On February 14, the Eno Center for Transportation released a new report with recommendations to improve the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program. Much of the “Life in the FASTLANE: Recommendations for Improving Federal Freight Grants” report echoes CAGTC’s longstanding policy and initial analysis of the first round of FASTLANE grants.

Chief among Eno’s recommendations is that funding for FASTLANE grants, or a similar discretionary freight program, should be increased to at least $2 billion a year. Although $2 billion is a widely agreed-upon minimum annual amount needed to maintain and improve the multimodal freight network, experts agree the real needs dollar amount is likely larger.

Eno also recommends that lawmakers revise the eligibility standards in the FASTLANE program to allow multimodal freight projects to qualify for additional funds, beyond the $500 million multimodal cap set aside by Congress in the FAST Act. This is a justifiable ask, argues Eno, because the General Fund of the Treasury is buoying the Highway Trust Fund account, meaning traditional road users have less of a claim over where funds are spent.

Eno also recommends to Congress that the FASTLANE grant program project eligibility be restricted to only freight projects. By tightening the metrics of the program, and only allowing freight projects or projects with a strong freight component to compete for funding, USDOT will be able to increase transparency of the program and make the case, should additional funding become available, for the importance of a larger competitive grant program.
In addition to making recommendations to Congress, Eno also lays out suggestions for the United States Department of Transportation (USDOT) to consider in future award cycles. First, the report recommends the Department exercise greater transparency during the evaluation process. Each evaluation criterion should be assigned a weight and the final results of evaluation should be made public in order to strengthen the program in the long run, says Eno.

Eno recommends that USDOT give higher weight to projects that leverage non-federal funds, both public and private. Doing so will allow FASTLANE to serve as the last dollar to the table. Eno argues weighing projects favorably that are financially supported by local, state, and potentially private dollars will incentivize creative financing and funding and maximize the impact of the federal investment.

Finally, Eno recommends to USDOT that the Department be explicit and transparent in geographic award decisions. The report notes that almost a third of 2016 FASTLANE funding went to the D.C./Virginia region; Eno encourages USDOT to be transparent about how these decisions are made in future rounds of funding.

A copy of “Life in the FASTLANE: Recommendations for Improving Federal Freight Grants” is available here. The Eno Freight Working group, which contributed to the report, is comprised of 19 members, including several individuals working for or belonging to CAGTC. These representatives include Chuck Baker of the National Railroad Construction and Maintenance Association, CAGTC President Leslie Blakey, CAGTC Founding Chairman Mort Downey, and Annie Nam of the Southern California Association of Governments.

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**Save The Date**

**CAGTC Annual Meeting**

**May 16-17, 2017**

**Washington, D.C.**

**May 16:** free and open to the public  
**May 17:** CAGTC members only

Email kcross@blakey-agnew.com to register
Recent months have brought forward sharply contrasting views of our United States. Our nation’s thought leaders are expressing wide ranging views on what’s broken and how to make repairs, and these ideas are frequently in stark contrast. Sifting through the divide du jour, we can find mutually held priorities. Increased economic activity, for one, is prioritized by all, and most agree that a robust transportation investment campaign will help achieve it.

A key tenet of President Trump’s campaign was to strengthen domestic infrastructure, mentioning it in speeches and interviews across the nation. He even promised a transportation infrastructure boon during his inaugural address. Prior to this, the term “infrastructure” had never been used in an inaugural address. Although not yet formalized in writing, the President has given us a peek into his proposal, which is set to invest $1 trillion over ten years, create jobs and improve roads, rails, and ports following years of inadequate investment.

On November 29, President Trump selected former Labor Secretary Elaine L. Chao for the position of secretary of transportation. Secretary Chao will play a key role in executing the President’s program – or any infrastructure program – and in testimony before the Senate, commended the President’s vision to “transform our country’s infrastructure, accelerate economic growth and productivity, and create good paying jobs across the country.”

We applaud President Trump and Transportation Secretary Chao for recognizing the importance of America’s infrastructure and the positive impact investment will have on the U.S. economy. Different from other types of infrastructure investment, freight infrastructure investment acts as an economic multiplier. Not only are jobs created during design and construction, but the economic activity yielded by efficient goods movement creates sustainable, high paying jobs across every industry. Any proposed investment initiative must have freight as a cornerstone.

A highly-functioning multimodal freight system attracts and retains U.S. businesses and, at present, the U.S. multimodal freight network directly supports 44 million U.S. jobs and moves $49 billion worth of goods daily.

Since our inception, CAGTC has advocated for the expansion of U.S. freight transportation infrastructure, promoting a seamless goods movement transportation system across all modes to enhance capacity and economic growth. Following the November election, CAGTC’s Board of Directors sent President-elect Trump a letter of priorities geared toward improving our freight network; that letter can be found here: https://tinyurl.com/zxlzd6b. Our “Freight Can’t Wait” booklet, originally developed in the lead up to FAST Act passage and updated this year, provides Congress and the Administration a sampling of projects with the highest potential to improve our freight mobility. The 2017 edition of “Freight Can’t Wait” can be found here: https://tinyurl.com/hgmgfkd.

Join us as we work with Congress and the new Administration to see our multimodal freight network prioritized. The time to invest is now – freight can’t wait.
Funding the Future of Infrastructure

During his campaign, then-candidate Donald Trump promised up to $1 trillion of investment in America's infrastructure. His continued emphasis after winning the election on the need for a large-scale investment in our roads, bridges, ports, and airports is being met with interest and support from some key lawmakers on Capitol Hill. Now, with Secretary Elaine Chao successfully installed at the U.S. Department of Transportation (USDOT), and action from the White House through the creation of an infrastructure task force, transportation – and the state of the freight network in particular – could stand to benefit from President Trump.

Trump’s infrastructure task force, housed in the White House, is charged with developing policy and identifying funding for a potential major infrastructure investment program. The task force will help federal, state and local officials as well as private investors coordinate on any potential investment. Senior Advisor to the President Jared Kushner, Chief Strategist and Senior Counselor Steve Bannon, Senior Policy Advisor Stephen Miller, and Chief Economic Advisory Gary Cohn were all named as potential participants, according to the trade press.

The Honorable Elaine Chao, Secretary of Transportation, expressed support for President Trump's infrastructure task force during her confirmation hearing in January. She spoke about collaborating with the task force to develop pay-fors and working with individuals to identify a more specific infrastructure proposal. Chao also emphasized during her hearing that USDOT would need to partner with Congress in order to make President Trump’s vision of a large-scale infrastructure investment program a reality.

Senate Democrats, sensing an opportunity to collaborate with the Republican President, proposed their own investment plan in January. The “Blueprint to Rebuild America’s Infrastructure,” which would invest $1 trillion over 10 years, calls for increased funding in the Transportation Investment Generating Economic Recovery (TIGER) grant program and creates a new Vital Infrastructure Program (VIP) to focus federal investment on the nation’s “most critical and transformative transportation projects.” VIP includes broad eligibility for all modes of surface transportation and would distribute funds to allow for the immediate completion of major projects across the nation.

Congressman Delaney

Despite the focus by Senators and the White House on the need to invest in infrastructure, there are ever-lingering disagreements on how to pay for such a visionary program. Congressman Delaney (D-MD), the only former CEO of a publicly traded company currently serving in the House of Representatives, introduced repatriation legislation last Congress that garnered support from both sides of the aisle and could potentially serve up necessary funding in 2017 and beyond.

Continued on Page 5
The November 8th general election resulted in full Republican control of Congress and brought about some important changes in the congressional transportation committees. While President Trump continues to advocate for strong investment in infrastructure, new committee members and leadership are guaranteed to have an impact on the direction of transportation policy in this new government.

The House remains in Republican control and Representative Shuster (R-PA) will retain his role as the Transportation & Infrastructure (T&I) Committee chair. Two GOP members, Rep. Cresent Hardy (R-NV) and Rep. John Mica (R-FL), both fell to challengers in their bids for reelection, while Reps. Candice Miller (R-MI), Richard Hanna (R-NY), and Reid Ribble (R-WI) declined to seek re-election. On the Democratic side, one member, Corrine Brown (D-FL), lost her bid for reelection, while three others, Reps. Donna Edwards (D-MD), Janice Hahn (D-CA) and Ann Kirkpatrick (D-AZ), did not seek re-election.

On January 13, 2017 Chairman Shuster announced that Representatives Randy Weber (R-TX), Doug LaMalfa (R-CA), Bruce Westerman (R-AR), Lloyd Smucker (R-PA), Paul Mitchell (R-MI), John Faso (R-NY), Drew Ferguson (R-GA), Brian Mast (R-FL), and Jason Lewis (R-MN) would be joining the Committee.

Continued on Page 6
On January 11, 2017 Ranking Member DeFazio (D-OR) announced new members to the House T&I Committee: Representatives Alan Lowenthal (D-CA), Frederica Wilson (D-FL), Donald Payne Jr. (D-NJ), Brenda Lawrence (D-MI), Mark DeSaulnier (D-CA) and Hank Johnson (D-GA). Republicans hold 34 seats on the committee while Democrats have 27 seats.

Republicans also retained control of the Senate on November 8. The Environment and Public Works (EPW) Committee and the Committee on Commerce, Science, & Transportation, which have jurisdiction over highway and multimodal policy, respectively, had very little turnover. Only one member of the Senate Commerce Committee, Senator Kelly Ayotte (R-NH), lost reelection while two others, Senators Marco Rubio (R-FL) and Steve Daines (R-MT) exited the Committee. Leadership of Senate Commerce remains the same, with Senator John Thune (R-SD) as Chairman and Senator Bill Nelson (D-FL) as Ranking Member. Chairman Thune announced that Senators Todd Young (R-IN), Mike Lee (R-UT), Jim Inhofe (R-OK), and Shelley Moore Capito (R-WV) would all join Commerce as new members. The Democratic members remained the same, resulting in a total of 14 Republican members and 13 Democrats.

On the EPW side, two members, Senator David Vitter (R-LA) and Senator Barbara Boxer (D-CA), decided not to seek reelection. Senator Tom Carper (D-DE) was chosen to serve as ranking member on the Senate EPW Committee, a position previously held by Senator Boxer. Senator Jim Inhofe (R-OK) was term-limited in his role as Chairman of Senate EPW and has been replaced by Senator John Barrasso (R-WY). The Republicans had two new Committee members join: Senators Joni Ernst (R-IA) and Jerry Moran (R-KS). Two new Democratic Senators joined the Committee: Senators Tammy Duckworth (D-IL) and Kamala Harris (D-CA). EPW now has 11 Republican members and 10 Democratic.

Below please find links to committees with jurisdiction over surface transportation. CAGTC members will receive comprehensive committee lists and staff contact information.

House Transportation & Infrastructure Committee:
http://transportation.house.gov/about/membership.htm

Senate Commerce Committee:
https://www.commerce.senate.gov/public/index.cfm/committeemembers

Senate Environment and Public Works Committee:
https://www.epw.senate.gov/public/index.cfm/members
CAGTC Unveils Research & White Paper Highlighting Growing Freight Needs and the Network’s Link to Manufacturing

With the 96th Transportation Research Board’s annual meeting as a backdrop, the Coalition for America’s Gateways and Trade Corridors (CAGTC) today unveiled a new research project accompanied by a white paper, both explaining why our national freight infrastructure must be improved to meet the demands of a growing economy.

Throughout his campaign, President-elect Trump prioritized both domestic manufacturing and transportation infrastructure – the two are intrinsically linked. CAGTC’s new research explores how the manufacturing landscape is evolving and demanding improvements of the freight network. In addition, CAGTC has compiled examples of freight projects across the country that stand to benefit manufacturing supply chains, and the economy as a whole, should they receive federal partnership and priority.

America’s 21st Century Manufacturing Relies on 20th Century Infrastructure reviews how manufacturing is changing – quickly – to decrease costs while meeting increased consumer demands. This White Paper provides a look at challenges that domestic manufacturers have met head-on to remain competitive in the global marketplace and notes that shifting manufacturing patterns demand improved capacity and reliability of the U.S. multimodal freight system.

“Domestic manufacturing growth requires strong infrastructure,” stated Fran Inman, Senior Vice President of Majestic Realty Co., nationally-recognized supply chain expert and co-author of America’s 21st Century Manufacturing Relies on 20th Century Infrastructure. “The U.S. spends less on transportation infrastructure as a percentage of GDP than any of its major trading partners and currently the U.S. ranks 13th in the world in quality of overall infrastructure. While the private sector has shifted to meet demand, our national freight infrastructure network – once the envy of the world – has stalled due to years of neglect and underinvestment, challenging economic growth potential.”

Unique from other types of infrastructure investment, investment in the nation’s multimodal freight network is an economic multiplier. Not only are jobs created immediately in the construction phase, but an efficient goods movement system will attract and retain U.S. businesses, support exports, and benefit the economy for years to come. Every economic sector – including manufacturing – depends on a reliable, safe and cost-effective network to move goods and services.

CAGTC’s new Freight Can’t Wait booklet highlights 43 freight projects of regional and national significance in need of federal partnership, including enhancements at freight hubs, sea and land gateways, and the augmentation of roadway capacity to diminish system chokepoints. Manufacturers depend on infrastructure in the Freight Can’t Wait Booklet to remain competitive in the world marketplace.

Continued on Page 8
“Freight Can’t Wait features projects that, once completed, will ease bottlenecks, reduce congestion, and enable domestic manufacturers to get goods to market quickly and cost-efficiently,” said Anna Denecke, lead researcher for the Freight Can’t Wait booklet and CAGTC’s Manager of Member Communications and Policy. “The incoming Administration’s commitment to revitalizing domestic manufacturing must be accompanied by significant investment in the multimodal freight transportation network, which serves to take goods from conception to consumption.”

Making freight infrastructure investment the hallmark of a large-scale investment program presents a unique opportunity to both attract and retain domestic manufacturing and bolster U.S. infrastructure – both of which are goals held by the incoming Administration. While private financing is a unique and underutilized tool important to infrastructure development, there are many instances in which a financing model is not applicable, or will not bring the project through completion, and federal funding is required.

Since its formation, CAGTC has supported the development of a multimodal freight-specific grant program that distributes money to meritorious projects on a competitive basis, using economically-driven criteria. A commitment to investment in goods movement and dedicated funding for a freight program is critical for America to ensure a safe, efficient, reliable, multimodal supply chain that will continue to stoke the engine of commerce and support job growth.


You and your guests are cordially invited to the

SAN GABRIEL VALLEY
Congressional Appreciation Reception

TUESDAY, MARCH 14, 2017
5:00 P.M. TO 7:00 P.M.
Rayburn House Office Building
Room 2253
Washington, D.C.

Please RSVP by March 7 to Ricky Choi
rchoi@theaceproject.org or (626) 373-2686

This event complies with the revised House and Senate rules.
**Member News**

**SCAG appoints Darin Chidsey as Chief Operating Officer; Will be responsible for driving the vision and strategies of the agency**

Darin Chidsey has been appointed Chief Operating Officer for the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization representing six counties, 191 cities and nearly 19 million residents.

Chidsey is an 11-year veteran of SCAG, most recently serving as the Director of Strategy, Policy and Public Affairs. Under his leadership, SCAG developed a successful State and Federal Legislative Program and has hosted many successful and highly regarded General Assemblies, Southern California Economic Summits, and War on Poverty Summits.

As COO, Chidsey will be responsible for driving the vision and strategies of the agency, as well as leading the implementation of new Regional Council initiatives. This includes updating SCAG's Strategic Plan to ensure that the agency continues to support its member cities and work collaboratively towards regional goals.

Read the full release here: [http://bit.ly/2fYh7ik](http://bit.ly/2fYh7ik)

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**Member News**

**ISA Honors Industry Leaders**

The Illinois Soybean Association (ISA) checkoff and membership programs honored six industry leaders with awards of excellence today at their annual meeting in Bloomington, Ill. The winners were nominated and chosen by the current ISA Board of Directors for excellence in promoting soy from Illinois in ISA's five areas that are important to Illinois soybean farmers - animal agriculture; transportation; yield, composition and profitability; freedom to operate and organizational excellence and leadership.

- John Greuling is the ISA Excellence in Transportation winner. The Excellence in Transportation Award honors someone who helps develop, expand or secure greater efficiencies and transportation opportunities for soybean products. Greuling is currently the president and CEO of the Will County Center for Economic Development (CED) and Will County Economic Development Foundation.

Cambridge Systematics names Karen Nocito as new Chief Financial Officer

After an extensive search, Cambridge Systematics (CS) CEO Brad Wright announced that, effective November 15, 2016, he has promoted Karen D. Nocito, CPA, to the role of Chief Financial Officer (CFO). Ms. Nocito brings more than 25 years of experience to the position, with the last 19 as CS’s Controller.

In her new role, Ms. Nocito serves as a key member of the Executive Leadership Team of Cambridge Systematics, a nationally-recognized leader in transportation planning and policy, analytics and modeling, and provider of open-source software solutions. She will devise and implement growth and profitability strategies, help to further strengthen the firm’s internal accounting controls and processes, and identify cost reduction strategies.

CS vetted more than 150 applicants for the position during a search that lasted several months. “Ms. Nocito stood out for her strategic vision and for her industry knowledge,” said Mr. Wright.

Ms. Nocito has held the role of Interim Treasurer since the departure of the prior long-term CFO in June 2016. During that time, she focused on a mix of strategics and operational matters. Mr. Wright said, “I have had the pleasure of working with Karen for many years and have observed first-hand her commitment to CS and her many contributions. I know that she will take us to the next level in our business planning and analytics.”

Read the full story here: http://bit.ly/2fzWWtK

Delaney Named Co-Chair of New Democrat Coalition Task Force on Infrastructure

Congressman John K. Delaney (D-MD) has been named a co-chair of the New Democrat Coalition’s Task Force on Infrastructure, one of seven policy task forces launched. Since taking office in 2013, Congressman Delaney has been a national leader on infrastructure policy, spearheading the effort to rebuild America’s infrastructure using revenues from international tax reform. During the last two Congresses, over 40 Democrats and 40 Republicans have cosponsored Delaney legislation to fund and finance new infrastructure investment using revenues from repatriation.

The New Democrat Coalition’s Task Force on Infrastructure will be co-chaired by Congressman Delaney and three other members: Congresswoman Elizabeth Esty (D-CT), Congresswoman Stacey Plaskett (D-VI), and Congresswoman Norma Torres (D-CA). The Vice-Chair for Policy is Congressman Derek Kilmer (D-WA).

“Infrastructure should be a top priority in Congress, it creates good jobs, improves people’s quality of life and helps businesses grow and compete,” said Congressman Delaney.

Read the full release here: http://bit.ly/2lgCkGB
Industry News

Congressman Lowenthal to Co-Chair PORTS Caucus

Will join Congressman Poe to lead bipartisan group

Congressman Alan Lowenthal (D-CA) today joins Congressman Ted Poe (R-TX) as a co-chair of the bipartisan House Ports Opportunity, Renewal, Trade, and Security (PORTS) Caucus.

Congressman Lowenthal succeeds retiring co-chair Congresswoman Janice Hahn (X-CA), who with Congressman Poe, founded the caucus in 2011 with the mission of promoting the importance of our nation’s ports to the economy and our need to secure them.

“America’s ports are the vital economic engines of not only the hundreds of port communities across America, but they are key component of our national economy,” Congressman Lowenthal said. “I am honored to follow Congresswoman Hahn as co-chair and look forward to working with Congressman Poe and all the Members of the caucus to find ways together to promote our ports, keep them safe, and maintain their financial success.”

Read the full release here: http://bit.ly/2gplSIM

Industry News

Senate Confirms Elaine Chao to Run Transportation Department

The U.S. Senate voted 93 to 6 on Tuesday to confirm Elaine Chao as head of the U.S. Transportation Department, which overseas aviation, vehicle, train and pipeline safety.

Chao, a former U.S. labor secretary and deputy transportation secretary, will face key decisions on how to regulate the growing use of drones and automakers’ plans to offer self-driving cars.

She will also be a key players in President Donald Trump’s Cabinet if his administration pushes ahead with a major infrastructure spending program, as the businessman-turned-politician promised during last year’s presidential campaign.

The transportation Department has a $75 billion annual budget and about 60,000 employees. It includes the Federal Aviation Administration, which handles air traffic control.

Find the full release here: http://for.tn/2lfXfd3
Better Supply Chain Information Could Improve DOT’s Freight Efforts
U.S. Government Accountability Office
October 31, 2016

U.S. West Coast ports are critical to the national transportation freight network and global supply chains. Changes in global shipping and disruptions at ports can create congestion and economic hardship for shippers with resulting effects throughout supply chains. The 2015 Fixing America’s Surface Transportation Act provides freight policy goals, including increasing U.S. economic competitiveness; reducing freight congestion; and improving the safety, reliability, and efficiency of the freight network. The act also established new DOT freight funding programs.

This report addresses: (1) how major U.S. West Coast ports have responded to recent changes in global shipping; (2) how selected shippers have been impacted by and responded to a recent port disruption, and (3) how DOT’s efforts support port cargo movement and whether they can be improved. GAO conducted case studies of the three major port regions on the West Coast; interviewed key stakeholders - such as port authorities and state and local transportation agencies - for each region and 21 industry representatives, and evaluated DOT’s freight efforts relative to criteria on using quality information to support decision-making.

Find the full report here: http://www.gao.gov/assets/690/680719.pdf

40 Proposed U.S. Transportation and Water Infrastructure Projects of Major Economic Significance
AECOM for the U.S. Department of the Treasury
December 2016

In recognition of the important role that public works infrastructure plays in supporting national economic growth, the U.S. Department of the Treasury (Treasury), on behalf of the Build America Investment Initiative, commissioned this study. Its objective is to identify 40 proposed transportation and water infrastructure projects in the United States of major economic significance, but whose completion has slowed or is jeopardy. This study provides the public with a picture of how, if completed, these proposed infrastructure projects would have a positive impact on national and regional economic activity, such as reducing congestion, improving safety and reliability, decreasing flood hazard, and other benefits.

Find the full report here: http://bit.ly/2j3U76q
CAGTC & Freight in the News

Parking Lot Party
*Coeur d'Alene Press*
October 25, 2016

CAGTC to Trump: 7 freight actions to begin term
*Railway Age*
December 08, 2016

CAGTC: Freight infrastructure must be improved to meet demand
*American Shipper*
January 13, 2017

Inland ports are integral to US economy
*American Journal of Transportation*
February 13, 2017

Upcoming Events

**March 7-8, 2017:** AAPA Port Administration & Legal Issues Seminar
*Oakland, CA*

**April 23-26, 2017:** ACEC Annual Convention and Legislative Summit
*Washington, DC*

**May 2-4, 2017:** 2017 Operations & Maintenance Business Meeting
*Lombard, IL*

**May 4-5, 2017:** SCAG's 52nd annual Regional Conference and General Assembly
*Palm Desert, CA*

**May 16-17, 2017:** CAGTC Annual Meeting
*Washington, DC*
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.

To learn more contact:
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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 kcross@blakey-agnew.com