every major Florida market and has 23 million consumers within eight hours. The Port’s location along with its logistics facilities give it the potential to develop into Central Florida’s distribution and logistics hub.

You’re Invited to the U.S. - Canada Summit

June 15-17, 2016
The Ohio Union at Ohio State University

Join more than 300 attendees to address the future of the cross-border relationship in terms of advanced manufacturing, aerospace, agri-food, consumer products, and energy, as well as initiatives to expand trade and investment across the world’s longest safe and secure border.

More information: [http://www.glenn.osu.edu/sage](http://www.glenn.osu.edu/sage)
In conjunction with Infrastructure Week, the Eno Center for Transportation’s Freight Working Group released a new report, titled \textit{Delivering the Goods: Recommendations for Funding a Federal Freight Program}. The report was published on the heels of a soft release at the 2016 CAGTC Annual Meeting. Members of the Freight Working Group were on hand at both events to speak on the Report’s recommendations and discuss next steps.

The Eno Freight Working Group (Working Group) was tasked with identifying a specific funding source for a federal freight discretionary grant program. Participants examined potential funding mechanisms, including a fuel tax, use and equipment fees such as a tire or Vehicle Miles Traveled tax, registration fees, and a freight fee such as a waybill or container tax. The Working Group also explored non user-based sources such as a sales or carbon tax.

With each funding mechanism, the Working Group asked itself key questions. For example, how closely does the funding mechanism in consideration relate to the freight network? Which users are most affected? What are the long-term prospects for raising funds and how easy is it to administer and collect? Finally, what is the political acceptability of the revenue mechanism in question?

The Delivering the Goods Report makes two recommendations:

• Congress should appropriate general fund revenues for a national multimodal freight discretionary grant program; and

• In the long term, Congress should authorize the implementation of a cost of freight shipment (COFS) fee dedicated to a national freight discretionary grant program.

The Report acknowledges that a freight program supported by general funds does not provide much by way of long-term certainty. However, general funds have advantages, including the fact that they are not subject to “return-to-source” debates. Furthermore, the freight industry supports the economy as a whole, thus making the use of general funds for a freight discretionary program justifiable. The report advises using general funds in the short term while a long-term solution is developed and notes that the FAST Act makes use of this mechanism.

In its second recommendation, the Delivering the Goods report recommends a COFS fee, a small percentage of the cost of shipping for all surface transportation movements. The rate should be at least .03 percent and charged to owners of freight cargo evenly across all modes, advises the Working Group. 100 percent of the funding should go towards freight network improvements. A COFS fee, notes the Report, is advantageous because it would not disproportionally affect one freight mode over the other.

\textit{Continued on page 10}
As former Senator Norm Coleman, Working Group Co-Chair, noted in his opening remarks during the report release, the Eno recommendations are “not the beginning of the end, but the end of the beginning.” Those speaking at the launch noted there are a number of unanswered questions pertaining to the recommendations, including how to administer a COFS fee on private fleets.

The report does not seek to address other elements of a freight program, such as distribution mechanisms, or attempt to justify the need for such a program. According to Eno, consensus has been established on a number of these issues. By and large, the freight industry agrees there is a need to competitively allocate funds, on a mode-neutral basis, through a merit-based competitive grant program. The need for a transparent and neutral selection of projects has also been well established, as has the need for at least $2 billion annually in guaranteed, stable funding. The Eno report does not recommend the best distribution structure for a COFS fee, but rather, studies which funding source would be best to provide $2 billion for the federal freight program.

The report builds on consensus from multiple organizations, according to Eno, including CAGTC, Brookings, the Freight Stakeholders Coalition, and the National Freight Advisory Committee, to name a few. The Eno Freight Working group is comprised of 26 members, including five representatives of organizations that belong to CAGTC. These representatives include Chuck Baker of the National Railroad Construction and Maintenance Association, Leslie Blakey, CAGTC President, Allison Yoh of Port of Long Beach, CAGTC Founding Chairman Mort Downey, and Tay Yoshitani of Port of Seattle.


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Infrastructure Week Brings Together Industry Stakeholders

During the week of May 16, 2016 infrastructure stakeholders around the country attended events to expand education and advocacy efforts to elevate infrastructure as a critical issue impacting all Americans. In Washington, D.C. CAGTC representatives attended multiple events to work with stakeholders and testify to the importance of freight infrastructure investment across America. The 60+ events around the nation helped shine a light on this year’s theme - “Infrastructure Matters” - and told the story of what infrastructure means to Americans - how it impacts our lives everyday through the goods we buy, our daily commutes, and the jobs we work.

CAGTC representatives were on hand at the Chamber of Commerce’s kickoff breakfast in Washington, D.C. to hear from industry experts, including Thomas Donohue, President and CEO of the U.S. Chamber of Commerce, Richard Trumka, President of AFL-CIO, and former Secretaries of Transportation Ray LaHood, James Burnley, IV, Mary Peters, and Rodney Slater, as they discussed the challenges and opportunities facing infrastructure across the nation including construction and investment. CAGTC President Leslie Blakey participated on a panel at the Eno Center for Transportation’s report launch where they released recommendations for freight infrastructure funding. On Wednesday of Infrastructure Week, San Diego Association of Governments (SANDAG) Executive Director and CAGTC Board Member Gary Gallegos testified before Congress on the importance of federal investment in land border Ports of Entry.

Beyond meetings, Infrastructure Week hosted an Infrastructure Advocacy Day to help set Congressional priorities and to ensure that Members of Congress on both sides of the aisle were made aware of the key issues facing the future of our nation’s infrastructure. For more information on Infrastructure Week visit: http://infrastructureweek.org/
On May 18, San Diego Association of Governments (SANDAG) Executive Director and CAGTC Board Member Gary Gallegos testified to Congress on the importance of federal investment in land border Ports of Entry (POEs). The House Transportation and Infrastructure Subcommittee on Economic Development, Public Buildings, and Emergency Management hearing, “Border Station Construction: Minimizing Cost and Leveraging Private Dollars,” was convened by Subcommittee Chairman Lou Barletta (R-PA) and Ranking Member Andre Carson (D-IN).

Representing both CAGTC and SANDAG during the hearing, Gallegos testified that the construction and maintenance of land POEs require extensive multijurisdictional cooperation among multiple federal, state, and local governments, as well as the private sector. SANDAG’s involvement in the construction of a third international border crossing in San Diego County – the Otay Mesa East POE and the connecting highway – illustrates the need for financing flexibility, federal support, and innovation.

SANDAG is maximizing public investment in the Otay Mesa East POE by utilizing publically-generated tolling revenues to leverage other state and federal funding. This new financing model, which was approved by the California legislature in 2008, allows SANDAG to issue bonds for the acquisition, construction, and completion of transportation facilities. The financial innovation has resulted in minimized project costs and efficiencies through early and ongoing collaboration between the various government stakeholders.

The Otay Mesa East POE project serves as an example of success at the local and state level – and the need for ongoing support from the federal government. Underinvestment in existing and new border harms the country’s economy and its ability to compete in the international marketplace. Gallegos noted in his testimony that a SANDAG study found that border traffic congestion and delays between San Diego County and the Baja Peninsula cost the U.S. and Mexican economies an estimated $7.2 billion in gross output and more than 62,000 jobs. That is a monetary loss equivalent to 18 Super Bowls and an annual job loss equivalent to four companies the size of Google.

Gallegos and other witnesses, including Sam Vale, Chair of the Public Policy Committee at the Border Trade Alliance, stressed to Members of Congress the importance of continued investment in border infrastructure and staffing capabilities. Congress must provide the U.S. Customs and Border Protection Agency (CBP) with adequate resources to staff new ports of entry, including the Otay Mesa East POE. These border crossings facilitate trade and positively impact the local, state, and national economy; it’s in the best interest of Congress to ensure they’re properly maintained and staffed.

While the recently-passed FAST Act includes a limited amount of funding for border facilities, the bill only serves as a down payment on the freight network’s needs. Tri-national supply chains, like the one illustrated in CAGTC’s Follow that Car brochure, rely on well-staffed and properly maintained ports of entry, as well as a system of highly-functional highways, waterways, and rail. To facilitate goods movement, much more by way of federal support is needed.
**Member News**

**This Port of Los Angeles Terminal Will Be First in the World to Use All Renewable Energy**

A 40-acre cargo terminal at the Port of Los Angeles will begin transitioning to solar power and other low- or zero-emission energy sources starting this summer, harbor officials said Wednesday.

Pasha Stevedoring and Terminals, which moves both traditional containers and “break bulk” cargo such as steel and other unusually shaped items, will begin the final design and construction of a solar power microgrid in June.

Port officials said the “green omni terminal,” which will serve as a test case for zero-emissions and electric technologies at the port, is seen as an ideal site because it moves a variety of cargo types, including about 2 million tons of steel a year.

The $26.6 million project is expected to take two years. When completed, the terminal will be the first in the world to generate all of its own energy needs from renewable sources, and it will be able to operate completely off the grid if necessary, port officials said.


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**Member News**

**Port Tampa Bay named Port Operator of the Year by Industry Publication**

Port Tampa Bay has been named North American Port Operator of the Year by maritime industry publication *Lloyd’s List*.

*Lloyd’s List* honors ports, port officials and other maritime achievements in its annual North American Awards, which were held at Pier Sixty in New York City last week. Port Tampa Bay was among a dozen winners honored in different categories.

“Our awards support the best in the shipping business, as well as the best in shipping generally — from courageous seafarers to innovators who through their inventions save lives, and organizations that go the extra mile to improve environmental standards,” said Craig Eason, deputy editor of *Lloyd’s List*, in a statement.

The Port Operator of the Year award recognizes the port authority for its high standards of operational efficiency, customer service, safety and environmental commitment. This is the first time Port Tampa Bay has won the award.

Industry News

FASTLANE Grant Applications Totaling Nearly $9.8 Billion
212 Applications Received for Infrastructure Projects

U.S. Transportation Secretary Anthony Foxx today announced that the U.S. Department of Transportation has received 212 applications totaling nearly $9.8 billion for grants through the newly-created Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program.

The huge wave of interest in the first year of this program – with states and localities requesting over 13 times more funding than was available through FASTLANE – underscores the continuing need for infrastructure investment across the country.

“Transportation creates jobs and makes jobs of the future possible. We know there is pent up demand for projects that will speed up the delivery of goods and make America even more competitive. Today, we have even more evidence,” said Secretary Foxx. “We’re going to do our best to support high impact transportation projects that will lay a new foundation for job creation and exporting American made goods throughout the world.”

Of the 212 applications received, 136 represent projects in urban areas, while the remaining 76 would support rural projects. The deadline for submitting applications was April 14, 2016. The Department of Transportation is currently reviewing all eligible applications.

The FASTLANE program was established in December 2015 as part of the Fixing America’s Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. FASTLANE grants provide dedicated funding for projects that address major issues facing our nation’s highways and bridges. For the first time in the U.S. Department of Transportation’s 50-year history, the program establishes broad, multiyear eligibilities for freight infrastructure, including intermodal projects.

FASTLANE grants will address many of the challenges outlined in the USDOT report Beyond Traffic, including increased congestion on the nation’s highways and the need for a strong multimodal transportation system to support the expected growth in freight movement both by ton and value. It is also in line with the Department’s draft National Freight Strategic Plan released in October 2015, which looks at challenges and identifies strategies to address impediments to the efficient flow of goods throughout the nation.

For more information about FASTLANE grants, please visit https://www.transportation.gov/FASTLANEgrants

Source: U.S. Department of Transportation: http://1.usa.gov/1XnU2ad
Research News

Keeping Counties Moving: Freight Transportation as an Economic Engine
National Association of Counties
March 2016

America’s counties play an essential role in developing transportation and infrastructure networks. Counties own and maintain 45 percent of America’s roads and 40 percent of bridges, in addition to investing over $122 billion annually in infrastructure and public works.

Investments and policy decisions play a critical role in not only moving people quickly and safely, but also in the efficient transport of goods. Investment in maritime and inland ports, rail and intermodal facilities, and crucial connector networks enable cargo to be moved throughout the national and across the globe. In turn, freight transportation provides an opportunity for significant direct and indirect economic benefits as a return on these investments.

Read the full report here: http://bit.ly/1sAMaGP

Research News

Failure to Act: Closing the Infrastructure Investment Gap for America’s Economic Future
American Society of Civil Engineers
May 2016

America’s infrastructure investment gap is hitting families where it hurts most - the wallet.

ASCE’s Failure to Act: Closing the Infrastructure Investment Gap for America’s Economic Future 2016 report, released May 10, estimates that continued underinvestment in infrastructure will cost each U.S. family $3,400 a year over the next decade.

“Poor infrastructure means more congestion on our roadways, broken water lines and power outages, and an inability to get our goods to market,” said Greg DiLoreto, P.E., P.L.S., D.WRE, Pres.13.ASCE, chair of ASCE’S Committee for America’s Infrastructure.

Download the full report here: http://bit.ly/1RtEk6j
CAGTC & Freight in the News

Trade Coalition CAGTC Elects New Chairman
*Heavy Duty Trucking*
May 12, 2016

CAGTC names Lovain chairman, fills board posts
*Progressive Railroading*
May 16, 2016

U.S. Infrastructure Funding Plan Would Tax Shippers
*Journal of Commerce*
May 19, 2016

Freight Coalition Board Member Gallegos Testifies on Importance of Border Infrastructure
*American Journal of Transportation*
May 20, 2016

Upcoming Events

**June 8-10, 2016:** CG/LA Infrastructure 14th Latin American Infrastructure Leadership Forum
*Buenos Aires, Argentina*

**June 15-17, 2016:** U.S.-Canada Summit 2016
*Columbus, OH*

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

**July 17-21, 2016:** PNWER’s 26th Annual Summit
*Calgary, Alberta, Canada*

**July 20-21, 2016:** AAPA, Port Security and IT Seminar and Exposition
*Arlington, VA*
**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 likeminded organizations.

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