John Greuling Testifies On Behalf of CAGTC

Mr. Greuling Emphasizes Importance of Funding Freight Corridors Before Senate Commerce Committee

On February 10, John Greuling, CAGTC Board Member and President & CEO of Will County Center for Economic Development, testified on behalf of the Coalition before the Senate Committee on Commerce, Science and Transportation’s Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security. Mr. Greuling emphasized the importance of investing in our freight system as our economy continues to recover from the recession during the “Keeping Goods Moving” hearing.

Mr. Greuling recommended the Committee create a freight program containing dedicated and flexible funding, authorized at a minimum of $2 billion per year. By maintaining and expanding our freight infrastructure, testified Mr. Greuling, shipping can remain affordable, keeping costs down for both producers and consumers. He reminded Senators that there is "no one size fits all" approach to freight funding. Needs vary by state and metro region and investment must be spread across all modes. Mr. Greuling also recommended the establishment of an Office of Intermodalism, housed within US DOT, and charged with promoting the interests of the intermodal network across the United States.

(Continued on Page 2)
(Continued from page 1)

Mr. Greuling fielded questions from Senators on the effectiveness of current financing mechanisms, the recommendations out of the National Freight Advisory Committee, and on public education efforts. He informed Committee members that both CAGTC and Will County Center for Economic Development are working to educate the public on the importance of a well-functioning freight system and on how the supply chain relies on the freight system to deliver goods to market.

From R to L: John Greuling, CAGTC; Dr. Walter Kemmsies, Moffatt & Nichol; Katie Farmer, BNSF; Norman Bessac, Cargill

Administration Releases ‘New and Improved’ GROW AMERICA

Foxx Provides Detail On a Funding Source

On March 30, the Obama Administration transmitted a “new and improved” version of their GROW AMERICA Act (GROW 2.0) to Congress. The bill is similar to legislation introduced by the Administration in 2014 - the chief difference being the new version is six years, as opposed to four. With the added length comes additional money - the original GROW AMERICA Act was a $302 billion proposal, while GROW 2.0 has a $478 billion price tag.

Included in the new version of the legislation is a $18 billion request for a freight program over the six-year time period. By comparison, the original GROW AMERICA Act called for $10 billion over four years. GROW 2.0 retains the dual approach of a formula program and a discretionary grant program. As in the previous legislation, GROW 2.0 continues the quest to codify TIGER and sets grant program funding at $7.5 billion over six years.

Also new this year is the Administration’s detailed proposal on how to pay for its GROW AMERICA Act. Secretary Anthony Foxx has testified repeatedly on Capitol Hill on the viability of a revamped corporate tax structure. Under Obama’s plan, companies would pay a mandatory one-time, 14 percent tax rate to bring their earnings back to the United States. Estimates show the Obama proposal would create a $238 billion windfall of revenue, which would be deposited in the Highway Trust Fund, roughly matching the $238 billion expected gas tax revenue over the next six years.

Republicans have already expressed disappointment over elements of the Obama Administration’s plan, including the 14 percent tax rate, which they argue is too high. A potential point of compromise might be found in a bill introduced by John Delaney (D-MD), and cosponsored by Richard Hanna (R-NY), the Infrastructure 2.0 Act.

(Continued on Page 3)
The Infrastructure 2.0 Act creates the same framework as the President’s proposal, but sets tax rates for overseas earnings at 8.75 percent. Delaney’s bill patches the Highway Trust Fund hole for six years and creates a commission to study a longer-term revenue source.

Differences between the two GROW AMERICA Acts

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<td>Total Price Tag for Bill</td>
<td>$302 billion</td>
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<td>Length of Bill</td>
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<td>Total for Freight Program</td>
<td>$10 billion over four years – The bill proposes a combination of formula and competitive grant program to fund freight projects. Combined, these two funding sources provide: $1,000,000,000 for FY15 $2,000,000,000 for FY16 $3,000,000,000 for FY17 $4,000,000,000 for FY18</td>
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<td>$7.5 billion over six years – $1,250,000,000 for FY16 $1,250,000,000 for FY17 $1,250,000,000 for FY18 $1,250,000,000 for FY19 $1,250,000,000 for FY20 $1,250,000,000 for FY21</td>
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<td>Investment Generating</td>
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<td>Funding Source</td>
<td>“The President is proposing one way to pay for this investment, by using $150 billion in one-time transition revenue from pro-growth business tax reform, but will work closely with Congress and listen to their ideas for how to achieve this important objective.” – White House Fact Sheet, February 26, 2014.</td>
<td>Overview: A revamped corporate tax structure, which would tax corporations that currently keeps profits overseas. Details: Companies would pay a mandatory one-time, 14 percent tax rate to bring their earnings back to the United States. Estimates show the Obama proposal would create a $238 billion windfall of revenue, which would be deposited in the Highway Trust Fund, roughly matching the $238 billion expected gas tax revenue over the next six years.</td>
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Since January, Congress has held a flurry of hearings and stakeholder meetings to address the immediate need for a long-term surface transportation bill. It’s clear that the Administration is motivated on this issue as well – as of yesterday, Secretary of Transportation Foxx announced the release of a “new and improved” GROW AMERICA Act. In the face of the patently obvious need for a long-term bill, will these efforts finally yield results?

Well before the relevant committees introduce legislative text, and far before the House and Senate vote on their bills and send them to Conference, CAGTC is pounding the pavement, driving home the message for a multimodal freight grant program in the next surface transportation bill. In addition to scheduling meetings with long-standing and new Congressional champions of our cause, we have created a fresh iteration of our Follow that Freight brochure series. The brochures are designed to educate new members of Congress on the need for a multimodal and robustly funded freight transportation program.

Back in 2005, CAGTC developed the first Follow that Freight brochure series and distributed them during the conference period before the passage of SAFETEA-LU. The eight-part set was designed to remind Congress, in a clever and whimsical way, of the importance of freight and goods movement, just as lawmakers negotiated the final provisions of SAFETEA-LU. Actual products, both export and import, that require multimodal freight routes were included in the Follow that Freight set and each brochure was accompanied by a small souvenir, made from the product featured on the cover. Congressional staff received everything from miniature Sharpie pens to single tea bags (of caffeine-filled black tea, of course!)

(Continued on Page 5)
Ten years later, there’s a new need to educate over 70 freshman members of Congress on CAGTC priorities. Both Follow that Cherry and Follow that Almond are intended to bring these freshman members up to speed as quickly as possible—and remind long-standing ones—about the vital role goods movement plays in our national economy as well as our everyday lives. Our subsequent Follow that brochures will drive home CAGTC’s message as further action occurs this spring and summer.

The Follow that Cherry, which showcases the supply chain of a Northwest Cherry, already received recognition on Capitol Hill. During a Feb. 10 Commerce Committee hearing, Senator Maria Cantwell (D-WA) asked witnesses how best to educate the public on the complex needs of our nation’s multimodal freight system. We were proud to see CAGTC Board Member John Greuling hold up the Follow that brochure and explain that not only was CAGTC committed to educating Congress and the public on the importance of multimodal freight investment, but that we were making it easier for them to understand the complicated process. Since the hearing, CAGTC staff has worn through their soles of their shoes distributing brochures all over Capitol Hill. We also held a packed-to-the-brim “freight happy hour” in March, where we continued the conversation with Congressional staffers.

When CAGTC was founded, many members of Congress did not know what freight was, much less how goods moved through the transportation system. We’ve come a long way since then, and the newest version of Follow that Freight continues to build institutional knowledge in the halls of Congress.

As we begin work on the next versions of the brochure, we are always looking for ideas, pictures, and product donations from our members and their networks. Please get in contact with Elaine Nessle with your contributions! Click here to see the brochures we’ve produced: [http://www.tradecorridors.org/images/FollowThat/follow%20thatbrochures.pdf](http://www.tradecorridors.org/images/FollowThat/follow%20thatbrochures.pdf)

Better yet, come to our Annual Washington DC Meeting on April 22 and pick them up for yourself! Then, don’t forget to walk a few over to your Representatives and Senators and tell them, “Don’t forget freight!”

Leslie Blakey, Executive Director
States Serve as Laboratories for a Gas Tax Alternative

Even if Congress is able to pass a long-term surface transportation bill this year, they will most likely need to temporarily extend MAP-21 to give themselves more time to hammer out details of a longer term agreement. Conversations about a short-term extension, as well as the revenue generator for a longer-term bill, continue in both the White House and Congress. The Administration is proposing corporate tax reform, some Senators are eyeing a repatriation holiday, and others are floating a gas tax hike. The common ground between all of these revenue generators is that they are ultimately viewed as unsustainable sources of revenue. A tax overhaul is a one-time windfall, and elected officials admit that an increased gas tax won’t bring in enough revenues long-term to keep the Highway Trust Fund solvent. Despite these realities, few in Washington are ready to deal with a more sustainable solution to the insolvency of the Highway Trust Fund. Instead, alternatives to the gas tax are cropping up from the states, who are studying the feasibility of a vehicle miles traveled tax within their own jurisdictions.

Oregon has conducted the most research on a Road Usage Charge Program. After several years of study, the state will launch its demonstration program on July 5, 2015. 5,000 volunteers will be charged 1.5 cents per mile they travel in their vehicles. Participants will have the option to track their distances using GPS, an odometer, or a “daily diary,” depending on their privacy preferences. Those who sign up for the program will get a monthly statement from ODOT, similar to a utility bill, and will also receive rebate checks from the state to reimburse for the state tax they pay at the pump. To pacify privacy advocates, ODOT will use a private vendor to handle the accounting and management of the road tax, and data will be destroyed 30 days after it is recorded.

Several other states are making progress on their own pilot programs. In 2009, Nevada launched a three part study. The initial phase required research into the feasibility and best practices of a VMT system and phase two examined the technology needed to institute the program. Phase three will solicit volunteers from Northern and Southern Nevada to participate in a two-year mileage-tax pilot study. California and Washington have also made progress in recent years on their own programs. In October of 2014, California Governor Jerry Brown (D) signed SB 1077 into law, which authorized a mileage-tax pilot program and scheduled it to begin in 2017. Washington State has also authorized pilot planning, though they have not yet set a launch date.

Eleven states in total have expressed openness to exploring a mileage-tax alternative through their membership in the Western Road Usage Charge Consortium. In addition to Oregon, Nevada, Washington, and California, the Consortium counts Montana, Utah, Colorado, Arizona, Texas and Hawaii among its members. Senators like Barbara Boxer (D-CA) have commended local activity on alternatives to the gas tax, stating the Environment and Public Works Committee, of which she serves as the Ranking Member, would study the findings closely. Various stakeholder organizations have also expressed support of mandating further study of a VMT tax. Representative Earl Blumenauer (D-OR) reintroduced a bill this Congress that would phase in a 15 cent per gallon tax increase over the next three years and require the study of longer-term options. Groups such as the American Society of Civil Engineers, the American Public Transportation Association, Transportation for America, and UPS applauded Representative Blumenauer’s bill.
Congress & Obama: Speaking the Same Language?

Similarities and differences between Boxer-Paul’s Repatriation and Obama’s Corporate Tax Overhaul

What do a Senate odd-couple and President Obama have in common? At first glance, you might be tempted to group their proposals on how to pay for a long-term surface transportation bill together. On Feb. 2, in conjunction with his FY2016 Budget Request, the President released an outline of his new and improved GROW AMERICA Act. The updated bill includes a revenue source – a revamped corporate tax structure – which is similar to a proposal floated by Senate odd couple Rand Paul (R-KY) and Barbara Boxer (D-CA). Both plans tax corporations that currently keep their profits overseas.

The similarities between the proposals end there. Under the Obama plan, companies would pay a mandatory one-time, 14 percent tax rate to bring their earnings back to the United States. Estimates show the Obama proposal would create a $238 billion windfall of revenue, which would be deposited in the Highway Trust Fund, roughly matching the $238 billion expected gas tax revenue over the next six years.

Meanwhile, under the Boxer-Rand Invest in Transportation Act of 2015, not yet introduced at time of publication, companies that bring back overseas earnings over the next five years would subject those earnings to a 6.5 percent tax rate. Like the White House proposal, revenue from the repatriation of offshore profits would be deposited in the Highway Trust Fund to be used for infrastructure projects. However, the Obama Administration proposal taxes all overseas profits and incentivizes companies to repatriate earnings right away. The Invest in Transportation Act will offer a repatriation holiday, which in the past Obama has opposed, saying that it incentives companies to keep future profits overseas while lobbying Congress for additional holidays.

The Obama and Rand-Boxer plans differ in structure and tax rate, but there might be room for compromise. A third proposal, referenced on page one, is the Infrastructure 2.0 Act and creates the same framework as the President’s proposal but lowers tax rates for overseas earnings to 8.75 percent.

Leadership has given some indication of where they fall on the corporate tax-code rewrite ideas. House Speaker John Boehner (R-OH) indicated he’d be open to tax reform during a press conference in early January. Senate Minority Leader Harry Reid (D-NV) was rumored to be developing a repatriation bill with Sen. Paul last Congress that would essentially create the same structure as the current Boxer-Paul proposal. Ways and Means Chairman Paul Ryan (R-WI), who will be in charge of finding the funds for the House surface transportation proposal, expressed openness to establishing common ground with Obama over his tax proposal.
North American Strategy for Competitiveness

North American Strategy for Competitiveness (NASCO) is the leading grass roots organization focused on the competitiveness of the North American supply chain, workforce and energy independence.

We are the only tri-national network of North American governments, businesses, and educational institutions, driven by a common interest in collaboration along commercial corridors and trade networks. Founded in 1994, we encourage North America’s competitiveness in the global marketplace.

Our North American Strategy for Competitiveness:
• Improve the North American supply chain, logistics systems and transportation network
• Eliminate unnecessary trade barriers and reduce cross border inefficiencies
• Strengthen the quality of the North American workforce
• Promote North American energy independence, security and opportunity

We have been engaging in these focus areas and amassing a grass roots network of local / state / provincial governments, educational institutions, industry experts, and federal agencies. Our coalition is passionate about the competitiveness of North America and committed to the belief that our focus areas are integral to our success as a continent and individuals.

We recognized decades ago the importance of NAFTA and the success it would certainly bring to nations individually, and as a continent, but there were, and continue to be, significant challenges and barriers to free trade that must be addressed – and quickly.

Participants in the 2014 NASCO Conference Energy Panel in Mexico City, Mexico

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To that point, NASCO has and continues to actively participate in a variety of federally funded pilot projects related to freight efficiency and mobility, innovative technology solutions, and facilitating local and regional solutions to freight mobility challenges. In addition, we have begun the first ever tri-national logistics workforce pilot to lay the foundation for standardized, portable logistics and manufacturing certification training programs throughout North America.

This year, we are proud to unveil our new THINK NORTH AMERICAN campaign! NASCO is leading the effort to keep North America constantly on the minds of individuals, industry, government agencies, legislators and the media. In 2015, we will take our NASCO message - and members - on the road and to the media with our Regional Competitiveness Summits, our NASCO Annual Conference 2015 in Windsor, Ontario, and high level meetings and briefings in each of our nation’s capitals and beyond. We welcome the participation of CAGTC members at any of our events.

We are excited to be joining the CAGTC. We believe our new partnership is going to provide great value and additional opportunities to each of our organizations. Our objectives, efforts and memberships complement one another, and, together, our voice for North American freight and infrastructure needs will be stronger and more effective. We look forward to meeting CAGTC members at the annual event in Washington, D.C. in April!

For more information on NASCO visit www.nasconetwork.com, and remember to THINK NORTH AMERICAN!!!

Source: NASCO
Orange County Transportation Authority

A driver, late for a morning meeting, pulls up to the railroad crossing and sees the gate arm descending. The sound of the horn signals the arrival of a freight train that’s going to make the driver wait – and likely even later than before. The train is more than a mile long and it’s going to delay the commute by five minutes or more as the driver sits idling, wasting gas and time.

That’s been the reality for thousands of drivers in Orange County, California – home to more than 3.1 million people in 34 cities and countless drivers in the heart of Southern California’s car culture. Along the Orangethorpe Corridor in the cities of Anaheim, Fullerton and Placentia, about 70 Burlington Northern Santa Fe trains pass through those cities every day, backing up intersections with waiting cars as they go by.

As more and more freight comes to the ports of Long Beach and Los Angeles – two of the busiest ports in the nation – the number of trains carrying goods inland and through Orange County is only expected to increase, with up to 150 trains per day expected to pass through by 2030.

With that in mind, the Orange County Transportation Authority (OCTA), the county’s primary transportation agency, has embarked on an ambitious plan to provide relief to motorists by building a series of grade separations – overpasses and underpasses – to separate rails from car traffic, making commutes safer and more efficient for drivers and pedestrians in the area.

With the second undercrossing of the OCTA’s O.C. Bridges project opened in summer 2014 at Kraemer Boulevard at the border of Anaheim and Placentia in Orange County, California. About 70 freight trains, many more than a mile long, travel through the area daily.

The Orange County Transportation Authority’s O.C. Bridge’s program is a $630 million effort to build seven bridges – overpasses and underpasses – to separate rails from car traffic, making commutes safer and more efficient for drivers and pedestrians in the area.

The O.C. Bridges program is a $630 million project building grade separations at seven intersections to improve traffic flow and enhance safety. OCTA is one of several agencies utilizing California’s Prop. 1B funding to keep freight trains flowing through Southern California’s vibrant trade corridor.
OCTA, which was formed through a consolidation in 1991, has more than 1,500 employees and an annual budget of $1.2 billion focused on keeping Orange County moving through a range of transportation options, including bus transit service, Metrolink rail service, funding for freeway and street improvements, the 91 Express Lanes freeway toll facility, and Rideshare and Vanpool options.

Recently, OCTA also won a bid to manage oversight of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, which stretches 351 miles through six counties along California’s coast. It’s the second busiest passenger rail corridor in the nation, including 41 stations and more than 150 daily passenger trains.

“The best thing about leading OCTA is knowing that whenever I go somewhere in Orange County and meet someone new, I know that this agency is helping that person – whether they know it or not,” said Darrell Johnson, OCTA’s CEO. “Whether it’s synchronizing traffic signals, improving roads or building these grade separations, we are improving conditions for the people who live, work and visit this county.”

Orange County residents are also helping themselves when it comes to transportation. In 2006, almost 70 percent of Orange County voters renewed Measure M, a half-cent sales tax to fund transportation improvements throughout the county. The seven grade separations that are part of the O.C. Bridges program were identified in the ballot measure. But Measure M funds would never be enough to fully fund the project, so OCTA has worked in cooperation with its state and federal partners to secure sufficient funding.

To date, about 22 percent of funding for O.C. Bridges is coming from the local tax measure. OCTA has won strong support, securing 28 percent of its funding from the state’s Prop. 1B Trade Corridor Improvement Fund and the balance from a mix of state and federal funds.
Construction of the bridges along the 6-mile rail corridor – between Raymond Avenue in Fullerton and Lakeview Avenue in Placentia and Anaheim – began in 2011 and is expected to wrap up in 2018. So far, two underpasses have opened as part of the program and the other five are under construction. OCTA has undertaken a multi-level public outreach campaign to reduce the effects of construction on surrounding residents and businesses, keeping people informed through neighborhood meetings, e-mail and social media campaigns and going door-to-door to provide updates on construction-related closures and detours.

All of this with eyes on completion and the ultimate benefits to local motorist and to the local and regional economy by keeping freight moving smoothly through the corridor. Other benefits include enhancing safety by allowing cars and pedestrians to travel over and under the rail line, better access to local businesses and better air quality by eliminating the need for cars to idle at stops. It all adds up to fulfilling OCTA’s ultimate goal of increasing the overall quality of life for all who travel through the corridor.

Source: Orange County Transportation Authority

Are you on Twitter?
Join the conversation!
Follow @CAGTC for news, information and facts about how a robustly funded freight system can benefit the economy.
ACE Completes Major Project

Officials gathered today to mark the completion of major construction on a four-lane roadway underpass and a two-track railroad bridge carrying freight trains over Baldwin Avenue, north of Valley Boulevard in the City of El Monte.

To construct the Baldwin Avenue grade separation project, workers used 1 million pounds of reinforcing steel, poured 12,000 cubic yards of concrete and excavated 93,000 cubic yards of dirt, enough to fill 11,600 dump trucks. The $76.7 million project was funded in partnership by Federal and state agencies, Los Angeles County Metro and Union Pacific Railroad. Over two years of construction, 446 construction workers were employed, with 11% of construction costs subcontracted to small businesses.

“We appreciate the patience and support of the community as the Baldwin Avenue project was under construction,” said El Monte Councilwoman Norma Macias, Chair of the Alameda Corridor-East (ACE) Construction Authority Board of Directors. “This project will eliminate crossing collisions and train horn noise and reduce vehicle congestion, queuing and emissions.”

Located on the transcontinental ACE Trade Corridor, the highway-rail grade separation is used daily by 18 freight trains, projected to increase to 40 trains by 2025 and to 59 trains if the route is double-tracked by the railroad. Once opened to traffic next month, the underpass will accommodate 28,000 vehicles a day. The Federal Railroad Administration has logged two train-vehicle collisions at the crossing over the last 10 years.

“The ACE projects are my top goods movement and safety priority and I am proud to champion them in Congress” said U.S. Representative Grace Napolitano, California’s senior-most member on the House Transportation and Infrastructure Committee.

“The ACE projects will reduce accidents at the crossing, cut down on vehicle emissions in the area, and ensure that goods from California’s businesses get to market more easily. The underpass will benefit both California drivers and the region’s economy as infrastructure projects like this alleviate congestion on our roadways,” U.S. Representative Ed Royce said in a statement.

(Continued on Page 14)
“I am proud to support Federal investments in projects like ACE. The jobs and improvements that come from increased infrastructure spending benefit our entire economy, which is why I support legislation that would establish a new National Freight Network Trust Fund for ACE and other freight infrastructure projects,” said U.S Representative Judy Chu.

“As a founding member of the ACE Board of Directors nearly 15 years ago, I am proud of the progress made by the ACE Construction Authority and that these important grade separation projects continue to enjoy strong bipartisan support in Sacramento,” said State Senator Bob Huff, Vice Chair of the San Gabriel Valley State Legislative Caucus.

“California must continually address its transportation infrastructure challenges, and I am pleased to see the completion of another ACE grade separation project,” said Assemblyman Ed Chau.

“My family home was near the Baldwin Avenue railroad crossing and having spent part of my childhood there I can personally attest to the importance of this infrastructure improvement to the surrounding community,” said Assemblyman Roger Hernandez.

“The completion of yet another project illustrates why the ACE Construction Authority is a national ‘best practice’ model for the efficient and cost-effective delivery of infrastructure projects,” Commissioner Fran Inman of the California Transportation Commission and member of the National Freight Advisory Committee said in a statement.

Source: ACE
Florida Could Double Container Cargo Business

New Analysis highlights opportunities to capture cargo coming into Florida via non-Florida ports

The Florida Ports Council today released detailed opportunities to grow Florida’s trade and jobs via the state’s seaports in a new report titled the Analysis of Global Opportunities and Challenges for Florida’s Seaports (“Analysis”). The Analysis reveals specific examples of containers that come to Florida from non-Florida ports that, if captured, could potentially double container cargo coming through Florida ports, therefore significantly increasing the economic benefits to the state. The Analysis also found that Florida has a demonstrable cost advantage against competitor states in delivering goods to market.

“Thanks to the leadership of Governor Scott and the Florida Legislature, our state has made tremendous strides in enhancing our freight transportation system,” stated Val Schwec, Chairman of the Florida Ports Council. “However, we needed to examine the opportunities and challenges to significantly expanding our international trade to further position Florida as a global trade leader. This Analysis provides the data necessary for us to target prospective shippers effectively and market our freight assets to premier businesses using competitor U.S. ports.”

The Analysis also examines challenges that need to be addressed in order for Florida to grow as a global hub, specifically out-of-date processes; unnecessary regulations; and the need for additional tools to compete with nearby states to attract new manufacturers and businesses.

Governor Rick Scott said, “Over the past four years, we’ve invested over $850 million to improve Florida ports and their capacity to create jobs and drive Florida’s growing economy. This is part of our commitment to invest $1 billion in our ports over the course of our administration. The Florida Ports Council has been an important partner as we continue to promote Florida as the place for businesses to complete and succeed globally. Florida is on a mission to become the global leader in job creation, and this report demonstrates that by continuing to make our ports a priority, we are taking crucial steps toward meeting that goal.”

One overriding recommendation of the Analysis is that the state of Florida and Florida seaports increase their efforts in sharing the logistics advantages and infrastructure assets through targeted marketing efforts. These advantages and assets are a direct result of the recent freight infrastructure investments and commitment to trade by Florida’s Governor, Legislature and agency partners.

FDOT Secretary Jim Boxold said, “The Florida Ports Council Global Opportunities Report highlights a specific area of significant growth for Florida ports. The report’s findings identify avenues for Florida ports to grow by capturing more of the cargo already destined for Florida markets. I commend Florida’s ports for their contribution to the freight transportation system in the state and to growing Florida’s economy.”

Source: Florida Ports Council
Randy Blankenhorn Named Illinois Secretary of Transportation

Illinois Governor-elect Bruce Rauner announced today the first in a series of cabinet secretary, agency director and boards and commissions appointments, including Randy Blankenhorn, Secretary of the Illinois Department of Transportation.

Governor-Elect Bruce Rauner has nominated 56-year-old Randy Blankenhorn, of Chicago, as the Director of the Illinois Department of Transportation. Blankenhorn is currently the Executive Director of the Chicago Metropolitan Agency for Planning (CMAP). This is a return to IDOT for Blankenhorn; he worked for the agency for 22 years, most recently as the Bureau Chief of Urban Program Planning.

Blankenhorn has been the head of CMAP since its inception by the General Assembly in 2006. CMAP oversees transportation, land use, housing economic development, environment and other quality of life issues in the seven counties that makeup Chicagoland. Blankenhorn has also overseen the implementation of GO TO 2040, which is the first regional plan for the Chicago metropolitan area in more than 100 years.

While at IDOT, Blankenhorn worked in a number of positions in both the policy and planning divisions, eventually rising to the Bureau Chief of Urban Program Planning. He was also the point person on a number of major infrastructure projects in Illinois, including the extension of I-355 and IL 53; the new Mississippi River crossing in St. Louis; and the South Suburban Airport.

Blankenhorn also worked for the Illinois Department of Children and Family Services, the Illinois Secretary of State and the Illinois Department of Personnel. He is a graduate of Illinois State University, with a bachelor's degree in business administration.

Source: State of Illinois
Private Capital, Public Good
Brookings
December, 2014

Despite its fundamental and multifaceted role in maintaining national growth and economic health, infrastructure in the United States has not received an adequate level of investment for years. Political dysfunction, a challenging fiscal environment, greater project complexity, and the sheer size of the need across different sectors are forcing leaders across the country to explore new ways to finance the investments and operations that will grow their economies over the next decade.

This paper is designed to provide an overview of basic PPP structure, how to consider proper risk and reward sharing, and the purpose and the rationale behind these arrangements. It is based on extensive background research and directly informed by interviews with leading practitioners from the public and private sector. Primarily, this paper presents nine recommendations for public leaders as they consider PPPs and is intended to serve as a guide to executing them in the public interest.


2015 AASHTO Bottom Line Report
American Association of State Highway and Transportation Officials
January 2015

2015 will be a critical year for the future of America and for the surface transportation program. Congress and the Administration will be called upon to craft legislation that will put in place the surface transportation programs that will be essential to the nation’s economic recovery and quality of life. The challenges of funding are arrayed against the overwhelming case that enhanced investment is absolutely critical to the future of the nation.

Many issues must be addressed including but not limited to the following:
- Investing in highway and transit infrastructure not only to sustain a recovery but also to support long term economic success for all Americans.
- Sustaining the solvency of the Federal Highway Trust Fund.
- Maintaining rural and urban access and connectivity
- Addressing transportation impacts on global climate change and climate change impacts on transportation.
- Reconstruction needs of an aging transportation system.
- Reducing congestion on highways and crowding on major transit lines.
- Increasing the capacity and safety of transportation systems.
- Maintaining international competitiveness.

This comprehensive assessment of highway, bridge, and transit investment needs provides a definitive base of information for decisions about levels of necessary investment. It is based on the forecasting models and data systems used by the US Federal Highway Administration and the US Federal Transit Administration, and on the results of FHWA analyses, supplemented by additional research. The result is the most comprehensive analysis of the nation’s transportation investment needs which is now possible.

http://bottomline.transportation.org/Documents/BOTTOM%20Line%202015%20Executive%20Version%20FINAL.pdf
Upcoming Events

**April 18-22, 2015**: American Planning Association's 2015 National Planning Conference
Seattle, WA

**April 22-23, 2015**: CAGTC Annual Meeting
*Washington, DC*

**May 5-7, 2015**: Intermodal Operations & Maintenance Business Meeting
*Oak Brook, Illinois*

**May 11-15, 2015**: Infrastructure Week
*Washington, DC*

CAGTC & Freight in the News

**Senate Commerce Panel Kicks Off Freight Hearing This Morning**
*Politico*
February 10, 2015
[http://politi.co/1afqOpl](http://politi.co/1afqOpl)

**Will County CED Chief Testifies in Washington**
*The Herald News*
February 10, 2015

**Proposed White House FY 2016 Budget Includes Plans for New Six-Year $478 Billion Transportation Bill**
*Logistics Management*
February 3, 2015

**Obama Emphasizes ‘Bipartisan Infrastructure’ Plan in SOTU Address**
*Progressive Railroading*
January 21, 2015

**Industry Reaction to State of the Union Speech**
*Material Handling & Logistics*
January 21, 2015
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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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 enessle@blakey-agnew.com