

Testimony of

Nicholas M. Gattozzi III
Vice President of Government Advocacy
Greater Cleveland Partnership
Cleveland, Ohio

On behalf of Build Up Greater Cleveland and the Great Lakes Metro Chambers Coalition

before the

Committee on Transportation and Infrastructure
United States House of Representatives

On

Improving and Reforming our Nation's Surface Transportation Programs:
Columbus, Ohio Field Hearing

February 19, 2011

Mr. Chairman and distinguished members of the Committee, my name is Nick Gattozzi. I am the Vice President for Government Advocacy for the Greater Cleveland Partnership, a regional chamber of commerce located in Cleveland, Ohio. I appreciate the opportunity to provide testimony at today's field hearing, Improving and Reforming our Nation's Surface Transportation Programs. I would like to thank Congressman Gibbs and his staff for the opportunity to testify. Additionally, I'd like to thank Congressman LaTourette, and his staff, for being long-time partners with our organization in addressing the transportation and infrastructure needs of Northeast Ohio.

Mr. Chairman, my comments today will focus on private sector investment and public private partnerships as they relate to federal highway programs.

Public infrastructure is a key driver of economic growth. While demand for services and maintenance costs continue to rise, available funding for public infrastructure is woefully inadequate. Municipalities face fierce competition for scarce local tax revenue and limited state funding.

In this period of economic stress, the responsibility of government to invest public monies efficiently and effectively requires a regional and strategic outlook.

Build Up Greater Cleveland (BUGC) is a unique public-private infrastructure partnership that facilitates collaboration and employs long-term infrastructure strategies that enhance the existing transportation systems in Greater Cleveland.

Created in 1983 and managed by the Greater Cleveland Partnership (GCP) and the Cleveland Engineering Society (CES), BUGC works across sectors, partnering with municipalities, public officials, and the private sector to support an infrastructure system that meets the demands of a multi-modal transportation network.

By rating and prioritizing projects based on factors such as economic development and job creation, BUGC is able to prioritize infrastructure projects on a regional basis to strengthen Greater Cleveland and Northeast Ohio's ability to meet the challenges of providing a safe and reliable transportation system. This partnership has proven to be an invaluable resource to public officials in assessing infrastructure needs of the region.

Organizationally, we have replicated the BUGC model to form a 12-state coalition of metropolitan chambers of commerce in the Great Lakes region that, among other priorities, advocate for strategic transportation and infrastructure planning and expenditures. This coalition, as defined by the states of New York, Pennsylvania, Ohio, West Virginia, Kentucky, Michigan, Indiana, Illinois, Missouri, Iowa, Wisconsin and Minnesota, accounts for 33% of the nation's population, 32% of its GDP, 30% of its merchandise exports, and 28% of its patents. When the Canadian provinces of Ontario and Quebec are included, the bi-national Great Lakes Region is the world's third largest economy in terms of GDP.

The coalition recognizes that resources are limited and that fiscal responsibility is of paramount importance. At the same time, job creation is "job 1", and federal priorities and resources should be directed toward encouraging the growth of private sector jobs; which is why Transportation and Infrastructure was, and continues to be, the leading issue for the coalition.

The Metro Chambers' transportation agenda focuses on the development of regional 'trade corridors' that facilitate the movement of goods and services into and out of our 12 state region. The need to move manufactured goods quickly, efficiently, and safely to satisfy 'just in time manufacturing', as well as order fulfillment, is critical to the economy of the region and the nation.

Similar to what we do in Northeast Ohio, a federal mechanism should be implemented that allows for input from regional economic development organizations on transportation projects. Such a mechanism has been suggested in the Metro Chambers agenda, and similarly proposed in Chairman Mica's National Strategic Transportation Plan. This input would allow for the integration of information relative to how federal funding would leverage economic development and job creation at the regional and local levels. The resulting information would help to prioritize projects based on a Return on Investment model which would result in targeted federal funding in projects that have both multi-state and local impacts.

In closing, Mr. Chairman, I believe that regional economic development organizations, the originators of the Public-Private Partnership, stand at the ready to help develop and implement

policies that will leverage regional economic development initiatives with federal transportation programs to create private sector investment and job creation.

Thank you again for the opportunity to offer today's testimony. I look forward to your questions.

NICHOLAS M. GATTOZZI III
Vice President, Government Advocacy
Greater Cleveland Partnership

Nick Gattozzi joined the Greater Cleveland Partnership, the 2nd largest chamber of commerce in the United States, in August of 2006 as the Vice President of Government Advocacy. Nick works with Members of Congress, their staffs and the Federal Executive Branch to further the mission of the Greater Cleveland Partnership, its 17,000 member businesses and affiliated organizations through policy creation and implementation, federal appropriations, and the federal budget.

Prior to joining the GCP, Nick was a Vice President and Relationship Manager for KeyBank Public Sector where he provided banking and financing options to government entities, colleges and universities, school districts and non-profits.

Nick also served as District Director for a United States Senator in Cleveland, OH, where he oversaw daily operations in 21 counties, including managing office operations and serving as a key advisor to and representative of the Senator on a wide range of issues affecting businesses, governments, schools and non-profits.

Prior to his Senate service, Nick served the State of Ohio as the Assistant Economic Development Representative in the Governor's Economic Development Office in Cleveland, OH and as the Deputy Director of Communications for the Industrial Commission of Ohio, in Columbus, OH.

A life-long Clevelander, Nick attended Alleghany College in Meadville, PA and graduated from The Ohio State University with a Bachelor of Arts in Political Science. At Ohio State, he was actively involved in state-wide elections; and worked for the Student Loan Funding Corporation's government relations group. At Alleghany, he was a member of the Alleghany College football team and served as member of Alleghany Student Government as a Senator and President of his class.

Nick serves on the boards of the Ohio & Erie Canalway Coalition as Vice Chairman; the U.S. Marshal Posse of Northern Ohio as Treasurer; and the St. Anselm Parish Festival Committee as Co-Chairman. He is also a graduate of Leadership Cleveland, Class of 2009.

Nick lives in Chardon, OH with his wife Stefani and their children, Nicholas IV and Lydia. He enjoys coaching football and baseball; skiing; mountain biking; and spending time with his family.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
Truth in Testimony Disclosure

Pursuant to clause 2(g)(5) of House Rule XI, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include: (1) a curriculum vitae; and (2) a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness. Such statements, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(1) Name:

Nicholas M. Grotzki III

(2) Other than yourself, name of entity you are representing:

Greater Cleveland Partnership

(3) Are you testifying on behalf of an entity other than a Government (federal, state, local) entity?

YES

If yes, please provide the information requested below and attach your curriculum vitae.

NO

(4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity you are representing:

Please see attachment

Signature

Nicholas M. Grotzki III

Date

2/15/11

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 Greater Cleveland Partnership and Subsidiaries
 As of January 31, 2011

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>CFDA Number</u>	<u>Total 2011</u>	<u>Total 2010</u>	<u>Total 2009</u>
Greater Cleveland Partnership: 34-0149250				
<u>Major Programs</u>				
None				
<u>Wholly Owned Subsidiaries of the Greater Cleveland Partnership</u>				
Economic Growth Foundation: 34-1916518				
<u>Major Programs</u>				
U.S. Department of Labor passed through	17.258	\$ -	\$ 216,651	\$ 120,442
Ohio Department of Job and Family Services and Ohio Department of Development				
Third Frontier Internship Program				
COSE Group Services, Inc.: 34-1402329				
<u>Major Programs</u>				
US Department of Energy passed through	81.041	\$ -	\$ 15,076	\$ -
State of Ohio Department of Development				
State Energy Plan Program				
Northeast Ohio Technology Coalition: 34-1316549				
<u>Major Programs</u>				
Small Business Administration	10-c-0030	\$ -	\$ 7,728	\$ -
Regional Innovation Clusters- Flexible Electronics				
TOTAL		\$ -	\$ 239,456	\$ 120,442