

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Cambridge Systematics,
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint
Properties Trust

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

Jacobs Engineering

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

National Railroad
Construction and
Maintenance Association

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Goods Movement Coalition Unveils Research & White Paper Highlighting Growing Freight Needs and the Network's Link to Manufacturing

White paper explores impact of evolving manufacturing on freight network, new "Freight Can't Wait" highlights meritorious projects

WASHINGTON, DC (January 10, 2017) – With the 96th Transportation Research Board's annual meeting as a backdrop, the Coalition for America's Gateways and Trade Corridors (CAGTC) today unveiled a new research project accompanied by a white paper, both explaining why our national freight infrastructure must be improved to meet the demands of a growing economy.

Throughout his campaign, President-elect Trump prioritized both domestic manufacturing and transportation infrastructure – the two are intrinsically linked. CAGTC's new research explores how the manufacturing landscape is evolving and demanding improvements of the freight network. In addition, CAGTC has compiled examples of freight projects across the country that stand to benefit manufacturing supply chains, and the economy as a whole, should they receive federal partnership and priority.

[America's 21st Century Manufacturing Relies on 20th Century Infrastructure](#) reviews how manufacturing is changing – quickly – to decrease costs while meeting increased consumer demands. This White Paper provides a look at challenges that domestic manufacturers have met head-on to remain competitive in the global marketplace and notes that shifting manufacturing patterns demand improved capacity and reliability of the U.S. multimodal freight system.

"Domestic manufacturing growth requires strong infrastructure," stated Fran Inman, Senior Vice President of Majestic Realty Co., nationally-recognized supply chain expert and co-author of *America's 21st Century Manufacturing Relies on 20th Century Infrastructure*. "The U.S. spends less on transportation infrastructure as a percentage of GDP than any of its major trading partners and currently the U.S. ranks 13th in the world in quality of overall infrastructure. While the private sector has shifted to meet demand, our national freight infrastructure network– once the envy of the world – has stalled due to years of neglect and underinvestment, challenging economic growth potential."

Unique from other types of infrastructure investment, investment in the nation's multimodal freight network is an economic multiplier. Not only are jobs created immediately in the construction phase, but an efficient goods movement system will attract and retain U.S. businesses, support exports, and benefit the economy for years to come. Every economic sector – including manufacturing – depends on a reliable, safe and cost-effective network to move goods and services.

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Parsons Brinckerhoff

Port Authority of
New York & New Jersey

Port Newark Container
Terminal

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 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

Washington State
Department of
Transportation

West Coast Corridor
Coalition

Will County Center for
Economic Development

CAGTC's new [Freight Can't Wait](#) booklet highlights 43 freight projects of regional and national significance in need of federal partnership, including enhancements at freight hubs, sea and land gateways, and the augmentation of roadway capacity to diminish system chokepoints. Manufacturers depend on infrastructure in the *Freight Can't Wait Booklet* to remain competitive in the world marketplace.

"*Freight Can't Wait* features projects that, once completed, will ease bottlenecks, reduce congestion, and enable domestic manufacturers to get goods to market quickly and cost-efficiently," said Anna Denecke, lead researcher for the *Freight Can't Wait* booklet and CAGTC's Manager of Member Communications and Policy. "The incoming Administration's commitment to revitalizing domestic manufacturing must be accompanied by significant investment in the multimodal freight transportation network, which serves to take goods from conception to consumption."

Making freight infrastructure investment the hallmark of a large-scale investment program presents a unique opportunity to both attract and retain domestic manufacturing and bolster U.S. infrastructure – both of which are goals held by the incoming Administration. While private financing is a unique and underutilized tool important to infrastructure development, there are many instances in which a financing model is not applicable, or will not bring the project through completion, and federal funding is required.

Since its formation, CAGTC has supported the development of a multimodal freight-specific grant program that distributes money to meritorious projects on a competitive basis, using economically-driven criteria. A commitment to investment in goods movement and dedicated funding for a freight program is critical for America to ensure a safe, efficient, reliable, multimodal supply chain that will continue to stoke the engine of commerce and support job growth.

Find the full *America's 21st Century Manufacturing Relies on 20th Century Infrastructure* paper here:
<http://tradecorridors.org/images/CoalitionMaterials/21st%20century%20manufacturing%2020th%20century%20infrastructure%20-%20final.pdf>

Find the full *Freight Can't Wait, 2017 Edition* here:
http://tradecorridors.org/images/Freight_Cant_Wait/freight%20cant%20wait%202017%20update.pdf

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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.