On the last day of July, 2014, Congress passed a bill that will keep the Highway Trust Fund solvent through May of 2015. While this bill represents a critically important step, it is just one in a long journey, particularly for freight. Plenty of freight travels on our nation’s roads and bridges, benefiting from the Highway Trust Fund’s resources. Our highways are a critical piece in a supply chain, but highways and roads are not the only piece. Goods also travel to, from and through the United States on ocean liners, barges, airplanes and trains. All of these modes must intersect to ensure the consumer receives goods and services and it is often at these points of intersection that gains in safety, reduced travel time, and increased reliability can be made, resulting in savings – to businesses and consumers.

Freight projects have no fund to call their own. Freight projects are typically large-scale, frequently multimodal and cross jurisdictional borders, making them difficult to fund through traditional distribution methods such as formula programs. Cycle after cycle, proves its worth by competing well in the TIGER discretionary grant program. These projects received a large portion of funding under the Projects of National and Regional Significance Program under SAFETEA-LU.

The ability to move goods swiftly and cost-effectively is paramount to supporting our nation’s manufacturing base. Jobs, quality of life, and global economic competitiveness are depending on freight movement. And yet, freight has no dedicated funds to call its own. There is no federal program of funding designed solely to meet our nation’s multimodal freight needs.

Continued on Page 2
These needs are real; they impact our states and communities. Congress is hearing our plea and Members are stepping forward with suggestions to improve goods movement throughout the United States through policy advances and increased funding.

On July 9, Congresswoman Janice Hahn (D-CA) of the House Transportation and Infrastructure Committee introduced a bill that would create and fund a Freight Trust Fund and distribute money through a competitive grant process. The National Freight Trust Fund Act, H.R. 5101, would transfer 5 percent of all import duties collected by U.S. Customs and Border Protection and place them in a Freight Trust Fund. According to Rep. Hahn’s office, an estimated $1.9 billion would be deposited into the fund each year. Through this proposal, Rep. Hahn, who also served on the Transportation & Infrastructure Committee’s Special Panel on 21st Century Freight Infrastructure, has developed a competitive grant program that would provide resources for multimodal freight projects that do not receive funding through traditional distributions.

A newcomer to Congress, Senator Cory Booker (D-NJ) introduced the Freight Priorities Act, S. 2380 this spring, shortly after arriving in Washington. This legislation would call on USDOT to develop measures to assess the performance of a multimodal freight network in accordance with the National Freight Strategic Plan and create a pilot program for up to five urbanized areas to develop and deploy targets to improve multimodal freight movement in densely populated and congested urban areas.

Senator Maria Cantwell (D-WA), referred to as the “Freight Senator” by former U.S. Department of Transportation Secretary Ray LaHood, unveiled plans before the National Freight Advisory Committee (NFAC) on July 15 to introduce a “freight imperative” bill that would streamline permitting for multimodal projects, require multimodal state freight plans and local freight advisory committees, and invest in multimodal freight projects at key bottlenecks and “first-and-last-mile connectors” on critical trade corridors.

These various freight policy proposals provide a catalogue of ideas on how to advance our nation’s freight infrastructure policy.

National Freight Advisory Committee Issues Recommendations to Improve National Freight System

On June 12, the National Freight Advisory Committee issued a set of recommendations to U.S. Transportation Secretary Anthony Foxx advising on issues related to the performance of the nation’s freight transportation system. The 81 recommendations include suggestions to improve the safety and security of the freight rail network and summarize funding needs. These recommendations will be used to inform the development of the DOT National Freight Strategic Plan.

The 81 recommendations made by NFAC highlight the need for increased transportation investment and greater certainty to support the kind of research and planning such projects would require. To read the entire report, click here: http://www.dot.gov/sites/dot.gov/files/docs/NFAC%20Task%201-Recommendations%20for%20NFSP-Final%286-12-14%29.pdf
CAGTC Perspective
Congress in your backyard

The Hill’s “summer recess” is a tradition that dates back to 1791’s second Congress. Washington D.C. is notorious for its swampy July and August months and Congressional representatives have long used the time to flee for their home districts, hoping to escape the heat. The tradition has carried forward, giving Members a chance to recharge and reconnect with constituents.

For those of us hoping to see long-term surface transportation legislation introduced this Congress, August recess can seem like a momentum-stopper. In reality, the next five weeks are full of opportunities for CAGTC members across the country -- Senators, Representatives, and key staff will be in your backyard! Use this time to invite them to your project sites, or at the very least, pay them a visit at their district offices to remind them of your needs.

One of the best methods of communicating the complex needs of our nation’s freight infrastructure is through site visits. This was greatly evidenced last fall by the recommendations by the Panel on 21st Century Freight Transportation. The Panel conducted site-visits and partook in tours of freight facilities, afterward making bi-partisan and unanimous recommendations to increase funding for programs such as PNRS and TIGER.

Members of Congress who tour intermodal freight projects are more likely to understand varied supply chains and recognize the economic impact created by failure to invest. Whether your catalogue of projects consists of on-dock rail trackage, intermodal connectors, grade-separation projects or capacity enhancements at land-border crossings, Senators and Representatives need to see these projects with their own eyes so that they might better understand the significance of their votes and the impact a robustly funded transportation program would have on their district.

Furthermore, visiting projects provides Members of Congress with opportunities to connect with your customers, meet your project staff and develop personal relationships with your management. Making associations with voters and with community decision-makers goes a long way with elected officials.

Put a face on freight transportation. Show your Member of Congress a project that needs their help getting off the ground. Explain what is currently preventing the project from being realized. Your Member is representing you and your district in Washington. Let them know how they can help and provide them with the background and ammunition to make it happen.

So, pick up the phone and invite your Congressman or Senator to tour your project! At the very least, use the next five weeks to schedule in-person meetings at their district offices. If you need staffer names or email addresses, don’t hesitate to contact CAGTC for that information. Let’s make the most of the August recess so that come this fall, the momentum for funding freight infrastructure continues.

Leslie Blakey, Executive Director
Obama Administration Develops Build America Investment Initiative

On July 17, President Obama announced a new executive action, the Build America Investment Initiative (the Initiative), to move infrastructure projects and the economy forward. The Initiative encourages private sector investments in the nation’s infrastructure, fostered by the creation of a ‘one-stop shop’ at the Department of Transportation to establish partnerships between state and local governments and partnerships between public and private developers and investors. Many of the elements of the Build America Investment Initiative pull from recommendations issued by the U.S. Department of Transportation’s National Freight Advisory Committee’s (NFAC) recommendations on the MAP-21 mandated National Freight Strategic Plan.

The Initiative establishes the Build America Inter-agency Working Group, to be co-chaired by Department of Treasury Secretary Jack Lew and Department of Transportation Secretary Anthony Foxx. The group will work with state and local governments, project developers, investors and others to address barriers to private investments and partnerships. This effort will focus on improving coordination to accelerate financing and completion of projects of regional and national significance, particularly those that cross state lines.

The Build America Investment Initiative also calls for an Infrastructure Investment Summit, hosted by the Treasury Department, which will bring together leading project developers and institutional investors with state and local officials and their Federal counterparts to discuss innovative financing approaches to infrastructure and highlight other resources that support project development.

Additionally, the Obama executive action creates the Build America Transportation Investment Center. This center will allow state and local governments, public and private developers and investors to utilize innovative financing strategies for transportation infrastructure projects. The center will also raise awareness and provide hands-on support for DOT credit programs including the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

The Initiative was welcomed by transportation stakeholders across the country. Current Congressional efforts to find a temporary fix for the Highway Trust Fund shortfalls are a badly-need Band-Aid but not a long-term fix. The Administration’s focus on the need for long-term action and adequate resources is welcomed and the creation of institutions that move public-private partnerships through the process is an important step in finding investments in complex intermodal freight.
The Eno Center for Transportation is forming a Freight Funding Working Group that will bring together numerous stakeholders including truckers, railroads, ports, and shippers to discuss how to develop a specific proposal for funding a multimodal freight program. The group—led by former Minnesota Senator Norm Coleman and former New Jersey Governor Jim Florio—will develop a research and action plan that will tackle this issue over the next two years.

An initial scoping meeting will take place Thursday, September 16, in Washington, DC, in the Paris Ballroom of the Hotel Monaco (700 F Street, NW) with the meeting beginning at 9:00 am, lunch at 12:30 pm, and concluding by 2:00 pm.

If you would like to be considered as a working group member, contact Pam Shepherd, Senior Director of Communications, at pshepherd@enotrans.org or (202) 879-4705.
Florida is receiving substantial recognition as a progressive leader in multimodal transportation activities. For two consecutive years (2012, 2013) the Sunshine State has been recognized by the U.S. Chamber of Commerce as number one in the nation for infrastructure. In 2013, The Florida Department of Transportation Office of Freight, Logistics and Passenger Operations (FLP) was also nationally recognized by the Brookings Institute, as one of the Top 10 State and Metropolitan Innovations to watch.

Recently, Governor Rick Scott announced a budget of $10.1 billion in strategic transportation investments, funding the FDOT Work Program budget to the tune of $9.4 billion. The budget also includes more than $139.3 million for seaport infrastructure support activities. Regarding Governor Scott's investments, FDOT Secretary Ananth Prasad said, “I appreciate Governor Scott’s leadership in making transportation a priority. Governor Scott knows that good transportation infrastructure is a key ingredient for a thriving economy.”

Since 2011, over $688 Million have been invested in Florida seaports, improving access to our ports, and making it more efficient and attractive for private sector shippers to invest in Florida, grow our state’s imports and exports, and improve our state’s economy.

In preparation of the widening of the Panama Canal, FDOT has, as FDOT Secretary Ananth Prasad states, put ‘skin in the game,’ in the Port Miami dredging project. FDOT contributed $117.5 million to the total cost of $291 million. Upon completion, PortMiami will be one of only three east coast ports that will be able to accommodate larger, post-panamax size ships.
Continued from page 6

Keeping Florida ports competitive and increasing productivity the PortMiami tunnel project has recently been completed. Funded through a Public/Private Partnership, the tunnel provides a direct highway connection to the PortMiami on Dodge Island from Watson Island. The total cost of the tunnel was $668.5 million, with the state paying for 50 percent of the capital costs, operations and maintenance. Fifty percent of the capital costs will be provided by Miami-Dade County and the City of Miami.

Funded through a public/private partnership between FDOT, Florida East Coast Railway and Broward County, the recently completed intermodal container transfer facility project at Port Everglades has added a freight rail line to the port, reducing congestion at the port and rail terminus.

“The new ICTF is a huge win for the port,” said Florida Department of Transportation Assistant Secretary Richard Biter. The State of Florida contributed $18 million in grants to the $72 million project and awarded a $30 million state infrastructure bank loan to FEC. “The project will enhance the port’s competitiveness and will provide savings on a per container basis by shifting cargo from truck to rail.”

Florida’s airports and spaceports are also integral to the state’s multimodal transportation system. In 2012 and 2013, FDOT invested $15 million per year on spaceport projects to help companies including SpaceX, Boeing and Virgin Galactic build launch pads and storage facilities along Florida’s Space Coast.

During the 2014 legislative session, $337 million was budgeted for the Aviation and Spaceports Program. Over the next five years the Department plans to invest over $1.1 billion in these modes. In 2014, spaceports were recognized as an official mode of transportation by the Florida legislature.

In addition to modal investments, FDOT’s Intermodal Logistics Center’s (ILCs) aim to expand trade and logistics infrastructure by enhancing the state’s seaports, airports, railroads, and supporting intermodal highway connectors.

In 2012, Florida legislation was enacted to support ILC development through the ILC grant program, as well as inclusion of ILCs within the state’s Strategic Intermodal System. The ILC Program provides an annual allocation of $5 Million with a 50 percent matching fund requirement from applicants. In 2013, FDOT provided ILC grants to the following entities: Port of Panama City Intermodal distribution Center, Keystone ILC Terminal, South Florida Logistics Center, and the Port Manatee Commerce Center.
Continued from page 7

Capitalizing on the investments being made by the FLP office and working in coordination with FDOT District modal staff and Secretaries, the Department recently established District Freight Coordinators in all seven districts and Florida’s Turnpike Enterprise – serving as the contact for their district in coordinating with public agencies and private industry on multimodal mobility matters including highways, air, marine, spaceports and rail; and overseeing the implementation of the FDOT Freight Mobility and Trade Plan.

At the nexus of the state’s transportation initiatives is FDOT’s Freight Mobility and Trade Plan (FMTP). Focusing on objectives and strategies to benefit the movement of goods, the FMTP takes the lead in implementing the suggested guidelines set out in the Moving Ahead for Progress in the 21st Century (MAP- 21).

The FMTP Policy Element, completed in June 2013, lays out objectives and strategies that will guide FDOT’s future multimodal priorities, while informing the industry of freight-related directions. The Investment Element, projected to be completed by the end of summer 2014, will address how the state will identify and prioritize freight projects and consider financing associated with the list of proposed projects.

Identified by FDOT Assistant Secretary Richard Biter as an “industry lead document”, gaining feedback and stakeholder knowledge from outreach with partners across the state is crucial to the FMTP’s success. Under the leadership of Assistant Secretary Biter, The FMTP Business Forum and the Annual Freight Leadership Forum were created to promote the inclusion of a diverse range of strategic transportation visions in the development of the Freight Mobility and Trade Plan.

The FMTP Implementation Guide has been created, outlining the specific FDOT offices and partner agencies responsible for execution of the FMTP Policy Element. This guide assists in the initiation of policies set out in the FMTP – key not only for FDOT, but also for the progression of economic development and infrastructure growth within Florida’s communities.

With the creation and implementation of the FMTP and the District Freight Coordinator positions, FDOT is truly institutionalizing freight planning within the state of Florida.

FDOT also continues to work closely with Enterprise Florida, Career Source Florida, and the Florida Chamber of Commerce to on initiatives, including the partnered supported www.freightmoves-florida.com logistics portal which serves as a one-stop shop for accessing, growing, and benefiting from Florida’s freight system.

In meeting state goals, FDOT and its partners are taking the correct steps to keep Florida moving forward in becoming America’s Gateway to the World, and with a governor who “gets it” when it comes to the far reaching effects of transportation on everyday life, Florida will continue to grow as an international hub for trade and logistics, and as a great place to work, live – and play.

Source: Florida Department of Transportation
Former FedEx Canada President to Head Port

Jon Slangerup named Chief Executive

The Long Beach Board of Harbor Commissioners voted in June to name Jon W. Slangerup, a veteran corporate executive with extensive experience in global logistics and environmental technologies, as the Port of Long Beach’s new Chief Executive.

“After an extensive, nationwide search, the Board of Harbor Commissioners is very pleased to recommend the appointment of Jon Slangerup as the Port’s new Chief Executive,” said Harbor Commission President Doug Drummond. “He’s an extremely capable leader, proven team-builder and expert at managing a world-class organization. In our highly competitive, quickly changing industry challenged by major environmental and energy issues, he’s the perfect person for the job.”

With the pending expansion of the Panama Canal and the aftermath of the 2008 recession, port communities throughout North America have been highly focused on maintaining and growing their business. At the same time, ports have faced public pressure to “green” their operations.

“With a strong operational and environmental track record, we’re confident that Jon can move us ahead as the Best Green Seaport in the world while providing experienced leadership in developing advanced cargo-handling technology and infrastructure,” said Drummond.

Harbor Commissioners made the decision on Slangerup in an executive session following their regular June 23 board meeting. Slangerup will succeed former Executive Director J. Christopher Lytle, who left the Port nearly a year ago for a similar position at the Port of Oakland.

“We undertook a rigorous and thorough review process,” noted Commissioner Lori Ann Farrell, who chaired the Port’s search committee in a national review coordinated by executive search firm Boyden. “In Jon we found the ideal combination of leadership, vision and execution that we need to take us strongly into the next decade.”

With more than 30 years of corporate leadership experience, Slangerup has served the past two decades as a president, CEO and/or director of both public and private companies, having built businesses ranging from technology startups to a billion-dollar subsidiary of FedEx Corporation. During the last seven years of a distinguished 20-year career with FedEx, Slangerup served as President of FedEx Canada, which he transformed from a small regional domestic courier operation into Canada’s leading international express logistics company. Since FedEx, he has served as a CEO and board director of environmental technology companies providing leading-edge solutions in marine ballast water treatment, renewable energy and distributed power generation to customers throughout the world.

Drummond also expressed his deep appreciation to Interim Executive Director Al Moro, previously the Port’s Chief Harbor Engineer. “Al stepped into a challenging environment to calm the organization, keep our $4 billion of improvement projects underway and assist the Board in getting to this exciting day. We thank Al and offer our deepest gratitude.”

Source: Port of Long Beach
Metropolitan Chicago takes steps toward regional freight leadership

In 2013, the CMAP Board convened a Regional Freight Leadership Task Force as recommended by the GO TO 2040 plan to explore strategies for supporting the region’s position as a multimodal hub for domestic and international freight. The group has now issued its advisory report to the Board.

Its recommendations focus on three components -- planning, funding, and programming -- to enhance the freight system in northeastern Illinois. The first is to incorporate robust, multimodal freight planning into the next regional comprehensive plan. The second is to secure new funding from user fees to invest in the regional freight system. And the third recommendation combines the first two, harnessing those new revenues strategically to build freight projects and fund operational programs as identified in the regional plan.

While meeting between October 2013 and May 2014, the Task Force also discussed options for regional freight governance. Consistent with the preference expressed in GO TO 2040, the Task Force recommends relying on existing institutions to deliver enhanced freight governance in the region rather than establishing a new, independent freight authority.

In a separate effort last winter, CMAP collaborated with other large U.S. metropolitan planning organizations to articulate reauthorization principles related to freight policy. This group supports three principles to (1) integrate metropolitan regions into the freight investment decision-making process, (2) dedicate $2 billion annually from a variety of funding sources to freight improvements, and (3) redefine the National Freight Network to comprise a multimodal transportation system.

Read the report here: http://www.cmap.illinois.gov/documents/10180/90501/FY14-0122%20REGIONAL%20FREIGHT%20LEADERSHIP%20TASK%20FORCE%20REPORT.pdf/be26ed-ae-1d8f-4377-b045-c1578bfb8a1a

Source: Chicago Metropolitan Agency for Planning (CMAP)
Washington State has new plan to keep freight moving

A new plan to ensure the safe, reliable and efficient movement of goods from supplier to customer is now ready for public review and comment. The Washington State DOT worked with private and public partners across the state on the plan. Once finalized, the Washington State Freight Mobility Plan will shape the future of Washington’s multimodal freight transportation network and keep Washington’s economy moving.

“Preserving and improving freight corridors remains vital to the state economy,” said Barbara Ivanov, Director of WSDOT’s Freight Systems Division. “We must put a priority on getting our goods to markets, both here in Washington and throughout the world.”

The main objectives of the Washington State Freight Mobility Plan are to: guide state and federal investments in Washington state freight corridors; prioritize freight system improvement strategies; and address multimodal freight issues in a single state freight plan.

Public and stakeholder input is a vital component to WSDOT’s planning process. Public comment will be taken at meetings in Seattle and Spokane. WSDOT will also accept comments via email at freight@wsdot.wa.gov through Aug. 8. Meeting schedule: 9:30 to 11:30 a.m., Friday, Aug. 1 at the Puget Sound Regional Transportation Council, 1011 Western Avenue, Suite 500, Seattle.

Source: Washington State Department of Transportation

OKI Awards More Than $53 Million for Transportation Projects

Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Board President and Hamilton County Commissioner Todd Portune announced today the award of more than $53 million to be distributed to 25 transportation projects within southwest Ohio.

The funds were allocated through two federal programs: the Surface Transportation Program (STP) for Ohio and the Transportation Alternative program (TA) for Ohio.

“These projects form a comprehensive network that will improve the region’s economy and quality of life,” said OKI’s CEO Mark Policinski. “They attack important roadway problems, while also funding transportation options like bike and pedestrian paths. The environment, the economy and safety of our region will be advanced by these wise expenditures.”

Source: Ohio-Kentucky-Indiana Regional Council of Governments
Dewberry Welcomes Transportation Expertise of Rachel Vandenberg

Dewberry, a privately held professional services firm, has hired Rachel Vandenberg, PE, as the national director for ports and intermodal. She will oversee civil infrastructure, facility engineering, and architectural design projects in this market, and brings an in-depth understanding of transportation networks across multiple modes, including freight, intercity, transit, and commuter rail.

Vandenberg comes to Dewberry with more than 25 years of experience providing strategic planning, engineering, and project management for multimodal transportation projects. Her portfolio includes the management of technical and financial studies, environmental studies, design, and construction supervision of rail, freight, highway, and public transportation projects. She has managed relationships with a diverse client base that includes state departments of transportation, self-help counties, regional transportation and transit agencies, class-one railroads, cities, private operators and developers, and port authorities.

“We are excited to have Rachel join our transportation group to lead our ports and intermodal market,” said Pam Townsend, senior vice president with Dewberry. “Her leadership and experience in this critical infrastructure market will be instrumental in leveraging our expertise enterprise-wide.”

Vandenberg is affiliated with the American Society of Civil Engineers and the American Railway Engineering and Maintenance-of-Way Association; serves as an executive board member for the California Transportation Foundation; is the Americas Vice Chair for the International Association of Ports and Harbors - Women’s Council; and is a member of Women’s Transportation Seminar (WTS) International. She has lectured and presented articles at several conferences around the world.

Vandenberg earned her bachelor’s degree in civil engineering from the University of California at Berkeley and a master’s degree in business administration, with a concentration in real estate and finance from the University of California, Los Angeles Anderson School of Management. She is a licensed professional engineer in California and Florida.

Source: Dewberry
New Campaign Aimed at Helping Congressmen and Senators With Highway Trust Fund/Transportation Investment Votes

A new website and social media campaign launched today by the American Road & Transportation Builders Association (ARTBA) provides members of Congress with plenty of sound bites to support their vote later this year to provide a sustainable, long-term revenue stream for future highway and transit investments through the Highway Trust Fund (HTF).

TMAW.ORG, the website for the group’s “Transportation Makes America Work!” (TMAW) advocacy communications program, features infographics that show the value of transportation infrastructure investment and its impact on health and safety, children, family budgets, American quality of life and the economy.

“People’s eyes glaze over when you talk about trillion dollar capital needs, ‘X percent’ of roads, bridges and transit systems that need repair, and multi-billion dollar government programs,” ARTBA President & CEO Pete Ruane said. “What we are doing is taking that data, disaggregating it, and creating mind images that people can relate to. We’re presenting facts in ways that families can talk about transportation issues around the dinner table—so they can understand where their gas tax dollars are going and why.”

ARTBA’s launch target is Capitol Hill. “This is information every member of Congress needs to know and be able to articulate to constituents,” Ruane said. “Making sometimes hard decisions on federal investment in transportation infrastructure to secure and support the nation has been in the congressional job description since the first session of Congress in 1789. 2014 is a year they need to step-up to the plate and do what they all know is the right thing for their state and the nation—fix the Highway Trust Fund. We’re trying to help them.”

TMAW.ORG provides ammunition for politicians of all stripes. One section, for example, draws attention to what the nation’s founding fathers and great leaders said about investing in transportation. Another shows graphic maps that depict the future cost of inaction on personal mobility, economic stability and the environment.

ARTBA is rolling out the campaign over two-weeks. The effort is supported by “The Shocking Truth” internet and print advertising in the D.C. market and an aggressive social media strategy. One new set of infographics by topic will be introduced each day, June 17-20 and June 24-28. Phase two of the strategy is pushing the infographics out to the transportation design and construction industry for use with their elected representative back home during the July 4 and August congressional recesses.

ARTBA launched a complementary website in March, www.transportationinvestment.org, introducing the TMAW-supported “Transportation Investment Advocacy Center” (TIAC).

Source: The American Road & Transportation Builders Association (ARTBA)
Research News

Partnership Financing: Improving Transportation Infrastructure Through Public Private Partnerships
Eno Center for Transportation
July 2014

Eno created its Public Private Partnership (P3) working group in 2012 to provide a better understanding of limited availability and the use of P3s as a potential project delivery method. Led by former U.S. Secretaries of Transportation Mary Peters and Norman Mineta, Eno’s P3 working group brought together industry leaders and experts to identify barriers to the increased use of P3s and to outline approaches for overcoming these barriers.

In Partnership Financing: Improving Transportation Infrastructure Through Public Private Partnerships, the group studied both successful and unsuccessful P3 projects nationwide in an effort to identify lessons learned for policymakers, legislators, and officials interested in using P3s to deliver transportation infrastructure projects. The working group identified patterns in the challenges that localities have faced when using P3s and developed recommendations for federal and local policy to enable greater use of P3s as an infrastructure delivery mechanism in the future.


Surface Transportation: Actions needed to Improve Documentation of Key Decisions in TIGER Discretionary Grant Program
U.S. Government Accountability Office
May 28, 2014

In summary, we found that DOT did not document key decisions made during the TIGER V grant application evaluation and selection process and deviated from its established procedures and recognized internal control practices. Specifically, DOT did not document key decisions to accept and review applications received after the published deadline; (b) advance projects with lower technical ratings instead of more highly-rated projects, and its procedures were inconsistent with DOT’s internal guidelines; and (c) change the technical ratings of lower-rated projects selected for funding to the highest technical rating category. An absence of documentation of such decisions can give rise to challenges to the integrity of the evaluation process and the rationale for the decisions made. We are recommending that DOT establish additional accountability measures for management of the TIGER program including clear procedures for addressing late-arriving applications and for documenting and approving major decisions in the application evaluation and project selection process.

Upcoming Events

September 9-11, 2014: FTR Associates Transportation Conference
Indianapolis, Indiana

September 14-18, 2014: CVSA Annual Conference & Exhibition
Buffalo, New York

Bossier City, Louisiana

September 21-23, 2014: 2014 IANA Intermodal Expo
Long Beach, California

CAGTC & Freight in the News

DOT Secretary Foxx Urges Congress to Pass Long-Term Highway Bill
Material Handling & Logistics
July 23, 2014
http://bit.ly/1z2HaZE

DOT Secretary Foxx rips Congress’s short-term extension as gimmicky “Band-Aid”
Logistics Management
July 22, 2014
http://bit.ly/1nS9hbw

CAGTC endorses Build America Investment Initiative
Railway Age
July 18, 2014
http://bit.ly/1nSaeR6

President Obama warns of job losses if Congress fails to act on transportation funding
American Journal of Transportation
July 02, 2014
http://bit.ly/1nSa4sR

DOT prepares stopgap plan as funding for Highway Trust Fund is nearly exhausted
Fleet Owner
July 01, 2014
http://bit.ly/1nSarUs
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 hold smaller member events on a regular basis, such as our Congressional Goods Movement Briefing each spring and our Trade Corridor Summit in 2007. We also meet regularly with Congressional Members and staff and with the Administration. All of these meetings are free and open to members. Given that this is authorization time, we expect our calendar for Hill visits to book up quickly - in the run up to SAFETEA-LU, CAGTC held over 500 meetings with policy makers!

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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