

Coalition for America's Gateways and Trade Corridors

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Local Solutions

Alameda Corridor-
East Construction
Authority

American Standard
Companies

American Trucking
Associations

Association of
American
Railroads

Bechtel
Infrastructure
Corporation

DMJM-Harris

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Transport Council

Gateway Cities
Council of
Governments

Genesee &
Wyoming, Inc.

HDR Engineering,
Inc.

Intermodal
Association of
North America

Los Angeles
Economic
Development
Corporation

Moffatt & Nichol
Engineers

ON TRAC

Parsons
Brinckerhoff

Port of Oakland

Port of Pittsburgh

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Port of Tacoma

Riverside (Calif.)
County
Transportation
Commission

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Associated
Governments

Southern California
Association of
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Washington State
Department of
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Trade Corridors Coalition Calls On Congress for 15-fold Funding Increase in Borders and Corridors Programs *Projected Freight Activity Outpacing Programs Funding*

WASHINGTON, DC (March 5, 2002) – On the heels of the first congressional hearings on TEA-21 reauthorization, the Coalition for America's Gateways and Trade Corridors called on Congress to increase intermodal freight investment in the next surface transportation bill. In a briefing this past week for members of Congress and their staffs, the Coalition highlighted the fact that demand for federal financial support for freight infrastructure over recent years has far outstripped available dollars by a factor of 15 every year.

A minimum of \$2 billion per year is required immediately to support designated programs for freight technology and infrastructure, such as intermodal connectors. FHWA records show there is large unmet demand for funding and a growing backlog of projects that are "ready to go."

"We have become a trading nation – we're receiving goods and exporting goods. Yet we haven't kept up with the intermodal transportation needs. To be competitive, we have to improve that," said House Transportation and Infrastructure (T&I) Committee Chairman Don Young.

According to Jim Oberstar, Ranking Democratic Member of the T&I Committee, "Projected domestic freight activity and border corridor needs are a threshold. Every projection of future transportation activity we've ever made has fallen short of actual performance. Usage of our transportation system, be it aviation, highway, rail and water has consistently outpaced population growth and rate of growth of the economy."

Explosive economic growth over the last ten years, improvements in manufacturing processes and new technology are placing ever-greater strain on the capacity of U.S. trade corridors and gateways. Import/export freight movements, whether by truck, rail, ship or air, are a crucial link in the \$7 trillion commodity flow fueling the U.S. economy today. Increasingly, these goods travel by multiple modes to arrive at their destinations.

"This kind of coalition and the power of having everyone from the modes of freight transportation together is really refreshing and important and I think a strong message to send to America about the importance of freight transportation," stated Michael P. Jackson, Deputy Secretary, U.S. Department of Transportation.

“We surveyed citizens in Washington State, and I am here to tell you that the public gets it – in terms of what they are prepared to support with their gas tax dollars, security ranked first followed immediately by improving transportation infrastructure to grow the larger economy,” said Doug MacDonald, Secretary, Washington State Department of Transportation.

The Coalition of America’s Gateways and Trade Corridors is dedicated to supporting significant increases in funding for freight transportation infrastructure. The Coalition will play a key role in developing a consensus among members of Congress for a federal funding policy that supports intermodal connectors and trade corridors.

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