Trump Administration Rebrands, Redefines FASTLANE Grant Program

On June 28, 2017 the U.S. Department of Transportation (USDOT) released a notice of funding opportunity (NOFO) for the Nationally Significant Freight and Highway Projects program (NSFHP), formerly referred to as FASTLANE grants by the Obama Administration. In their NOFO, the Trump Administration rebranded the program the Infrastructure for Rebuilding America (INFRA) grants and made changes to the selection criteria to reflect their priorities.

Established by the Fixing America’s Surface Transportation (FAST) Act of 2015, the competitive grant program was created to provide funding for capital investments in large freight and highway projects. In October 2016, USDOT issued a NOFO for round two of the then-FASTLANE grants but the necessary appropriations law was not passed in time for the Obama Administration to make awards before leaving office in January 2017. Instead, the Trump Administration announced they would only be making the “small project” set-aside selections, around $80 million, under the October 2016 criteria. The rest of the money, around $710 million, has been combined with the fiscal year 2018 funding, around $900 million, totalling approximately $1.5 billion in available funds under the INFRA NOFO.

USDOT will allow entities that applied for funding under the FY17 FASTLANE program to either submit an entirely new application or include a supplementary appendix to a previously submitted application that highlights how the project aligns with the new selection criteria. Applications are due by 8pm Eastern, November 2, 2017 and the “apply” function will open on grants.gov by August 1, 2017.
The recently published NOFO outlines new merit criteria based on: national and regional economic vitality; the potential for innovation in key categories including safety, environmental review and permitting, and project delivery approach; the leveraging of federal funding; and performance and accountability. Under the Obama Administration, merit criteria focused on economic, mobility, safety, and community and environmental outcomes. USDOT notes in their explanation of the INFRA rebrand that “the program’s focus on economic vitality, leverage (including private sector participation), innovation, and performance, means that freight projects will be competitive.”

USDOT indicated that evaluators will focus on projects that result in construction, although the FAST Act allows the grants to fund development phase activities. The new NOFO also reflects the Administration’s focus on rural needs, proposed in President Trump’s fiscal year 2018 budget request, by noting that careful consideration will be given to projects that address transportation needs in rural areas of various sizes. While statute requires that at least 25 percent of funds be used for rural areas, USDOT indicated they may elect to go above that threshold should appropriate projects be submitted.

The NOFO also notes that, after accounting for fiscal year 2016 and “small project” 2017 awards, around $326 million of the $500 million multimodal cap is still available. The FAST Act allows investment of multimodal funding for freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network.

In addition to soliciting applications for funding, USDOT invites comments on the new criteria as well as the Department’s implementation. Comments are due November 2, 2017 and will therefore not affect this round of funding. Instead, any comments received will be considered for future INFRA grant rounds, per USDOT.

Following USDOT’s publication of the NOFO, the Department reported they would be hosting a series of webinars to provide technical assistance during the INFRA grant application process. USDOT’s first webinar was held on July 13, 2017 and titled, “How to Compete for INFRA Grants.” During the webinar, Paul Baumer, Policy Advisor to the Undersecretary of Transportation for Policy at USDOT, provided a summary of the changes USDOT made to the criteria for the INFRA program. USDOT’s second INFRA webinar was held on July 18, 2017, again hosted by Paul Baumer, and focused on rural and tribal applicants. The next scheduled webinar will be on August 14, 2017, at 2pm Eastern. Registration for it can be found on the INFRA website here. Members of CAGTC received detailed summaries of USDOT’s webinars.
Intermodal EXPO – the must attend supply chain event. Will you be there?

Intermodal EXPO brings the intermodal community together again in Long Beach, California in 2017. Don’t miss this once-a-year opportunity to learn, interact and move forward.

Don’t wait. Register now! Visit IntermodalEXPO.com today.

REGISTER BY AUGUST 31 USING CODE “CAGTC” TO SAVE $100 OFF FULL NON-MEMBER REGISTRATIONS

September 17-20
Long Beach, CA

Join IANA today and save 50% off your first full member registration.

IANA. The Connecting Force Behind Intermodal Freight.
It was the ideal day for anyone to be at Port Canaveral. The massive 2,974-passenger Carnival Liberty cruise ship was docked and prepping for its next voyage. Cargo trucks were loading and unloading products headed inland.

And — rarest of them all — a SpaceX rocket booster was being moved onto land from a barge, to be repaired and readied for its next mission launch.

That’s all exciting and new for port visitors. But it was just another day in the office for Capt. John Murray, the port’s CEO and a licensed U.S. Coast Guard captain.

It’s been a year and a half since Murray assumed the helm of Port Canaveral in January 2016. Murray replaced former port CEO John Walsh, who agreed on Sept. 23, 2015, to resign after making some controversial comments to Cape Canaveral locals.

But even before Murray took over, Port Canaveral’s business portfolio was booming, leading to this year’s estimated revenue of nearly $100 million. Most of that revenue — more than $61 million from wharf and docking operations — comes from cargo, cruise ships and other uses from clients like SpaceX that have facilities at the port.

In addition, the port plans to begin construction in late summer 2018 on the $150 million Cruise Terminal 3 that’s set to be completed by 2019.

That new cruise terminal also will include a 1,200-space parking garage, as well as preparing the sea and land site work, roadways and other needed utility improvements.

The new building is designed to accommodate up to 8,000-passenger vessels, like the massive Oasis-level cruise ships by Miami-based Royal Caribbean Cruises Ltd.

Other projects and potential upgrades include:

- Possibly buying a $5.4 million mobile cargo crane to help the port further boost cargo operations
- Leasing land to new tenants such as SpaceX, which plans to build a second rocket refurbishment center — totaling 67,222 square feet — to launch rockets more frequently. That’s good for the growing commercial space industry and will attract more tourists to the Space Coast.
- Studying a $75 million rail cargo option that would connect through Cape Canaveral Air Force Station and improve the port’s ability to transfer cargo. The port’s existing Seaport Canaveral bulk commodities storage tenant receives such cargo including fuel, automobiles, and gravel or salt that comes in from ships before being transported inland.
- Growing its auto business with a center that would allow vehicle processing and modifying operations for auto manufacturers shipping cars from the port

But to keep fueling that growth, it will take Murray’s leadership — along with the guidance of the Canaveral Port Authority commissioners — to keep the ship on course.

Continued on Page 5
“Everything is great,” Murray told Orlando Business Journal. “The port is a lot of fun, and we have a lot of great and exciting things going on.”

To go deeper into those “great and exciting” things, Murray spoke with OBJ one-on-one about what’s underway at the massive transportation hub, plans that will revolutionize business and his future goals for Port Canaveral.

Here’s what he had to say:

Has anything about the job surprised you in the past year? Not really. When I finally came off the ships [in the shipping business], one of my first jobs was at Port of Charleston in South Carolina in 1979. I was running the port office for a company called the Lykes Bros. Steamship Co. And coming here is a lot like what I did back then. So, I knew all the functions of a port, such as who did what and why. When I came here, it was much of the same — just sitting in a different chair.

What’s the most interesting thing you’ve encountered since coming to the port? It’s that SpaceX hadn’t landed a booster on a platform on sea. When they did that in April of last year, it was the first time it was successful. Now, it’s becoming a regular occurrence. It’s really exciting to be a part of that. We are talking not just to SpaceX, which already has a local presence, but to many other commercial operators looking for similar concepts. It’s an exciting time to be here and be the only port that’s a close enough viable option.

What’s it like being in business with cutting-edge space companies? Space is a sexy thing right now. Two of the world’s billionaires — SpaceX’s Elon Musk and Blue Origin’s Jeff Bezos — are launching rockets here and competing to see who can do what first. One of the funny things is when the legacy space companies launch rockets, they use the NASA launch center, everybody has on ties and jackets and when something good happens, they shake hands and that’s it. But when SpaceX launches something, it’s like a rave club with everybody screaming in excitement when the booster separates. It’s a great new level of energy. It’s two different cultures that makes it exciting.

What can you share on the new Cruise Terminal 3 facility being planned? We don’t know who the tenant of Cruise Terminal 3 will be just yet. But one of the things we try to do when we build a terminal of this magnitude is have the partner — in this case, the cruise client — work with us through the process to make sure we meet their needs. The design will be very similar to the existing Cruise Terminal 1 with some differences due to the makeup of the land. But it will serve ships similar to the Oasis of the Seas.

What are cruise operators saying they need? At one point, they wanted just a berth and lots to move their passengers on and off. Now, the cruise industry is evolving and the ship is becoming the vacation itself, in many cases. Many cruises have been running down to the same ports for years, and when you have been to those ports 10 times, you begin to ask, how do you reinvent the product to make people get back on the cruise ship? More ships are becoming the major destination. So when their revenue is based on a per-person or per-bed basis, the ships get bigger and the berths will no longer accommodate those passengers unless we make changes. I liken it to an airport: If you have a 737 flying out of a gate, you put a security checkpoint designed for that and everything goes fine — until a 747 comes in with more people. You need to have the infrastructure to make sure people aren’t just standing in line the whole time.

What have you learned so far in building a cruise terminal? I find the engineering concepts the most interesting — how you put it all together. Waterfront engineering is very different from land-side engineering. You have specialists design everything from that ocean bulkhead because the parts from the water to the land require very unique architecture and engineering. That’s why we decided to split that part of the contract for Cruise Terminal 3. In the past, we have had one person do the whole project, waterside and shore-side. But what we’ve done now is the waterside component is being done earlier because it takes longer for permitting and more regulatory agencies have to give permission to do what you need to do. By doing it separately, we can go through permitting without having to worry about the terminal schedule itself.

Continued on Page 6
Are there other benefits to that? It also opens up the number of potential companies that can bid on the building design, parking garage and other components. Because we are dealing with normal land-side infrastructure with all the water components removed, you can deal with two separate contractors and open the field for the terminal designers, instead of having the water component tied to it.

Are all six cruise terminals upgraded now? Cruise Terminal 6 was upgraded in 2012, then the new Cruise Terminal 1 opened in 2014, followed by Cruise Terminal 5 completing its upgrade last June. Cruise Terminal 10 just completed a $37 million renovation last November. Cruise Terminal 8 is the Disney Cruise Line terminal and Disney decides what they do on that. Cruise Terminal 3 won’t begin construction until next year with completion in 2019. When the previous terminals were built, they were designed for ships with 2,500 passengers. Today, we see ships that fit up to 8,000 passengers.

Are some of the terminals going to be rebuilt, like terminals 1 and 3? Well, as these ships age out and ships like the Carnival Liberty [which can fit 2,974 passengers] moves somewhere else and is replaced by a larger ship, we eventually will get to a point where they don’t fit at these smaller terminals anymore. That’s why we are looking at how we get bigger and better facilities to accommodate ships being built today.

What will the auto processing plant do? Let’s say Dubai needs police cars. The processing plant will be able to do all of the required upgrades to turn a regular vehicle into a police car — putting in the lights, armor and whatever else it needs — before shipping those completed units. The same can be done in reverse where vehicles can come into the U.S. and be converted to meet regulations before going to dealerships. For example, passenger vans can come in, be stripped down to sell as commercial vehicles and sent to dealers that specialize in those types of products. But that’s still in the early growth mode with a few carriers right now and another that will start in the third quarter of this year, as well as others talking to us about potential opportunities.

Will cargo become the extremely lucrative venture previous Port Canaveral executives envisioned? Containers have never been big through Port Canaveral and that business may never be that big here in Florida. We are not on the major East-West corridors that are the main drivers for cargo rail and distribution centers like Atlanta or Memphis and Nashville, Tenn. Florida is a peninsula and we will always be a truck market. The rail connections from Florida’s east coast in Jacksonville connect easily, so you just put cargo on a truck here and drive two hours — saving yourself a full day of rail transit. Unless it’s a tall or heavy piece of equipment that can’t be transported via the roads, I think truck will always be the preferred transportation mode.

Does that mean rail at Port Canaveral doesn’t make sense anymore? We are still having discussions. We decided two routes were not viable that had a lot of community opposition and another route wouldn’t fit road realignments. But we have been working with the U.S. Air Force on a route through the Air Force base that will connect to the NASA side and give us access to the rest of the rail network. There still can be a rail component but at the end of the day, somebody has to pay for it. And if you are investing $75 million, you have to have a return on that investment. The guys that want the rail are the cargo operators, and you need to have a cargo volume commitment and financial component they contribute to make that viable.

So why is it worth investing into a mobile cargo crane? Mobile cranes are normal for container operations in Central and South America. You can use them for bulk operations and heavy-lift operations, and they are not locked to one location. We could invest into more gantry cranes, but at this point, a mobile harbor crane makes more sense. Mobile cranes are in very high demand and also are only about half the price at about $6 million — compared to the gantry cranes at $12 million — and the efficiency is pretty close. The other thing is the rail lines the cranes work on only go through one terminal, which makes us only able to serve one ship at a time. A mobile harbor crane can help us work another dock, while the two gantry cranes work this existing dock. What users would use a mobile crane? SpaceX can use it. It’s using a crane now that it has to pay for all year to have it here when the crane is needed. So, one possibility is to have a crane available that can lift SpaceX’s rocket when needed. It saves SpaceX money and provides us with a new revenue stream, so it becomes a great extra asset in addition to the two gantry cranes.

Continued on Page 7
Are you welcoming every new business opportunity you get? We have a lot of undeveloped property in the port right now, so we are looking at what is the highest and best use. We have longstanding customers like those at Seaport Canaveral that we will honor relationships with, but we are not inviting any more to the table. We already have ample demand from cruise and container cargo space. For example, there’s no other port outside of us and one in Los Angeles that caters to a SpaceX drone landing pad. And we hear SpaceX rockets are developing more capabilities to fly back to land more, so we may see a second drone ship here, whether that’s a new one or if one from the West Coast moves here.

What’s your vision for Jetty Park? There has always been somebody thinking about putting a hotel at Jetty Park, but that’s not something the Port Authority will entertain. Jetty Park is a gem to us. It’s right here on the water with a campground; it’s for the public and they will continue to enjoy it. We have no vision to develop this into something other than it is.

What other challenges is the port facing? Transportation into Port Canaveral is one of my big challenges. There’s a drawbridge on State Road 401 that’s been declared functionally obsolete. It was built in the early 1960s and is a main entry for Port Canaveral via State Road 528. When we have four cruise ships out here on the weekends, sometimes the drawbridge will go up and we will have traffic backed up all the way back toward the 528 to Merritt Island. The state is looking at replacement options, but those will have to tie into the 528 widening that is supposed to happen in 2025. Those plans could be advanced due to demand. A lot of our cruise passengers take a cruise and tie that into a vacation on land at the theme parks, so the need for improvement is there.

What are your goals for this year? Be deliberate with what we are doing — not just rush out to build things because it sounds like a good idea. As we regroup and finish these major projects we started when I first got here, we will stop, take a breath and look to the future with the new cruise terminals and the commercial space industry.

What is the long-term plan for Port Canaveral? We have been working on a master plan for a little over a year, a long-term vision for where we are going to be in 20 years. We started before SpaceX landed its first booster on an off-shore drone ship. Once it did that successfully, we started having discussions and realized there was a whole new component of business here that we need to accommodate going forward. So, we have spent a lot of time with the space companies and our master planning consultant to make sure we begin to look for a place for everyone — cargo, cruises, auto and space business — at the same time.

What can Orlando’s business community do to help Port Canaveral? We help each other. We are Orlando’s port, and the awareness of what we do here is important to Orlando. As things evolve, we are becoming more of a gateway to Central Florida with passengers, bulk commodities, jet fuel and more. We are a pretty significant economic engine for the region.

Capt. John Murray
Duties/responsibilities: Manages Port Canaveral’s facilities serving cruise, cargo, recreation, logistics and commercial space businesses

Years in the industry: 40-plus years
Education: Bachelor’s of science, Maine Maritime Academy

Previous position: President/CEO, Hapag-Lloyd USA, a global shipping company

Philosophy: “Treat everybody fairly. Work hard for what you get, but don’t run over people to get it. That’s the key to succeeding. Know who your clients are and what they do. There are many people that depend on this port — not just cruises or cargo — including very unique small businesses.”
On July 13, 2017 the Coalition for America’s Gateways and Trade Corridors (CAGTC) released its second in a series of White Papers that explores, through key industry sectors, why our national freight infrastructure must be improved to keep pace with the demands of our economy.

The Vital Role of U.S. Transportation Infrastructure in Moving Agriculture Forward reviews the impact of deteriorating infrastructure on U.S. agricultural competitiveness in the global market, focusing as an example on soybeans grown in the state of Illinois. The U.S. agriculture sector is a significant component of the U.S. economy and continues to grow. In fact, the U.S. Department of Agriculture estimates that U.S. farm exports were worth twice as much in 2016 as they were 10 years previously. Agriculture commodities are commonly time sensitive and therefore require a stable, robust goods movement network. This White Paper examines how the reliability and efficiency of logistics and transportation networks are crucial for the competitiveness of the agriculture industry, which provides fuel, food and fiber while also sustaining the U.S. economy as a whole.

“Robust, efficient infrastructure for moving agricultural commodities to market is important to farmers and agribusinesses as it allows them to make sales and deliver products on time and in good shape – and ensure economic viability,” stated Mike Levin, Director of Issues Management Analysis, Illinois Soybean Association and author of The Vital Role of U.S. Transportation Infrastructure in Moving Agriculture Forward. “Without a strong goods movement network, agricultural commodities cannot remain competitive in global markets and we are already starting to feel the pressure. In 2013, Brazilian exports surpassed U.S. soybean exports, a move that was primarily attributed to the differences in transportation costs.”

While differences in transportation costs for some destinations and routes helped to divert trade from the U.S. to sources in Brazil or Argentina, the reverse can also be true should U.S. freight infrastructure offer greater competitiveness. 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 agribusiness – depends on a reliable, safe and cost-effective network to move goods and services.
“Our nation’s farmers rely on a high-functioning, efficient multimodal freight network from harvest to market. Although many think only of the rural component required to move agriculture commodities, in fact products travel through both rural communities and urban centers, requiring dependable and cost-effective infrastructure from end-to-end,” said CAGTC Executive Director Elaine Nessle. “A strategic campaign of investment is needed to ensure that our agricultural producers can remain competitive in the global market place.”

**Industry News**

**Senate Panel Approves Funding Boost for Transportation Department**

A Senate panel approved a funding boost for the Department of Transportation (DOT) on Thursday, moving ahead with spending plans that reject what President Trump had envisioned for the agency. The Senate Appropriations Committee unanimously backed legislation that would provide nearly $19.5 billion in discretionary funding for the DOT in fiscal 2018 — which is $978 million above current levels and nearly $3.3 billion more than what Trump requested.

Across the Capitol, the House spending panel passed a bill that would cut DOT’s budget by $646 million, for a 3.7 percent decrease.

The Senate bill also would provide $550 million for the Transportation Investment Generating Economic Recovery (TIGER) grant program, which would be a $50 million increase.


---

**Industry News**

**President Trump Establishes Advisory Council on Infrastructure**

President Trump issued an Executive Order (EO) on July 19, 2017 establishing a Presidential Advisory Council on Infrastructure, to be housed within the Department of Commerce. The Council is tasked with studying the “scope and effectiveness of... Federal Government funding, support, and delivery of infrastructure projects,” and will focus on multiple sectors including surface transportation and ports and waterways as well as broadband, renewable energy, and aviation, among others. It will be composed of 15 members, at the most, who represent either real estate, finance, construction, communications and technology, transportation and logistics, labor, environmental policy, regional and local economic development, or other sectors “determined by the President to be of value to the Council.”

The Council will make recommendations about the prioritization of U.S. infrastructure needs, ways to accelerate the permitting process, and developing funding and financing methods, including ways to increase public-private partnerships. It is scheduled to terminate at the end of 2018, unless President Trump extends its mandate.

Gov. Scott Appoints Michael J. Dew as Secretary of the Florida Department of Transportation

PENSACOLA, Fla. — Today, Governor Rick Scott announced the appointment of Michael J. Dew as Secretary of the Florida Department of Transportation (FDOT) effective June 5, 2017.

Governor Scott said, “For six years, Mike has been an integral part of my administration in the Executive Office of the Governor, Florida Department of Corrections and most recently the Florida Department of Transportation. Mike’s hard work and leadership over these years is a testament to his commitment to improve the lives of Florida families. During his time as Chief of Staff of the FDOT, we’ve made great strides thanks to a commitment to excellence in infrastructure and historic transportation funding. Florida’s world-class transportation system is an engine for economic growth and job creation and I know Mike is absolutely committed to continuing our great work.”

Read the full release here: http://bit.ly/2uQQkj5

Long Beach Ranked Top North American Seaport

The Port of Long Beach was again named the Best North American Seaport at the Asian Freight, Logistics and Supply Chain Awards held June 29 in Singapore.

This is the third consecutive year and the 19th time in the last 22 years that the Port of Long Beach has won the title “Best North American Seaport” from Asia Cargo News and the previous event organizer, CargoNews Asia.

The award is bestowed by importers, exporters, and logistics and supply chain professionals. Ports are judged based on service quality, innovation, customer relations and reliability, among other factors.

“We take a lot of pride in working hard to meet the needs of our customers,” said Port of Long Beach Executive Director Mario Cordero. “It’s an honor to be recognized — we are especially proud of our commitment to providing the best service on the continent.”

Read the full release here: http://bit.ly/2gZuZ17
Improving Motor Carrier Safety Measurement
National Academies of Sciences, Engineering, and Medicine
June 2017

Every year roughly 100,000 fatal and injury crashes occur in the United States involving large trucks and buses. The Federal Motor Carrier Safety Administration (FMCSA) in the U.S. Department of Transportation works to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA uses information that is collected on the frequency of approximately 900 different violations of safety regulations discovered during (mainly) roadside inspections to assess motor carriers’ compliance with Federal Motor Carrier Safety Regulations, as well as to evaluate their compliance in comparison with their peers. Through use of this information, FMCSA’s Safety Measurement System (SMS) identifies carriers to receive its available interventions in order to reduce the risk of crashes across all carriers. Improving Motor Carrier Safety Measurement examines the effectiveness of the use of the percentile ranks produced by SMS for identifying high-risk carriers, and if not, what alternatives might be preferred.

Find the full report here: http://bit.ly/2vWyesz

National Coalition on Truck Parking
Federal Highway Administration
July 2017

The U.S. Department of Transportation (USDOT) and several stakeholder organizations established the National Coalition on Truck Parking (Coalition) in August 2015 as a response to a documented need for truck parking solutions. Stakeholders engaged in the Coalition represent the trucking industry, commercial vehicle safety officials, State departments of transportation (DOTs), and commercial truck stop owners and operators. This National Coalition on Truck Parking Activity Report, 2015-2016 (Report) documents the first year of Coalition activities and synthesizes suggestions from participants to address truck parking problems across the Nation.

Find the full report here: http://bit.ly/2gZDx7Z
CAGTC & Freight in the News

The TIGER is in danger of being permanently benched
*Logistics Management*
July 12, 2017
http://bit.ly/2sUVxBs

*America’s Agriculture: Built on Infrastructure*
*American Journal of Transportation*
July 13, 2017
http://bit.ly/2vsTeI8

*U.S. Agriculture Challenged by Aging Infrastructure*
*Maritime Executive*
July 13, 2017

*Freight infrastructure must be improved to maintain U.S. competitiveness, CAGTC says*
*Progressive Railroading*
July 17, 2017

Upcoming Events

**August 2-4, 2017**: Ohio Conference on Freight
*Columbus, OH*

**August 27-30, 2017**: ASCE International Conference on Highway Pavements and Airfield Technology
*Philadelphia, PA*

**September 17-20**: IANA Intermodal EXPO
*Long Beach, CA*

**September 12-14, 2017**: 2017 FTR Transportation Conference
*Indianapolis, IN*

**October 21-25, 2017**: ATA Management Conference & Exhibition
*Orlando, FL*
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.

**Timely Communication**
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:
Katie Cross
Coalition for America’s Gateways and Trade Corridors
1444 Eye Street NW, Suite 1100
Washington, DC 20005
Tel: (202) 828-9100 | Fax: (202) 797-0020
Email: kcross@blakey-agnew.com

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