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Published by:

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This Issue

Volume Twelve - No. 3
March 2018

The Trade Corridor Bulletin
Improving America’s Intermodal Freight and Goods Movement

Freight Infrastructure Stands to Benefit from Federal Funding Plus Ups

TIGER IX awarded 56 Percent of Funds to Freight Projects; FY18 Omnibus Triples Program Funding

On March 23, 2018, President Trump signed the Consolidated Appropriations Act, 2018 into law. It provides Federal funding until September 30, 2018 and was passed just hours before the Federal government would have been forced to shut down for the third time in fiscal year 2018 (FY18) due to lack of appropriated funds. The bill, commonly referred to as the omnibus, contains legislation and funding for all 12 of the annual appropriations bills, totaling $1.3 trillion. This is significantly more than the $1.07 trillion provided in fiscal year 2017 (FY17) appropriations.

The notable increase in funding stemmed from a bipartisan budget deal that was signed into law earlier this year. On February 9, after a brief Federal government shutdown, Congress passed a continuing resolution (CR) to keep the Federal government funded through March 23, 2018. Attached to that CR was the bipartisan budget deal, referred to as “historic” by Congressional leadership, which increased federal spending caps by around $300 billion over two years and extended the debt ceiling until March 2019. Congressional leadership promised $20 billion of the $300 billion increase to infrastructure in FY18 and fiscal year 2019 (FY19).

These promised spending increases were reflected in the FY18 omnibus – the U.S. Department of Transportation (USDOT) saw $27.3 billion in discretionary appropriations, $8.7 billion above FY17 levels.
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The bill met the Fixing America’s Surface Transportation (FAST) Act authorization levels and provided an extra $2.5 billion in discretionary highway funding, to be divided up between a rural bridge competitive grant program, funding for public lands, and existing formula programs. The Federal Railroad Administration, Federal Motor Carrier Safety Administration, and Maritime Administration also all saw increases in their FY18 budgets.

Of significance for CAGTC, and infrastructure investments generally, the FY18 omnibus tripled funding for the Transportation Investment Generating Economic Recovery (TIGER) grant program, bringing total funding for FY18 to $1.5 billion. TIGER’s minimum and maximum awards sizes remain the same as they were in FY17 ($5 million and $25 million respectively). It also retained the requirement that no state receive more than 10 percent of total funding. Significantly, the law stipulates that USDOT “shall not use the Federal share as a selection criteria in awarding projects.” By forbidding projects from being evaluated solely on their ability to attract non-Federal revenue and instructing the Administration to direct attention to an “appropriate balance” between urban and rural needs as well as transportation modes, this law respects CAGTC’s long-standing call for the use of outcome-based, objective criteria in competitive grant programs.

Freight infrastructure scores high when criteria is applied that focus on project outcomes such as economic, sustainability and safety benefits as well as mobility of commerce. Because of this, freight has historically competed well in the TIGER grant program, earning 44 percent of awarded funds since it was created in 2009. In mid-March 2018, USDOT released the awards for the ninth round of TIGER, which saw an impressive 56 percent of awarded funds going to freight infrastructure projects. This more than doubled the 26 percent of funds that were awarded to freight programs under TIGER VIII in 2016.

CAGTC Members developed and supported awarded projects in TIGER IX:

Dewberry prepared the North Carolina Department of Transportation’s application, which received $19.9 million in TIGER funding. According to Dewberry’s National Director of Ports and Intermodal, and CAGTC Board Member, Rachel Van denberg, the “project will address the grade separation of two railroad corridors that run through western Raleigh – state-supported Amtrak trains also utilize this corridor on shared freight rail tracks. It will allow the rapidly-growing community to coexist with increasing freight and passenger train demands.”

The Washington State Freight Mobility Strategic Investment Board (FMSIB) also supported a successful project under this round of TIGER. The City of Spokane Valley was awarded over $9 million for their Bridging the Valley: Baker Road Grade Separation Project. FMSIB was an early investor in the City’s Baker Road project, granting $10 million to this grade separation in 2010.

In total, TIGER IX saw over $12.50 in requests for every $1 in available funds, demonstrating the significant demand for competitive programs. Such programs are critical for freight projects, which often span multiple modes and cross jurisdictional boundaries, making them hard to fund through traditional formula programs. The plus up of the program in the FY18 omnibus will be beneficial to freight investment, as TIGER is one of the few Federal resources available to address these needs of regional and national significance.

Find CAGTC’s release about TIGER IX here and about the FY18 omnibus here.
Movement on Infrastructure Plan, But Will One Pass in 2018?

White House Infrastructure Plan Released; Congress Mulls Own Solutions

On February 12, 2018 the White House released the text of their long-awaited infrastructure plan. Detailing three new funding programs and various reforms to existing financing and permitting measures, the plan proposed investing $200 billion in direct Federal funding to leverage $1.5 trillion in total investment over ten years. The plan is not limited to transportation infrastructure but is instead intended to address all types of infrastructure. The three proposed programs, titled the Infrastructure Incentives Program (IIP), the Rural Investment Program (RIP), and the Transformative Project Program (TPP), are each intended to spur investment in a different area.

The IIP, given 50 percent of available funds, is intended to incentivize non-Federal entities to bring their own funding to the table by limiting the Federal investment to 20 percent of total project costs. The RIP is comprised of two parts: a formula program that would distribute 80 percent of the funds available to it directly to state governors, and a grant program open to states as applicants. The program is intended to invest in areas that, traditionally, have more difficulty in bringing private, or non-Federal, funds to the table. The TPP is intended to invest in innovative projects that would otherwise have difficulty finding funding from private entities due to their potential risk.

Beyond proposing these three new funding programs, the White House plan would also expand applicant eligibility for existing financing programs, like TIFIA and RIFF, as well as private activity bonds (PABs). It also proposes over 15 pages of permitting reforms with the ultimate goal of reducing the permitting timeline from 10 years to two years.

Reviews of the plan were mixed – some expressed concern about the lack of a funding mechanism to provide the $200 billion in direct Federal investment and others were skeptical that the plan would be able to leverage the proposed amount of funds to get to $1.5 trillion in total investment. Still, most applauded the plan’s release for opening the door to further conversation about an investment package.

On the heels of the White House’s plan’s release, Congress held multiple hearings, calling on representatives from the Administration to discuss the plan in more detail. During these hearings, various Secretaries from the Administration stated their hope to work with Congress in a bipartisan manner to develop final legislative text to invest in U.S. infrastructure.

Continued on Page 4
Beyond holding hearings, Congress also proposed their own solutions. In mid-February, Senate Democrats published a $1 trillion plan, all in direct Federal investment, over a ten year period. The plan would be paid for through repurposing “some federal revenues spent in the Tax Cuts and Jobs Act of 2017 that benefited only wealthy individual and corporations.” Like the Administration’s plan, the Senate’s proposal addressed all types of infrastructure and created new programs for investment. The Vital Infrastructure Program (VIP) would provide $40 billion to invest in megaprojects described as “large-scale transformational projects.” The VIP program would distribute funds between freight and personal mobility projects along with some planning grants. Other proposed parts of the plan include: $140 billion for investment in roads and bridges; $10 billion to expand the Transportation Investment Generating Economic Recovery (TIGER) program; $140 billion to shore up the Highway Trust Fund; $50 billion to invest in both passenger and freight rail infrastructure; and $30 billion to modernize ports and waterways, among others. The Senate’s plan also proposes expanding existing financing programs, like TIFIA, RRIF and WIFIA.

Like the White House proposal, the reactions to the Senate Democrat’s proposal were mixed, with some criticizing its funding mechanism as unrealistic.

Despite this apparent movement, it is still unclear if Congress will be able to actually pass an infrastructure bill this year. With other topics, such as immigration reform, also on the legislative calendar and primaries for the 2018 mid-term elections already beginning, some speculate there may not be enough time to pass such a large infrastructure bill. By addressing many different types of infrastructure, this bill would fall under the jurisdiction of many different Congressional Committees, further complicating its passage. However, some Members of Congress have proposed splitting the large bill into multiple smaller ones. Others are calling on Congress to prioritize the passage of an infrastructure bill, citing the benefits infrastructure investment poses to the U.S. economy and jobs.

Save The Date

May 16-17
Washington, D.C.

2018 CAGTC Annual Meeting

May 16 will be open to the public and take place on Capitol Hill while May 17 is reserved for CAGTC Members only. As always, both days are free to attend. For more information and to register: [https://bit.ly/2Gn3mY5](https://bit.ly/2Gn3mY5)
Prime Focus LLC was founded in 2002 by Libby Ogard. Libby spent 24 years in the railroad and supply chain industry where she successfully set up lumber and food transload operations for BNSF and Conrail. The transload facilities helped extend the railroad’s reach and market share beyond their typical service area, and provided access to smaller shippers who did not have storage or rail spurs. At Conrail, Libby led the Western Regional Intermodal sales effort and managed ocean carriers, intermodal marketing companies and refrigerated intermodal service providers. Libby was awarded a Chairman’s Circle Award for an EDI automated intermodal billing initiative. Libby joined Schneider National and was responsible for the TRUCKRAIL network design, auto convert mode selection tools and carrier relationships. As a senior leader at Schneider National, Ms. Ogard took over Retail National Account relationships for Target, The Home Depot, Walgreens, Family Dollar and others. She managed full truckload, brokerage, intermodal and dedicated services for each account optimizing their transportation performance and competitiveness.

Prime Focus LLC is a DBE and WBE certified firm and has worked with top transportation engineering and planning firms such as AECOM, Cambridge Systematics, CDM Smith, EDR Group, HDR, HNTB, IHS Global Insights, Informa Economics, Tioga Group and forest products and soybean trade associations including private clients such as Ryder, Perdue Farms and Scoular.

Libby has co-authored eight Transportation Research Board freight and rail studies and is the leader of the AR040 State Rail Freight sub-committee. She has also put together Rail Shipper Toolkits for WI, IA, MN and IL to help users and public agencies document rail and freight assets and resources for development and expansion.

Prime Focus LLC has worked on freight rail economic development projects and planning studies in MT, MN, MI, WI, IL, IN, IA, PA, NY, MD, NC, GA, FL, LA, TN, NM, ND, SD, WA, OR and CA.

Bringing economic and operating insights from her carrier background, Libby has advised public agencies about how to implement practical performance measures; site development and attraction strategies; and land use and mode conversion feasibility studies. Prime Focus is well connected to the freight industry and also coordinates freight outreach efforts.

Prime Focus has prepared successful USDA and TIGER grant applications and compliant UTC and INFRA grant applications. Prime Focus also authored an inventory of over 400 state and federal, passenger and freight rail funding programs as a reference tool for short lines and economic development agencies.

Libby Ogard graduated from Michigan State University and holds an MBA from University of St. Thomas, St. Paul, MN

She is past president of the Council of Supply Chain Management Professionals, Chicago Roundtable, and a past board member of the Intermodal Association of North America. She is a current member of the Department of Commerce Supply Chain Competitiveness Council and is on the TRB Freight Fluidity Task Force and the Illinois Freight Advisory Committee.
Petitions Threaten California’s Recent Gas Tax Increase, New Freight Program

The California Transportation Commission will announce the award of grants totaling $1.3 billion in May 2018 for trade gateway and corridor improvement projects. However, the long-term viability of the newly established state Trade Corridor Enhancement Program is in jeopardy due to a proposed ballot initiative seeking to be placed on the November 2018 statewide ballot that would repeal the new fuel taxes providing revenues to the program.

In April 2017, the California Legislature passed and Governor signed into law the Road Repair and Accountability Act of 2017, commonly referred to as Senate Bill 1 (SB 1). State fuel taxes had not been increased in more than two decades and the bill increased the state gas tax by 12 cents per gallon and the state diesel fuel tax by 20 cents per gallon. Together with other motor vehicle user fee increases, SB 1 is projected to raise more than $5.2 billion annually for transportation improvements in California. The Trade Corridor Enhancement Program will distribute an estimated $300 million annually through a discretionary grant program, with program revenues derived from half of the diesel fuel tax increase.

The Trade Corridor Enhancement Program is intended to “fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the California Transportation Commission.” Eligible applicants include local, regional, and public agencies in California. The first round of funding to be awarded in May will total $1.3 billion by combining the new state revenues with California’s five-year share of federal freight formula funds authorized through the National Highway Freight Program in the Fixing America’s Surface Transportation (FAST) Act.

However, two petitions have been circulated to repeal the gas tax increases via the statewide ballot. One measure failed to collect enough signatures by its January 12, 2018 deadline but the other measure has until June 28 to collect signatures. The second measure is proposed as a constitutional amendment that would repeal the new fuel taxes and further require any future increases to be approved by a majority of the state’s voters.

CAGTC founding member, the Alameda Corridor-East Construction Authority (ACE) in Los Angeles County, has voted to oppose the repeal measures and support another constitutional amendment that would safeguard the new revenues from potential diversion to non-transportation uses. “As the nation’s leading trade gateway and inland corridor, our region needs the Trade Corridor Enhancement Program to fund infrastructure improvements to our freight transportation network,” said Paul Hubler, director of government and community relations at ACE and vice chairman of the CAGTC Board of Directors.” Repeal of SB 1 would eliminate a viable and significant funding source for the ACE program, with anticipated budget shortfalls likely to jeopardize our ability to construct the final ACE freight rail grade separation projects.”
Don’t Miss the Buzz!
Follow @CAGTC and our Partners on Twitter
#FreightCantWait

The Port of Hueneme
@portofhueneme
Happy 70th birthday, @PortHuenemeCA! Many well-wishers came to celebrate the City at Monday’s Council meeting. Here’s to many more years! #committedtopartnerships

COMPASS
@COMPASSIdaho
Ready, Set, Go! Let’s discuss transportation planning and its financial and economic impacts. Join us in welcoming Carson Bise of @TischlerBise on Mon, April 2. Learn more: http://bit.ly/2nEA2EV

Port of Vancouver
@portvanusa
Another great day on the Hill. Today, we were honored to hear from @HerreraBeutler. Thank you, Congresswoman, for all of your hard work on behalf of ports and trade in Washington state.

NRCMA
@theNRC
Packed crowd this morning kicking off #RailDay2018! The railroad industry is ready to storm the hill to chat with @HouseGOP @HouseDemocrats @SenateGOP @SenateDems @HouseAppropsGOP @SenateApprops @Transport members! @AAR_FreightRail @ASLRRA @REMSAOfficial @RTAHQ @Railway_Supply

HNTB
@HNTBCorp
HNTB’s Diana Mendes received @COMTO_National’s 2018 Celebrating Women Who Move the Nation Award this morning in Washington, D.C. It’s one of the highest honors COMTO bestows, recognizing women transportation executives who opened career paths for women and more

myTDOT
@myTDOT
Time to break ground on another #IMPROVEact project. Widening SR 109 between US 70 & the Cumberland River in Wilson County is officially under-way! Check out the website at http://bit.ly/2oWPDU #groundbreaking #workzone #fridayfeeling

TN

Give Freight a Fund
@CAGTC
TIGER fans win BIG in #omnibus - the bill proposes tripling funding for the multimodal discretionary grant program over FY17. #TIGER has been good to #freight infrastructure - since established in 2009, 44% of the $5.6 B has gone to goods movement projects.
GAO Calls for Guidance in the NEPA Assignment Process

White House Infrastructure Plan Includes Additional Reforms to the Permitting Process

Reforming the infrastructure permitting process has long been discussed among industry stakeholders and on Capitol Hill. Recent surface transportation reauthorization bills, such as Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act, included provisions aimed at streamlining the process to reduce timelines as well as costs. President Trump has also placed a huge emphasis on making additional reforms to the permitting process, issuing Executive Orders and asking the Council on Environmental Quality (CEQ) to determine where additional changes can be made.

To check where permitting authority delegation currently stands, the Government Accountability Office (GAO) published a report in late January 2018 titled “Highway and Transit Projects: Evaluation Guidance Needed for States with National Environmental Policy Act Authority.” The report provides an update on National Environmental Protection Act (NEPA) permitting delegation and reforms for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as mandated by SAFETEA-LU, MAP-21, and the FAST Act. The report found that, for highway projects in general, state departments of transportation (DOTs) that have assumed NEPA authority have experienced accelerated project delivery time. However, the report also found that many states do not have proper data on project delivery time so GAO was unable to conclusively determine how much timelines have been reduced by the implemented reforms.

Among the six states that have assumed NEPA responsibility, the report notes that the California Department of Transportation (Caltrans) reported 10 year time savings improvements for the determinations relating to their environmental impact statement (EIS), from 16 years to 6 years. Texas Department of Transportation reported one year of savings, from 2.5 years to 1.5 years for environmental assessment reviews, but noted that, since assuming NEPA authority, it has been unable to start and complete an entire EIS review. GAO found these savings to “be questionable due to the methods used to compare time frames and challenges associated with establishing baselines.”

In order to ensure future benefits are easily measured, the GAO recommended that FHWA provide clear guidance and assistance to states that have NEPA assignment on “developing evaluation methodologies, including baseline time frames and timeliness measures.” In response, the U.S. Department of Transportation said it “partially concurred” with the recommendations, committing to clarifying environmental state times but not promising to issue further evaluation guidance.

The report is timely, given the fact that the White House’s infrastructure outline, published in February 2018, included over 15 pages of additional reforms for the permitting process. During a Congressional hearing, Secretary of Transportation Elaine Chao said the reforms are meant to address projects that span multiple modes and therefore are covered by multiple Federal agencies. The Administration reports that their reforms are common sense measures meant to reduce duplication and streamline the process while not decreasing environmental protections. Among these reforms are an expansion of NEPA assignment to other Federal agencies beyond FHWA and FTA as well as broadening NEPA assignment to include other determinations, such as conformity determinations and determinations regarding flood plain protections, among others.

CAGTC has brought together a working group to examine the White House’s proposals. The group has been examining previous reforms, analyzing those the White House infrastructure plan proposes, and will eventually release recommended positions to the full CAGTC membership. Stay tuned to see CAGTC’s positions later this year when they are released to the public.

Read GAO’s report here: http://bit.ly/2GUJ1dL
General Contractors Association of New York Finds Delays in Infrastructure Investments Cost Motorists More than Raising the Gas Tax Would

The release of the White House’s infrastructure outline in early February has spurred many conversations both within Congress and among stakeholders as to how to fund any such investment. Various groups have proposed solutions, from increasing the gas tax to establishing some other sort of user fee. However, Capitol Hill and the White House seem to be unable to come to an agreement. While we wait to see if Congress does issue an infrastructure bill with a sustainable funding mechanism, the General Contractors Association of New York, Inc. (GCA) published a report that found that delays in investment because of lack of actual funding is costing Americans.

GCA’s report, titled “The Invisible Tax of Inaction,” was published in February 2018. It found that households in all but one U.S. state pay more each year in vehicle operating and repair costs as a result of infrastructure in poor condition than they would if the Federal gas tax was increased by 25 cents. In total, the report found that U.S. motorists spend $985.37 per household each year in extra vehicle repairs and operating costs, 226 percent more than would be the cost of a 25-cent gas tax increase ($302.63 per household). GCA notes that this does not take into account the economic impact of congestion, which nearly doubles the cost, adding $121 billion annually.

Read the full report here: http://bit.ly/2G4Xjdv

Industry News

U.S. Department of Transportation Announces Half A Billion Dollars in Infrastructure Investments to 41 Projects in 43 States

On March 9, 2018, the U.S. Department of Transportation (US DOT) announced the list of 41 recipients of nearly $500 million in discretionary grant funding for road, transit, maritime and rail projects through the Transportation Investment Generating Economic Recovery (TIGER) program.

“TIGER grants are targeted investments for our local communities that will increase safety, create jobs and modernize our country’s infrastructure,” said Secretary Elaine L. Chao.

More than 64% of this round of TIGER funding was awarded to rural projects, a historic number that demonstrates this Administration’s commitment to supporting the country’s rural communities.

Tribal projects are receiving $39.18 million of this round of awards, the highest amount of funding since the first round of TIGER.

The primary selection criteria for TIGER awards include considerations for safety, state of good repair, economic competitiveness, quality of life and environmental sustainability for each project. Secondary criteria include innovation and partnerships. The criteria used to select projects for these grants were similar to the Administration’s Infrastructure principles of supporting economic vitality and promoting innovation.

Read the full release here: http://bit.ly/1OB5uqB
Member News

Illinois Soybean Association Receives First Prize in Persuasive Writing

Written in Collaboration with CAGTC, the Paper Focuses on the Importance of Efficient Freight Infrastructure for the Agriculture Industry

In early 2018, the National Agricultural Marketing Association (NAMA) Region IV issued honors in its Best of NAMA awards competition. NAMA is a premier association for agri-marketing and agri-business professionals and holds this competition annually to celebrate outstanding work in agricultural communications. The Illinois Soybean Association (ISA) was awarded multiple honors this year, including first prize in persuasive writing for their paper “The Vital Role of U.S. Transportation Infrastructure in Moving Agriculture Forward.” Produced in collaboration with CAGTC, this paper provides an overview of the importance of U.S. agri-business and highlights threats facing the U.S. agriculture industry because of our outdated freight infrastructure.

Read the full paper here: https://bit.ly/2vh6KOe

Member News

PNCT Thinking Big

Port Newark Container Terminal is entering a new phase of construction that will boost its annual handling capacity to over 2 million TEUs by 2019 in anticipation for increased volumes.

The Port Newark Container Terminal (PNCT), one of six container terminals operating within the Port of New York and New Jersey, is entering a new phase of construction in which it plans to increase its annual handling capacity from about 1.5 million TEUs to more than 2 million TEUs.

The infrastructure development at PNCT, which is financed with about $300 million in bond proceeds, will boost the terminal’s footprint roughly 17 percent to 308 acres and will include the buildout of a new gate facility, as well as larger and deeper vessel berths. The expansion work is expected to be completed by 2019.

In addition, PNCT has ordered four super post-panamax gantry cranes that are capable of servicing the new ultra-large container vessels that have begun serving the transpacific trade between Asia and North America and will continue to expand its straddle carrier fleet.

“Our focus in New York is to continue to improve the efficiency of the port,” PNCT President and CEO James Pelliccio told American Shipper in a recent interview. “PNCT’s development actually adds the capacity of another port in the Port of New York, and creates a more efficient footprint.

Find the full article here: http://bit.ly/2u6ColN
Research News

Identifying State Freight Plan Best Practices
American Transportation Research Institute
February 2018

The American Transportation Research Institute (ATRI) released a report on best practices in freight planning at the state level. The report will allow state Departments of Transportation and their consultants to better address those freight planning components that are viewed as most critical by FHWA, state DOTs and State Trucking Association leaders.

ATRI called for nominations of innovative state freight plans from state DOT personnel and freight stakeholders nationwide. The top twelve plans then formed the basis for an “Ideal Attributes Checklist,” by which the other state freight plans were assessed. The state plans are also compared against FAST Act-required and recommended components. In summary, the process synthesized minimum freight planning requirements along with innovative practices and mapped nearly 50 different freight plans against the “model freight plan” framework.

The report’s Ideal Attributes Checklist, along with lessons learned and the various innovative practices highlighted within, will allow freight planners to consider a broad continuum of freight planning techniques for their next freight plan updates. The highest ranked plans utilize a variety of tools including quantitative industry data, visualizations, project prioritization tools and strong reliance on Freight Advisory Committees, among other approaches.

Download the full report here: http://bit.ly/2GQll3u

Research News

Improvements Are Needed To Strengthen the Benefit-Cost Analysis Process for the TIGER Discretionary Grant Program
U.S. Department of Transportation Office of Inspector General
February 2018

Since its establishment in 2009, the Office of the Secretary’s (OST) Transportation Investment Generating Economic Recovery (TIGER) grant program has provided billions of dollars for infrastructure improvements and economic development. As part of the selection process for TIGER awards, OST evaluates each applicant’s project benefit-cost analysis (BCA), which shows the project’s economic benefits. Prior to fiscal year 2016, projects that did not demonstrate net economic benefits were disqualified, but for fiscal year 2016 and after, lack of economic benefit did not automatically disqualify projects. OIG conducted this audit because of the importance of BCAs to TIGER grant awardee selection. OIG’s objective was to assess OST’s policies and procedures for evaluating BCAs in determining which TIGER grant applications are forwarded for further review. OIG assessed the BCA process for the fiscal year 2015 and 2016 rounds.

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

Trump infrastructure plan must fully fund freight programs, group says
*DC Velocity*
February 13, 2018

DOT announces nearly $500 million in TIGER grant funding for 41 projects
*Logistics Management*
March 12, 2018

CAGTC: More than half of TIGER IX awarded to freight
*Progressive Railroading*
March 19, 2018

Upcoming Events

**April 15-18, 2018** ACEC Annual Convention & Legislative Summit
*Washington, D.C.*

**April 18 & 19, 2018:** Department of Commerce Advisory Committee on Supply Chain Competitiveness Quarterly Meeting
*Port of Los Angeles, CA*

**May 1-3, 2018** Intermodal Operations & Maintenance Business Meeting
*Lombard, IL*

**May 2-4, 2018** SCAG 2018 Regional Conference & General Assembly
*Indian Wells, CA*

**May 16-17, 2018:** 2018 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.

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.

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