

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Broward County's
Port Everglades

California Department
of Transportation

Cambridge
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

Chicago Metropolitan
Agency for Planning

City of Chicago

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

HERZOG

HNTB Corporation

Illinois Soybean
Association

Intermodal Association
of North America

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metropolitan
Transportation
Commission

Moffatt & Nichol

FOR IMMEDIATE RELEASE

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Statement by CAGTC Executive Director Elaine Nettle on the White House's "Legislative Outline for Rebuilding Infrastructure in America"

WASHINGTON, DC (February 13, 2018) – “We appreciate the President’s recognition of the importance of improving our nation’s transportation infrastructure. We must strengthen our national freight transportation network, particularly if the recently-enacted tax reform law spurs significant economic growth as projected by proponents. Freight network improvements cannot be delivered piecemeal by states and localities – over 77 percent of the nation’s freight moves between states, requiring a coordinated goods movement strategy and robust funding from the Federal government. In addition, the economic benefits of significant freight movement accrue nationally, while the negative impacts – such as traffic congestion, safety impacts and unreliable travel times – are felt locally. The Commerce Clause of our Constitution authorizes the Federal government to support interstate commerce, accomplished through significant investments to support the movement of goods. We call for a minimum annual Federal investment for freight infrastructure of \$2 billion above current levels. However, we are concerned that the White House proposal does not identify investment amounts specific for freight projects and appears to treat all infrastructure alike, which could result in underinvestment in regionally and nationally significant freight infrastructure improvements necessary to sustain American economic growth.

Moreover, now is not the time to eliminate programs that support goods movement infrastructure, as was suggested in the President’s FY19 budget request. Therefore we call on Congress and the Administration to maintain current transportation programs, especially the bipartisan Transportation Investments Generating Economic Recovery (TIGER) program. An invaluable tool for goods movement infrastructure, over a total of eight rounds, 42 percent of total TIGER funding has been awarded to projects with a strong freight component, making awards across all 50 states, the District of Columbia and U.S. territories.

Issuance of the President’s infrastructure proposal creates an opportunity to examine ways in which Federal infrastructure programming and project delivery can be enhanced and improved. We look forward to working with Congress and the Administration in the coming months to develop an infrastructure package that will deliver economic returns for years to come.”

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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.

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana
Regional Council of
Governments

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Port Authority of
New York & New Jersey

Port Houston

Port Newark Container
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Prime Focus, LLC

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Tampa Hillsborough
Expressway Authority

Tennessee Department
of Transportation

Washington State
Department of
Transportation

Will County Center for
Economic Development

WSP