

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
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CenterPoint
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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
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Florida East
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Florida Ports Council

Freight Mobility Strategic
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(Washington State)

Gateway Cities Council of
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HELP, Inc.

HERZOG

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Association

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Jacobs Engineering

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Planning Organization

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Governments

Maryland Department of
Transportation

Maryland Port
Administration

Memphis Chamber of
Commerce

Metropolitan Transportation
Commission

National Railroad
Construction and

Maintenance Association

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

CAGTC Applauds Senate "National Multimodal Freight Policy and Investment Act"

*Senators Cantwell, Booker, Murray and Markey Introduce S.1680 to
Support Multimodal Goods Movement*

WASHINGTON, DC (June 26, 2015) – Senators Cantwell (D-WA), Booker (D-NJ), Murray (D-WA) and Markey (D-MA) yesterday introduced a proposal creating a national multimodal freight policy and investment program. Much of the bill, the *National Multimodal Freight Policy and Investment Act*, was crafted based on recommendations developed by the nonpartisan National Freight Advisory Committee, a group organized by the United States Department of Transportation (USDOT) and composed of public and private sector freight stakeholders.

The legislation contains many priorities held by the Coalition for America's Gateways and Trade Corridors (CAGTC), including:

- Investing a minimum of \$2 billion annually in multimodal freight infrastructure, distributed through a competitive grant program with broad applicant and project eligibility;
- Strengthening state-level multimodal freight planning that calls for both public and private sector involvement and input;
- Creating a new office for multimodal freight within USDOT's Office of the Secretary to administer the new freight mobility program and facilitate planning and permitting among various modal agencies;
- Developing a multimodal freight network that recognizes goods do not move by highways alone; and
- Establishing a multimodal freight policy that provides a comprehensive view of our multimodal transportation network and guides decision making.

"Senators Cantwell, Booker, Murray and Markey developed a proposal that amplifies the effectiveness of existing transportation programs. The National Multimodal Freight Policy and Investment Act provides much-needed funding for our nation's multimodal goods movement projects, which often go unaddressed because they are not recognized under current transportation planning and funding," said Sharon Neely, CAGTC chairman and chief deputy executive director of the Southern California Association of Governments. "As freight volume grows, capacity across all modes will be stretched and it is vital to make multimodal improvements and enhancements so our nation remains globally competitive. These types of critical investments act as economic multipliers, supporting family-wage jobs, domestic manufacturing, and our regional and national economies."

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Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Parsons Brinckerhoff

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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
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West Coast Corridor
Coalition

Will County Center for
Economic Development

Xerox State and Local
Solutions

Current freight policy is highway-specific and fails to recognize the many modes working together to move goods. Multimodal freight projects have difficulty securing federal resources due to their inability to qualify. CAGTC promotes a seamless multimodal goods movement network and since its establishment in 2001, has encouraged creation of a freight-specific federal grant program, such as the Freight Investment Grant Program within the National Multimodal Freight Policy and Investment Act, which awards funding to projects through the use of merit-based criteria. 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.

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 could be realized with federal resources, like funding distributed through the Freight Investment Grant Program within the National Multimodal Freight Policy and Investment Act.

"Without a strategic, multimodal freight program, America cannot unlock its economic competitiveness potential. While businesses and jobs rely on a seamless, efficient multimodal system, freight planning and funding in this country are simply insufficient to keep goods moving as our economy and population grow. CAGTC applauds Senators Cantwell, Booker, Murray, and Markey for proposing a solution – the National Multimodal Freight Policy and Investment Act – which creates a strong national multimodal freight policy and investment program based on the recommendations of the National Freight Advisory Committee," said Elaine Nettle, CAGTC executive director. "Freight volumes are expected to increase 45 percent by 2045, meaning this country needs a program that accommodates growth, improves freight mobility, and supports national economic competitiveness. We commend the Senators for their leadership on this critical issue and look forward to working with them toward our shared goal of improving our multimodal goods movement network."

The National Multimodal Freight Policy and Investment Act (S. 1680) provides multimodal freight infrastructure with a total of \$12 billion over a six-year period. Funding for multimodal freight projects would be distributed based on a competitive, merit-based grant program administered by the U.S. Department of Transportation.

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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.