

Coalition for America's Gateways and Trade Corridors

ACS State and Local Solutions

Alameda Corridor-East Construction Authority

American Standard Companies

American Trucking Associations

Association of American Railroads

DMJM-Harris

Florida East Coast Railway

Florida Trade and Transport Council

Gateway Cities Council of Governments

Genesee & Wyoming Inc.

HDR Engineering, Inc.

Intermodal Association of North America

Los Angeles County Metropolitan Transportation Authority

Los Angeles Economic Development Corporation

Moffatt & Nichol Engineers

National Association of Regional Councils

National Railroad Construction and Maintenance Association, Inc.

OnTrac

Parsons Brinckerhoff

Port of Los Angeles

Port of Long Beach

Port of Oakland

Port of Pittsburgh

Port of Seattle

Port of Stockton

Port of Tacoma

RAILCET

Riverside (Calif.) County Transportation Commission

San Bernardino Associated Governments

Southern California Association of Governments

Washington State Department of Transportation

FOR IMMEDIATE RELEASE

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Freight's Voice Is Heard

New legislation proposes increasing funding for corridors and gateways in the reauthorization of TEA-21

Washington, DC (October 30, 2003) – With the expiration of the five-month extension of the Transportation Equity Act for the 21st Century (TEA-21) exactly four months away, Representative Juanita Millender-McDonald (CA-37) introduced legislation emphasizing the importance of goods movement. The Coalition for America's Gateways and Trade Corridors (CAGTC) applauds the Congresswoman's new and creative approach embodied in her Goods Movement Projects of National Economic Significance legislation.

"In the past, freight has taken a back seat to passenger movement" stated Mort Downey, President, pbConsult. "Every American personally feels the effects of an inefficient highway transit system, but many may not realize the detrimental effect of a congested goods movement system. Congresswoman Millender-McDonald has introduced legislation that highlights the significance of freight — while our freight system does not move commuters, it does move the economy."

Explosive economic growth over the last ten years, improvements in manufacturing processes and new technology are placing an ever-greater strain on the capacity of U.S. trade corridors and gateways. International and domestic 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.

The Goods Movement Projects of National Economic Significance bill addresses these needs by increasing funding for corridors and gateways to \$3 billion annually. A similar program in TEA-21, the National Corridor Planning Program (Section 1118), illustrates the level of demand for funding for corridors and gateways. During the first three years of TEA-21, requests for funding for the Borders and Corridors Program ran at a ratio of \$15 of requests for each dollar authorized — or a need of at least \$2 billion annually.

"Representative Millender-McDonald's legislation not only increases the funding for corridors and gateways, it also makes significant improvements to TEA-21's Corridors Program," emphasized Leslie Blakey, executive director of the Coalition for America's Gateways and Trade Corridors. "The Goods Movement Projects of National Economic Significance bill includes a criteria process that will do much to ensure that increased funding is focused largely on those initiatives that will help expedite the movement of freight all across America generating benefits to consumers and producers throughout the country."

CAGTC is a diverse coalition of more than 30 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 transportation system across all modes to enhance capacity and economic growth.

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