

INVESTMENT IN FREIGHT IS INVESTMENT IN....

Our Overall Economic Health Every



invested in infrastructure
projects raises the level of GDP
by about



44% of jobs in Washington State are dependent on freight. This reflects a 2.6% increase from 2011.

In 2014, freight transportation industries provided approximately 13,500 jobs for working Idahoans, representing an 11.8% increase from 2004.

The Port of Oakland supports more than 73,000 jobs in the region and is connected to nearly 827,000 jobs across the nation.

In Southern California, goods movement dependent industries contributed nearly 3 million regional jobs in 2014, equal to 33% of the region's total jobs.

Jobs

An increase in infrastructure investment equivalent to 1% of GDP would translate into an additional 1.5 million jobs in the United States.

Freight and passenger border congestion in the San Diego-Baja California region costs the U.S. and Mexico more than 62,000 jobs annually

Between 2002 and 2012 logistics firms in metropolitan Chicago grew at a rate of 36%.

The freight industry accounts for over 50% of Maryland's total workforce, or 1.5 million jobs.

In Virginia, 375,000 jobs – or 9.4% of the state's resident workforce – are port-related.

Over 700,000 jobs are related to Florida seaports.

American Commerce



Key freight industry sectors account for nearly 40% of **Tennessee's** total gross domestic product (GDP).



At \$53,500 a year, freight transportation earnings are 16% higher than **Idaho's** average earnings per job.



Annual freight industry wages in **Maryland** total \$51.5 billion. Total freight industry-generated state revenues are \$204 million.



The Port of **Oakland's** 2010 operations directly resulted in \$851 million in local business purchases.



In 2008, freight-dependent industries like manufacturing, agriculture, construction and retail provided the **Oregon** with 700,000 jobs and generated \$29 billion in personal income.

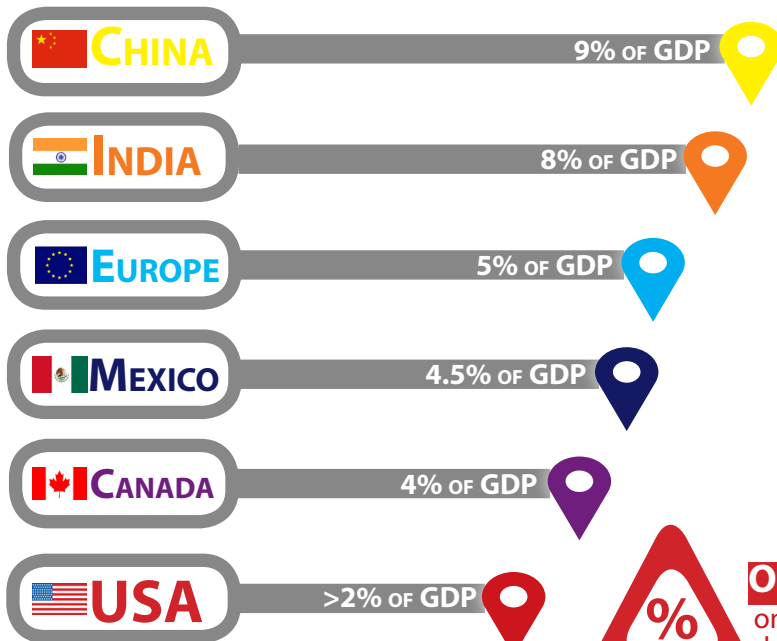
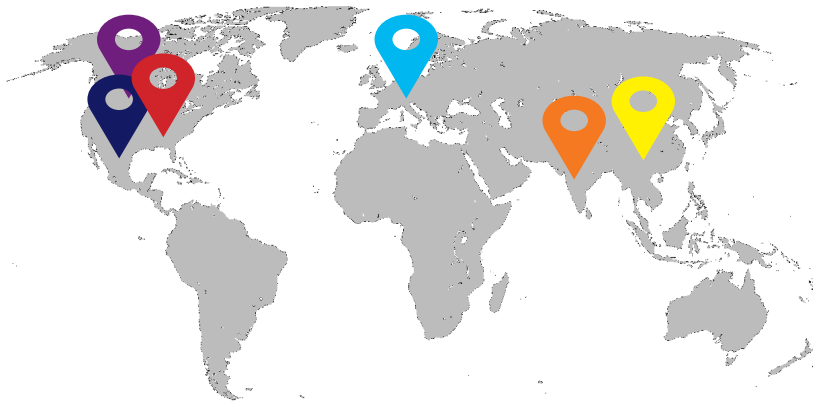
The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth.

For our sources, please visit: <http://www.tradecorridors.org/freight-resource-center/facts-and-figures>

IMPACTS OF UNDERINVESTMENT

Infrastructure Investment as a Percentage of GDP

*Our largest trading partners and competitors are investing
at twice to five times the rate we are*



Traffic Congestion

costs Americans \$160 billion in direct and indirect losses. That number will rise to \$192 billion by 2020.

Mode by mode, our competitive advantage is slipping away.



Globally, the US ranks 13th in quality of overall infrastructure and 14th in quality of roads. Countries including Japan, France, Austria, and Switzerland are ranked higher.



The port infrastructure in the United States is ranked 10th globally. Denmark, Iceland, and Belgium have higher rankings.



The United States ranks 5th globally in quality of air transport infrastructure. The Netherlands, Singapore, and the United Arab Emirates received higher rankings.



Due to deteriorating and congested passenger rail conditions, combined passenger and rail rankings have fallen to 15th.

Overall spending

on public infrastructure dropped 10.5 percent between 2003 and 2012.

Every American Driver

pays an average of \$516 per year in additional vehicle operating costs due to damage from bad roads.

SOURCES: INVESTMENT IN FREIGHT IS INVESTMENT IN...

Key freight industry sectors account for nearly 40 percent of Tennessee's total gross domestic product.

Source: Freight Logistics and Planning Policy Paper, Feb 23, 2016, Tennessee DOT

https://www.tn.gov/assets/entities/tdot/attachments/Freight_022316.pdf

At \$53,500 a year, freight transportation earnings are 16% higher than Idaho's average earnings per job.

Source: The Idaho Department of Commerce, 2014

<http://www.economicmodeling.com/>

Annual freight industry wages in Maryland total \$51.5 billion. Total freight industry-generated state revenues are \$204 million.

Source: 2012 Economic Impact Study, Metropolitan Washington Airports Authority

http://www.metwashairports.com/file/2012_Economic_Impact_Study.pdf

The Port of Oakland's 2010 operations directly resulted in \$851 million in local business purchases.

Source: Powering Jobs, Empowering Communities, Port of Oakland, 2012

<http://www.portofoakland.com/files/PDF/about/JobsBrochure.pdf>

In 2008, freight-dependent industries like manufacturing, agriculture, construction and retail provided Oregon with 700,000 jobs and generated \$29 billion in personal income.

Source: Oregon Freight Plan, Executive Summary, Oregon Department of Transportation, August 2011

<http://www.oregon.gov/ODOT/TD/TP/docs/ofp/exsum.pdf>

Between 2002 and 2012, logistics firms in metropolitan Chicago grew at a rate of 36%.

Source: Metropolitan Chicago's Freight Cluster: A Drill-Down Report in Infrastructure, Innovation, and Workforce, 2012

<http://www.cmap.illinois.gov/documents/10180/69902/CMAP-FreightReportSummary-07-11-12.pdf/63e101aa-b69c-4d12-b055-54ecc9e0557e>

The freight industry accounts for over 50% of Maryland's total workforce, or 1,511,995 jobs.

Source: Office of Freight and Multimodalism, Maryland Department of Transportation

<http://www.mdot.maryland.gov/newMDOT/Freight/Documents/Strategic%20Goods%20Movement%20Plan.pdf>

In Virginia, 375,000 jobs – or 9.4 percent of the state's resident workforce- are port-related.

Source: The Economic Impacts of the Port of Virginia, Raymond A Mason School of Business, William and Mary, December 2014

<http://www.portofvirginia.com/pdfs/POV%20Econ%20Impact%20Study%202014.pdf>

Over 700,000 jobs are related to Florida seaports, and more can be created.

Source: Florida Seaport System Plan 2016,

http://www.fdot.gov/seaport/pdfs/2015%20Florida%20Seaport%20System%20Plan_Final.pdf

Freight and passenger border congestion in the San Diego – Baja California region costs the United States and Mexico more than 62,000 jobs annually.

Source: New Study Takes a Fresh Look at impact of Border Delays at California-Baja California Land Ports of Entry, SANDAG, August 2016

http://www.sandag.org/uploads/publicationid/publicationid_2059_20980.pdf

SOURCES: INVESTMENT IN FREIGHT IS INVESTMENT IN...

In Southern California, goods-movement dependent industries contributed close to 3 million jobs the region's economy in 2014, equal to 33% of the region's total number of jobs.

Source: 2016/2040 RTPSCS, Transportation System/Goods Movement, December 2015

http://scagrtpscscs.net/Documents/2016/draft/d2016RTPSCS_GoodsMovement.pdf

The Port of Oakland supports more than 73,000 jobs in the region and is connected to nearly 827,000 jobs across the nation.

Source: Powering Jobs, Empowering Communities, the Port of Oakland

<http://www.portofoakland.com/pdf/about/JobsBrochure.pdf>

In 2014, air, rail, truck, and pipeline freight transportation industries provided approximately 13,500 jobs for working Idahoans, representing an 11.8 percent increase from 2004.

Source: The Idaho Department of Commerce, 2014

<http://www.economicmodeling.com/>

44% of jobs in Washington State are dependent on freight .This reflects a 2.6% increase from 2011.

Source: 2014 Washington State Freight Mobility Plan

<http://www.wsdotfreightmobility2014.com/>

Every dollar invested in infrastructure projects raises the level of GDP by about 1.59.

Source: The Economic Impact of the American Recovery and Reinvestment Act, 2009

[http://www.economy.com/mark-zandi/documents/Economic Stimulus House Plan 012109.pdf](http://www.economy.com/mark-zandi/documents/Economic_Stimulus_House_Plan_012109.pdf)

An increase in infrastructure investment equivalent to 1% of GDP would translate into an additional 1.5 million jobs in the United States.

Source: Infrastructure Productivity: How to save \$1 trillion a year, 2013

<http://www.mckinsey.com/industries/capital-projects-and-infrastructure/our-insights/infrastructure-productivity>

SOURCES: IMPACTS OF UNDERINVESTMENT

Infrastructure Investment as a Percentage of GDP

Currently, U.S. government infrastructure investment as a percentage of GDP is less than 2 percent¹, the lowest level of infrastructure investment at any point since World War II². Our trading partners are doing much more: Canada invests 4 percent³, Mexico 4.5 percent⁴, Europe 5 percent⁵, India 8 percent⁶ and China 9 percent⁷. Simply put, our largest trading partners and competitors are investing at twice to five times the rate we are.

Mode by mode, our competitive advantage is slipping away.

- Globally, the U.S. ranks 13th in quality of overall infrastructure and 14th in quality of roads.⁸
- The port infrastructure in the United States is ranked 10th globally.⁸
- The United States ranks 5th globally in quality of air transport infrastructure.⁸
- Due to deteriorating and congested passenger rail conditions, combined passenger and rail rankings have fallen to 15th.⁸

Traffic congestion costs Americans \$160 billion in direct and indirect losses. That number will rise to \$192 billion by 2020.⁹

Overall spending on public infrastructure dropped 10.5 percent between 2003 and 2012.¹⁰

Every American Driver now pays an average of \$516 per year in additional vehicle operating costs due to damage from rough roads.¹¹

¹ The White House, *An Economic Analysis of Transportation Infrastructure Investment*, July 2014.

<http://www.whitehouse.gov/sites/default/files/docs/economic_analysis_of_transportation_investments.pdf>

² Financial Times, *US public investment falls to lowest level since war*, November 2013.

<<http://www.ft.com/intl/cms/s/0/f0e71a16-4487-11e3-a751-00144feabdc0.html#slide0>>

³ Canadian Chamber of Commerce, *The Foundations of a Competitive Canada; The Need for Strategic Infrastructure Investment*. December 2013. <http://www.chamber.ca/media/blog/131218-The-Foundations-of-a-Competitive-Canada/131218_The_Foundations_of_a_Competitive_Canada.pdf>

⁴ Bloomberg, *ICA CEO Sees Mexico Infrastructure Spending Rising 56%*, September 2012.

<http://www.bloomberg.com/news/articles/2012-09-17/ica-ceo-sees-mexico-infrastructure-spending-rising-by-56->

⁵ The Economist, *Life in the Slow Lane*, April 2011. <<http://www.economist.com/node/18620944>>

⁶ The Economist, *The Half-Finished Revolution*, July 2011. <<http://www.economist.com/node/18986387>>

⁷ The Economist, *Life in the Slow Lane*, April 2011. <<http://www.economist.com/node/18620944>>

⁸ World Economic Forum, *The Global Competitiveness Report 2015-2016*, 2015.

<http://www3.weforum.org/docs/gcr/2015-2016/Global_Competitiveness_Report_2015-2016.pdf>

⁹ Texas A&M Transportation Institute, *2015 Urban Mobility Scorecard*, 2015.

<<http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>>

¹⁰ National Association of Manufacturers, *Testimony from 2/25/15 Hearing from Tom Riordan*, <http://www.shopfloor.org/2015/02/manufacturing-leader-underscores-importance-of-upgraded-infrastructure-and-map-21-reauthorization/33246>, 2015

¹¹ TRIP, *Bumpy Roads Ahead: America's Roughest Rides and Strategies to make our Roads Smoother*, 2015,

<http://www.tripnet.org/docs/Urban_Roads_TRIP_Report_July_2015.pdf>