

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Cascadia Center

CenterPoint
Properties Trust

Chicago Metropolitan
Agency for Planning

City of Chicago

City of Industry,
A Municipality

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department of
Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HELP, Inc.

HERZOG

Illinois Soybean
Association

Intermodal Association
of North America

Jacobs Engineering

Kootenai Metropolitan
Planning Organization

Los Angeles County
Metropolitan Transportation
Authority

Majestic Realty Co.

Maricopa Association of
Governments

Maryland Department of
Transportation

Maryland Port
Administration

Memphis Chamber of
Commerce

Metropolitan Transportation
Commission

National Railroad
Construction and
Maintenance Association

FOR IMMEDIATE RELEASE

Contacts: Jeff Agnew/ Anna Denecke
(202) 828-9100

CAGTC Applauds DRIVE Act's Creation of Freight Program, Call for Freight Investment

*Senate EPW Proposal Recognizes Freight
Infrastructure as Economic Driver*

WASHINGTON, DC (June 23, 2015) – The Senate Environment and Public Works Committee (EPW Committee) today introduced a six-year surface transportation reauthorization proposal that would create a funded freight investment program. The proposal, the Developing a Reliable and Innovative Vision for the Economy Act, or the DRIVE Act, contains many of the Coalition for America's Gateways and Trade Corridors' long-held principles, including:

- A minimum annual investment of \$2 billion in dedicated funding for freight infrastructure;
- A freight-focused, merit-based competitive grant program with broad applicant eligibility and guaranteed funding;
- State-level freight planning that calls for both public and private sector involvement and input; and
- A call for the inclusion of all National Highway System freight intermodal connectors on the Primary Highway Freight Network.

"Goods movement and economic prosperity are implicitly tied, impacting business productivity, job availability, and quality of life. Robust federal funding for freight infrastructure signals a commitment to reestablishing America's place in international trade competitiveness. I applaud the bipartisan leadership and support provided by Chairman Inhofe, Ranking Member Boxer and the Committee in prioritizing freight infrastructure and accelerating project delivery included within the DRIVE Act," said Sharon Neely, CAGTC chairman and chief deputy executive director of the Southern California Association of Governments. "This bipartisan proposal demonstrates the wide spectrum of support for freight infrastructure investment and we look forward to continued work with the Committee."

The EPW Committee is limited by jurisdiction to focus on funding and policy for our nation's highways. The DRIVE Act renames MAP-21's Primary Freight Network (PFN) as the "Primary Highway Freight System" – a name more accurately reflecting the network's single-mode nature. Recognizing that freight does not move by highway alone, the bill calls for the Secretary of Transportation to consider connectivity to other freight nodes and modes when redefining the system. As CAGTC has advocated, the DRIVE Act calls for the inclusion of all National Highway System intermodal connectors on the Primary Highway Freight System. The currently-designated network does not include any of these connectors, which are needed for movement between modes but are often neglected and underfunded.

NASCO – North
American Strategy for
Competitiveness

Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Parsons Brinckerhoff

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port of Seattle

Port of Stockton

Port of Tacoma

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Supply Chain
Innovation Network of
Chicago- SINC

Tennessee Department
of Transportation

Virginia Port Authority

Washington State
Department of
Transportation

West Coast Corridor
Coalition

Will County Center for
Economic Development

Xerox State and Local
Solutions

Since its beginning in 2001, CAGTC has promoted the need for a freight-specific federal grant program that awards funding to projects through the use of merit-based criteria. CAGTC applauds the Senate EPW Committee for inclusion of the Assistance for Major Projects Program – or AMPP – which prioritizes projects that improve freight mobility. 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. Competitive grant programs, like AMPP, can fund projects with multiple sources of capital financing, including public-private partnerships, significantly leveraging the federal investment. Demonstrating the large number of projects that stand to benefit from a competitive grant approach, CAGTC published in April a booklet titled “[Freight Can’t Wait](#).” The booklet contains a sampling of significant freight infrastructure projects that stand to benefit from federal resources, such as those provided through the AMPP program.

“The Senate EPW Committee has demonstrated a commitment to freight investment through the DRIVE Act. The proposal’s sustained investment plan stands to have a significant positive impact on goods movement that would benefit our nation’s economy for years to come,” said Elaine Nettle, CAGTC executive director. “CAGTC strives to improve and enhance freight mobility across all modes through strategic federal planning and investment. The DRIVE Act’s focus on improving highway freight mobility marks a substantial step in the right direction and I applaud the EPW Committee’s work and leadership.”

The DRIVE Act national freight program provides a total of \$13.5 billion over a six-year period. Funding would be distributed to states to improve freight mobility on the national highway freight network. The AMPP program would award a total of \$2.4 billion over a six-year period through a competitive grant process.

###

About the Coalition

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 more information on the Coalition for America’s Gateways and Trade Corridors, please visit www.tradecorridors.org.