

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Project, San Gabriel Valley
Council of Governments

Broward County's
Port Everglades

California Department
of Transportation

Cambridge
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

Chicago Metropolitan
Agency for Planning

City of Chicago

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department
of Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HERZOG

HNTB Corporation

Illinois Soybean
Association

Intermodal Association
of North America

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metal Fatigue Solutions

Metropolitan
Transportation
Commission

FOR IMMEDIATE RELEASE

Contact: Jeff Agnew
(703) 203-8720 - Cell

Moffatt & Nichol

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana
Regional Council of
Governments

Orange County
Transportation Authority

Oregon Department of
Transportation

Port Authority of
New York & New Jersey

Port Houston

Port Newark Container
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Prime Focus, LLC

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Tampa Hillsborough
Expressway Authority

Tennessee Department
of Transportation

Washington State
Department of
Transportation

Will County Center for
Economic Development

WSP

As Needs for Infrastructure Permitting Grow, CAGTC Examines Latest Reform Proposals

Goods Movement Coalition Delivers New Report Encouraging Project Permitting Improvements

WASHINGTON, DC (May 16, 2018) – With Infrastructure Week as a backdrop, the Coalition for America's Gateways and Trade Corridors (CAGTC) today unveiled a report examining the most recent permit streamlining recommendations put forth in the White House's infrastructure proposal launched in February 2018. It details not only CAGTC's support but also CAGTC members' clarifications and concerns. Included is a chart tracking permit reform measures and their implementation dating back to MAP-21 of 2011, which provides context and shows how the most recent proposals relate to a history of streamlining reforms across two administrations. Vast and transformative transportation infrastructure improvements are needed in the United States to meet the demands of our growing economy and population. Many factors contribute to the shortfall: insufficient funding, planning challenges at various levels of government, lack of understanding public and private sector needs, and complex project permitting processes that can result in project delays over many years.

[Freight Can't Wait: CAGTC Speaks on Permit Reform](#) makes clear from the outset all reforms must be predicated on maintaining strong environmental protections and providing sufficient funding to ensure qualified personnel are in place to undertake environmental reviews and permitting decisions. The report explores 19 of the White House proposed reforms in detail and makes recommendations based on a consensus of views and expertise of our diverse Coalition membership.

"For more than 10 years, Federal lawmakers have worked toward reducing project permitting timelines. In this prolonged period of austerity budgets, improving project delivery is one way to do 'more with less,'" stated CAGTC President and Permit Reform Group Chair Leslie Blakey. "CAGTC is uniquely positioned to weigh in on permitting reform for several reasons: our membership is perhaps the most diverse of any infrastructure group in Washington; CAGTC members' freight projects are often multimodal and complex and as such, they have the most to gain through permit reform; and each member brings a different perspective and expertise to this conversation."

Reforms authorized by Congress in the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2011 and built upon by the Fixing America's Surface Transportation (FAST) Act of 2015 represent significant progress toward improving the project approval process. Additional reforms have been initiated through Executive Orders issued by both President Obama and President Trump. It can be difficult to discern which reforms have been proposed, written into law or regulation, and implemented. To lend clarity, CAGTC developed a [permitting reform tracker](#) to chart the proposed changes and areas of implementation from MAP-21 through present day.

“It is clear that reforms proposed by the White House fit into a continuum of reforms authorized by Congress and in some cases implemented on enactment or followed up by agency guidance or rulemaking. It was also clear that some important reforms had yet to be implemented,” said Paul Hubler, Director of Government & Community Relations, Alameda Corridor-East Project, San Gabriel Valley Council of Governments; Vice Chairman, CAGTC Board of Directors; and the Vice Chairman of CAGTC’s Permit Reform Committee. “Our diverse membership evaluated the proposed reforms and, where appropriate, made suggestions that add value – and sometimes qualifiers – to note that success could only be achieved with refinements or stipulations. We believe the Administration’s proposed reforms if implemented with our recommendations will result in an improved environmental review process that will accelerate the delivery of freight projects while remaining protective of the environment and public health.”

Goods movement infrastructure often goes neglected in times of strained resources, allowing system chokepoints that erode economic value and negatively impact the environment, public health and quality of life in freight hub communities. Investment in this freight “system of systems” can simultaneously improve environmental outcomes, while expediting the flow of goods and serving as an economic multiplier. Every economic sector depends on a sustainable, reliable, safe and cost-effective network to move goods and services.

For a digital copy of the *Freight Can’t Wait: CAGTC Speaks on Permit Reform*, please visit the following link:
[Freight Can’t Wait: CAGTC Speaks on Permit Reform](#)

Follow us on Twitter @CAGTC and engage in the conversation #HighlightFreight

About the Coalition

The Coalition for America’s Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America’s intermodal freight infrastructure. In contrast to single mode interests, CAGTC’s main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America’s Gateways and Trade Corridors, please visit www.tradecorridors.org

###