

Coalition for America's Gateways and Trade Corridors

ACS Transportation Solutions

AECOM

Alameda Corridor-East Construction Authority

American Standard Companies

Cascadia Center

Chicago Metropolis 2020

City of Chicago

Delaware River Maritime Enterprise Council

Delaware Valley Regional Planning Commission

Economic Development Coalition of Southwest Indiana

FAST Corridor Partnership (Seattle-Tacoma-Everett)

Florida East Coast Railway

Florida Ports Council

Florida Trade and Transport Council

Gateway Cities Council of Governments

Hatch Mott MacDonald

HELP, Inc.

HERZOG

HNTB

Illinois State Department of Transportation

Jacobs Carter Burgess

Los Angeles County Metropolitan Transportation Authority

Los Angeles Economic Development Corporation

Majestic Realty Co.

Memphis Chamber of Commerce

Mi-Jack Products, Inc.

Mississippi State Department of Transportation

Moffatt & Nichol Engineers

National Association of Industrial & Office Properties

National Association of Regional Councils

National Corn Growers Association

FOR IMMEDIATE RELEASE

Contacts:

Jeff Agnew

Adrienne Gregory

202/828-9100

National Railroad Construction and Maintenance Association, Inc.

OnTrac

Orange County Transportation Authority

Oregon Department of Transportation

Parsons

Parsons Brinckerhoff

Port Authority of New York/New Jersey

Port of Cleveland

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Pittsburgh

Port of San Diego

Port of Seattle

Port of Stockton

Port of Tacoma

RAILCET

River of Trade Corridor Coalition

Riverside (Calif.) County Transportation Commission

San Bernardino Associated Governments

SANDAG - San Diego Association of Governments

San Gabriel Valley Economic Partnership

Seattle Department of Transportation

Southern California Association of Governments

Spokane Regional Transportation Council

Tennessee Department of Transportation

Washington State Department of Transportation

West Coast Corridor Coalition

Wilbur Smith Associates

Will County Center for Economic Development

Freight for the 21st Century

National strategy, predictable and dedicated funding, private sector involvement are core components

WASHINGTON, DC (February 10, 2009) – At its Eighth Annual Meeting, the Coalition for America's Gateways and Trade Corridors (CAGTC) today unveiled *Freight 21: A National Strategic Freight Mobility Program and Trust Fund (FTF)* and called upon Congress to make it a centerpiece of the next federal-aid surface transportation legislation. Current federal-aid legislation, SAFETEA-LU, expires on September 30, 2009.

Senator Barbara Boxer, Chairman of the Senate Committee on Environment and Public Works, said, "Infrastructure is the name of the game. No great country can stay great unless we're making investments in the future. We have to find a way to fund our infrastructure."

Currently, passengers and freight in the U.S. compete for an inadequate supply of infrastructure capacity and financial resources. Both suffer. A new, separately-funded freight program would augment the current federal-aid surface transportation program and balance and separate these interests, especially if based on user fees and funding from outside the traditional sources.

"Freight 21 addresses freight mobility, across all modes, by adding capacity and improving efficiency to meet America's goods movement needs today and for future decades," stated Mort Downey, former U.S. Deputy Secretary of Transportation and Senior Advisor of Parsons Brinckerhoff. Downey added, "We must focus on the system as a whole, rather than viewing the nation's transportation infrastructure as separate systems that occasionally interact."

Hasan Ikhtrata, Southern California Association of Governments' (SCAG) executive director observed, "Without a campaign of strategic investment to expand capacity and increase efficiency, U.S. productivity and global competitiveness will weaken, costs will increase and investment will lag."

Freight 21 incorporates:

- A national strategy to guide long-term planning;
- A dedicated and firewalled funding mechanism(s);
- Merit-based criteria for allocating funds; and
- A partnership with the private sector.

"Freight 21's trust fund would provide a dedicated source for freight project funding and, while all possible funding sources should be considered, the FTF would best be served by a new national freight fee as supported by the recent National Surface Transportation Policy and Revenue Study Commission's report, *Transportation for Tomorrow*," said Leslie Blakey, CAGTC's executive director.

Additionally, a fair contribution — such as a portion of increased fuel taxes or the freight fees that are currently dedicated to the Highway Trust Fund, including excise taxes on truck tires and tractors — from the Federal Highway Trust Fund could appropriately reflect benefits that accrue to the broader motoring public.

About the Coalition: www.tradecorridors.org

500 New Jersey Avenue, NW Suite 400 Washington, DC 20001
202-828-9100 phone 202-638-1045 fax www.tradecorridors.org

With the Memphis region serving the role as America's Distribution Center and America's Aerotropolis, which is quadramodal, Memphis will need to play a major role in any legislation addressing freight movements, including the reauthorization legislation for surface transportation. Memphis has joined the Coalition For America's Gateways and Trade Corridors, which is in its eighth year, to ensure our regional views are known nationally and that our region is a central focus of a national freight plan. Certainly, our Memphis business community and all four of our modal industries will need to participate in solidifying our region's Freight Plan which will be required by any legislation in order to identify critical infrastructure and systems needed by the Memphis region to advance our largest industry.

The Memphis Chamber has identified for the Coalition our three top priority freight projects to be the completion of the I-69/I-269 interstate in our region, the construction of a Mississippi River Bridge for both rail and surface transportation. This ensures our region and our nation a seismically designed crossing, and construction of the Aerotropolis Corridor inclusive of completing I-22 to I-240 while providing freight/designed interchanges into the Logistics Areas, and constructing a new Airport Interchange at I-240 and Airways, which is critically needed to ensure the growth of air cargo. The Chamber has engaged in a major strategic study of the logistics industry impacts on our region which will provide the basis for our strategic freight plan to accommodate growth in our air, rail, inland port and surface operations.

