

[DISCUSSION DRAFT]

111TH CONGRESS
2D SESSION

H. R. 5230 *IA*

To amend SAFETEA-LU to ensure that projects that assist the establishment of aerotropolis transportation systems are eligible for certain grants, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. COHEN introduced the following bill; which was referred to the Committee on _____

A BILL

To amend SAFETEA-LU to ensure that projects that assist the establishment of aerotropolis transportation systems are eligible for certain grants, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “**[TO BE SUPPLIED]**
5 Act of 2010”.

1 **SEC. 2. PROJECTS OF NATIONAL AND REGIONAL SIGNIFI-**
2 **CANCE.**

3 (a) **ELIGIBLE PROJECT DEFINED.**—Section
4 1301(e)(2) of SAFETEA-LU (23 U.S.C. 101 note) is
5 amended to read as follows:

6 “(2) **ELIGIBLE PROJECT.**—

7 “(A) **IN GENERAL.**—The term ‘eligible
8 project’ means any surface transportation
9 project eligible for Federal assistance under
10 title 23, United States Code, including freight
11 railroad projects and activities eligible under
12 such title.

13 “(B) **INCLUSION OF AEROTROPOLIS**
14 **TRANSPORTATION SYSTEM PROJECTS.**—The
15 term ‘eligible project’ includes a combination of
16 projects described in subparagraph (A) that, as
17 a group—

18 “(i) assist the establishment of an
19 aerotropolis transportation system; and

20 “(ii) satisfy the requirement under
21 subsection (d).”.

22 (b) **AEROTROPOLIS TRANSPORTATION SYSTEM DE-**
23 **FINED.**—Section 1301(e) of SAFETEA-LU (23 U.S.C.
24 101 note) is amended by adding at the end the following:

25 “(4) **AEROTROPOLIS TRANSPORTATION SYS-**
26 **TEM.**—The term ‘aerotropolis transportation system’

1 means a planned and coordinated multimodal freight
2 and passenger transportation network that, as deter-
3 mined by the Secretary, provides efficient, sustain-
4 able, and intermodal connectivity to a defined region
5 of economic significance centered around a major
6 airport.”.

Support the Development of Aerotropolis Transportation Systems

Become an Original Cosponsor of the Aerotropolis Act of 2010

Dear Colleague:

As we continue to shift towards a more globalized economy, market opportunities are expanding across the globe, and the need for producers to receive and ship goods more frequently and quickly over long distances is increasing. Accordingly, the 21st Century has been dubbed the Fast Century - an era when speed and agility determine commercial success. While this shift has been beneficial for the United States, the globalized economy has also created a multitude of new international competitors. Nowhere is this competition more apparent than with the expansion of shipping services.

Strategic accessibility, shaped by evolving transportation technology and infrastructure, significantly impact where modern industries locate and where commercial growth and economic development occur. To serve the economic demands of connectivity, speed, and agility, a new urban form comprising a multimodal transportation network and aviation-intensive businesses called the "aerotropolis" is springing up around the world. Similar in shape to the traditional metropolis design, the aerotropolis can extend up to 30 miles out from major airports and is centered around a planned, coordinated multimodal freight and passenger transportation network. Aerotropolises are emerging because of the advantages airports provide to business in a fast-paced, globally networked economy.

Aerotropolises require a coordinated, localized transportation network of unprecedented scale called an aerotropolis transportation system. Development of aerotropolis transportation systems is vital to U.S. economic competitiveness as cities around the world like Paris, Amsterdam, and Beijing create world class transportation networks and compete against American cities to attract corporate headquarters, warehouses, and logistics centers.

In an effort to increase the United State's economic competitiveness and spur the development of domestic aerotropolis transportation systems, I am introducing the Aerotropolis Act of 2010. This legislation will amend the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) to ensure that projects that assist in the establishment of aerotropolis transportation systems are eligible to receive funds under the Projects of National and Regional Significance Program.

Currently, aerotropolis transportation systems are developing in cities across the United States like Detroit and Indianapolis, but these cities are not able to generate sufficient funding for these complex, intermodal networks. An aerotropolis transportation system is a perfect fit for the Projects of National and Regional Significance Program since the program is designed to fund high-cost projects that enhance U.S. competitiveness and cannot easily be addressed through traditional funding mechanisms.

Please join me in enhancing American economic competitiveness and advancing the development of aerotropolis transportation systems by becoming an original cosponsor of the Aerotropolis Act of 2010. For more information or to become an original cosponsor, please contact Paul Moinester on my staff at 5-3265 or at paul.moinester@mail.house.gov.

Sincerely,

/s/

Steve Cohen