DRAFT Los Angeles Chamber Freight Transportation Reauthorization and Funding Principles

The Chamber supports the creation of a distinct national freight program with consistent funding to build and maintain a 21st century multimodal goods movement network. The goods movement network is key to supporting the US economic engine. Without a system in good repair, US consumers will not be able to access affordable products or sell to international markets.

Chamber supports a distinct federal role in planning, developing and investing in multistate trade corridors to link ports of entry to major cargo hubs and destinations throughout the nation.

<u>Preserving our nation's goods movement system should be a national planning and funding priority.</u>

Revenue Sources

Support investments in the nation's goods movement network with in the framework of existing federal programs. Existing federal funds and revenue streams should be dedicated to maintaining the existing goods movement network. Such funds could include:

- Any additional stimulus;
- general fund dollars and money from existing US DOT programs; and
- A portion of the increase in customs collected at ports of entry. Such fees generated by international trade should be reinvested into transportation projects that make such trade possible

If any new revenue source is proposed:

- fees should be levied in a manner that does not favor nor disadvantage any port of entry or mode of transportation;

- fees intended to advance air quality policies should not disadvantage any particular mode, e.g., project specific user fees;

- fees should have with the mode collected from and primarily provide new capital investment;

- fees should provide incentive for use of new, environmentally friendly technologies within existing modes;

- fees levied as part of climate change legislation should be used to reduce the CO2 emissions from goods movement; and

- the fund should be firewalled and used exclusively for goods movement projects.

Fund Management

Support the creation of a high-level office at the US Department of Transportation to direct project funding and develop a strategic plan to build and maintain a national goods movement corridor network.

Support bottom-up input on for trade corridor project funding planning through regional and state agency goods movement action plans.

Support federal government to authorize public private partnerships (P3) for infrastructure projects broadly with few if any restrictions.

Support requirement for regional goods movement plans to analyze and propose P3 opportunities for infrastructure development.

Support private infrastructure development through tax incentives.

Project Selection

Support federal goods movement dollars only to be used only for projects within a trade corridor of national significance:

- Trade corridors of national significance would be based on levels of international trade, in terms of volume of goods.

- Additional projects cannot be added to the Projects of National Significance (PNS) list until others are fully funded and moved off the list.

- Agencies wishing to access funds would be required to submit a regional goods movement planning document, like the Multi County Goods Movement Action Plan developed in Southern California.

Support funding based solely on performance determined by formula and a set of criteria, including:

- Project of national significance
  - Serving major port/providing trade route for international cargo
- Increase in velocity
- Project in area of non-attainment
- Ability to decrease congestion
- CO_2 and local pollutant reduction
- Ease freight/passenger congestion
- Improve throughput
- Economic development potential
- Jobs created
- Local and private match