

June 2013 Newsletter

Welcome to new members: IC Staffing Solutions, 1 Victoria Square- Suite 270, Painesville, Ed Gould, representative ([email](#)); Leadership Lake County, 391 W. Washington St., Painesville, Dr. Jessie Baginski, Executive Director ([email](#)); Buckley King, 1400 Fifth Third Center, 600 Superior Ave., Cleveland 44114, Dennis Lafferty, Director of Practice Initiatives ([email](#)); LaMalfa Centre, 5783 Heisley Road, Mentor 44060, Martin LaMalfa Senior VP ([email](#)); AWT Alliance for Working Together, Pat Hoyt, CEO, PO Box 123, Mentor 44061 ([email](#)); and Laketran, 555 Lakeshore Blvd., Grand River 44045, Julia Schick, Director of Marketing & PR ([email](#))

Port Authority launches agricultural loan program

The Lake County Port Authority, has launched the new Agricultural Loan Program, CROP (Credit Relief Outreach Program).



This new loan program will offer Lake County agricultural businesses a low-cost, short-term financing program for their operating expenses. These monies can be used by nurseries, grape growers, fruit and vegetable growers, as well as companies that add value to harvested crops, such as wineries, distilleries and food processors.

“We learned that many agricultural businesses in Lake County were relying on credit cards to finance their short-term operating needs,” said Martin Gareau, director of public finance at the port authority. “We wanted to come up with a program that would help with those expenses at a much more attractive rate. Typical expenses for seasonal start-up or harvest can be financed through this program, such as inventory, supplies and payroll.”

Loan amounts available vary from a minimum of \$5,000 to \$25,000 with terms of either 120 or 180 days. Complete details and eligibility guidelines—along with the application—are available on the Lake County Port Authority’s website, [here](#).

Created in February 2007, the Lake County Port Authority’s mission is to promote projects that will provide for the creation of jobs and employment opportunities and improve the economic welfare of the people residing in Lake County.

The trustees have authorized a \$6,000 match for the program.

Tribune 5-17-13

Nation's infrastructure gets a D+ grade point average

The American Society of Civil Engineers (ASCE) issued its 2013 Report Card for America's Infrastructure, which is a comprehensive assessment of the nation's infrastructure across 16 sectors, including roads, bridges and transit systems.

Updated every four years, the Report Card uses a simple A to F school report card format to provide a comprehensive assessment of current infrastructure conditions and needs, by assigning grades. This year's Report Card found that America's grade for infrastructure rose slightly to a "D+" from a "D" in 2009. Roads saw a slight improvement to a "D" up from a "D-" four years ago, bridges improved to a grade of "C+" from a "C" last time and transit systems remained at a "D."

The Report Card also contains state-specific reports that have individual conditions and needs numbers for each state. Since 1998, the grades have been near failing, averaging only D's, due to delayed maintenance and under investment across most categories.

"The good news for drivers is that the condition of the nation's roads and bridges has improved slightly since the last report card was issued. The bad news is grades like these aren't going to get us where we need to go in terms of safety or mobility," said Brian Newbacher, director of public affairs for AAA East Central.

Key trends cited in the report as contributing to the improvements on roads and bridges include:

- Renewed efforts in cities and states, to address deficiencies;
- Expanded private sector investment in upgrades and adding capacity to the system;
- Short-term boosts (since previous 2009 report) like the American Recovery and Reinvestment Act of 2009 ARRA, Recovery Act or Stimulus Bill).

Other findings from the report of interest regarding roads, bridges and transit include:

- One-third of the nation's roads are in poor or mediocre condition, costing motorists \$324 each year in additional repair costs;
- One out of 4 (151,497) of the nation's bridges are deficient and one in 9 (66,749) of the nation's bridges are structurally deficient;
- ASCE estimates there is a \$112 billion investment gap per year for roads, bridges and transit to keep up with needs;
- Average age of bridges is 42 years;
- Forty-two percent of major urban highways are congested; congestion costs over \$100 billion annually;
- There has been a 9.1 percent increase in transit riders over the past decade;
- Forty-five percent of Americans lack access to transit and the economy lost \$90 billion in 2010 due to deficient transit systems.

“AAA encourages Congress to take the lead, work toward a long term funding solution and ensure the American public understands the importance of investing in our transportation system before we fall further behind,” Newbacher added.

Grading the system

An advisory council of leading civil engineer assigns the grades according to the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation. The report card is available online at www.infrastructurereportcard.org.

How does your community measure up to infrastructure standards? Pot holes and bumpy roads add costs to motorists that need not be. *Ed.*

AAA Motorist May 13

Manufacturing in 3-D

Youngstown is the pilot location for what may become a network of 15 manufacturing hubs. The National Additive Manufacturing Innovation Institute is dedicated to developing 3-D printing—the manufacturing of a three-dimensional solid object of almost any shape from a digital model—into a mainstream industry. Additive manufacturing, which can enable the rapid production of low-volume products, holds the promise of being an economic engine.

In fact, it’s expected to be a big part of the next generation in manufacturing, which also includes the rapidly growing field of robotics and other automation elements. The ROI, however, is the exchange of technology for labor. The manufacturing sector has shed 5.6 million jobs—or 32 percent of the total—since 2000, but productivity, thanks largely to automation, has increased 44 percent in the same time frame.

Manufacturing now accounts for only 8 percent of the labor market, according to the Bureau of Labor Statistics, or, if you prefer, 6 percent as calculated by the U.S. Census Bureau. But those small numbers still carry significant clout.

A new report released by the Brookings Institution points to the disproportionate impact of manufacturing on the U.S. jobs market. It employs 35 percent of engineers, accounts for more than two-thirds of private-sector spending on research and development, and produces fully 65 percent of all U.S. trade. ” After 30 years of being told that the U.S. was resigned to be a post-industrial economy,” write Bruce Katz and Peter Hamp, “we are suddenly realizing that our future lies in the interplay of production and innovation, and of domestic markets and global demand.”

“Manufacturing matters because it’s simply impossible to have a vibrant national economy without a healthy, globally traded sector,” says Rob Atkinson, president of the Information Technology and Innovation Foundation. ” And manufacturing is America’s most important traded sector.”

Governing 4-13