**Policy Details**

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| **Our Nation's Trade Infrastructure, Mobility and Efficiency Act (H.R. 5102)** |
| 01-24-2008 |
| Date: January 24, 2008To: Policy Committee     Cc: AMPO Membership         From: AMPO Staff RE: Our Nation's Trade Infrastructure, Mobility and Efficiency Act (H.R. 5102) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ On Wednesday, a bipartisan bill was introduced in the House to increase transportation funding for trade corridors. Our Nation's Trade Infrastructure, Mobility and Efficiency Act, or the ON TIME Act (H.R. 5102) was cosponsored by Rep. Ken Calvert (R-CA) and Rep. Jesse Jackson Jr. (D-IL). The goals of the bill are twofold: provide transportation funding to local areas where traffic is impacted by trade, and increase the mobility of goods and efficiency of existing trade routes.The legislation calls for the Department of Transportation in consultation with the Department of Commerce to create National Trade Gateway Corridors. These corridors will consist of routes up to 300 miles away from the more than 300 points of entry into the United States. These areas will receive targeted funding for transportation projects.Goods entering a port would be subject to a freight fee of .075% of the declared value of goods. One hundred percent of the revenue received at each port would be allocated to the local National Trade Gateway Corridors that surround the port. Funds would be distributed on an 80/20 matching basis, with 80% of the funding for a project coming from ON TIME funds and the remaining 20% contributed by local sources. These funds could be used for a variety of projects, including freeway expansion, grade separations and dedicated truck lanes. The ON TIME legislation spreads the burden of funding transportation projects between both the shippers of good and the citizens using the roads. |