
Building America's Future (BAF) released a report on Monday focused on our nation's lack of infrastructure investment and the negative impact it will have on the United States as a competitor in the global marketplace. The report, titled "[Falling Apart and Falling Behind](#)", emphasis several consequences borne out of our nation's lack of infrastructure investment:

- U.S. infrastructure has fallen from first place in the World Economic Forum's 2005 economic competitiveness ranking to number 15 today.
- The size of our federal investment in transportation infrastructure (as a share of GDP) has been dwindling for decades. Current U.S. transportation investments represent 1.7% of total GDP.
- The U.S. is one of the only leading nations without a national plan for public-private partnerships for infrastructure projects or a National Infrastructure Bank to finance large-scale projects and leverage private capital.
- The World Economic Forum now ranks U.S. port infrastructure as 22nd in the world – behind countries like Iceland, Germany, and Estonia. China now boasts six of the world's top ports – none of the top 10 ports are located in the U.S.
- Once the premier system in the world, U.S. rail infrastructure now ranks 18th in the World Economic Forum's Global Competitiveness Report.
- U.S. freight rail tonnage is expected to rise 88 percent through 2035. A projected \$148 billion is needed by 2035 to expand capacity and cope with this increased volume.

The report also holds many transportation-focused recommendations for avoiding the nation's dire economic future. Many of these recommendations align closely with CAGTC's:

- **Targeting federal dollars toward economically strategic freight gateways and trade corridors** (CAGTC advocates that a strategic freight mobility program is needed to serve the U.S. economic needs in the near term and for generations to come by investment in freight mobility, especially at locations of national significance, unconstrained by mode or political jurisdiction).
- **Permanent implementation of TIGER grants program** (CAGTC's merit-based criteria language was used by DOT in developing and implementing the TIGER program).
- **Expansion of TIFIA** (CAGTC has called for revising the eligibility for TIFIA program to reflect eligibility in the TIGER/NII Program).
- **Encouraging and rewarding local innovation** (CAGTC calls for funding mechanisms that allow localities and MPOs to apply directly for federal grants).
- **National strategy with strict criteria for investments** (CAGTC believes a national strategy must guide long term planning. A national "vision" and investment strategy that shapes and guides the nation's freight infrastructure system with active coordination among states, regions and localities is needed).

On Tuesday morning, CAGTC put out a statement to the media supporting BAF's report and applauding BAF for identifying freight as a key economic growth driver for the U.S. economy. The statement is attached to this email.

Many thanks,

Elaine

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