

# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

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

Metropolitan  
Transportation  
Commission

Moffatt & Nichol

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## CAGTC Member Policinski Asks Congress to Increase Freight Infrastructure Funding

OKI's CEO Says Freight Investment is Key for U.S. Economic Success

WASHINGTON, DC (December 20, 2017) – Testifying before the Senate Environment and Public Works Subcommittee on Transportation and Infrastructure, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) CEO Mark Policinski called on Congress to implement a strategic campaign of investment in our nation's freight infrastructure. Noting that the current world economy demands that nations elevate their infrastructure to compete on the global stage, Mr. Policinski asked Congress to not only provide oversight for existing investment programs, but to also increase direct federal investment in our freight network.

Mr. Policinski represented both OKI and the Coalition for America's Gateways & Trade Corridors (the Coalition) at today's hearing. Commending the Subcommittee on their prioritization of freight in the FAST Act, Policinski encouraged Congress to continue their oversight of the Act's freight provisions to ensure they are implemented in accordance with Congressional intent. He noted that competitive grants, like the INFRA program, have a proven ability to attract non-Federal dollars to fund projects, but projects should first be evaluated on their ability to meet the program's goals, based on objective, merit-based criteria defined by Congress. Investment in the U.S. multimodal freight system results in public benefits and therefore cannot be considered a business proposition alone.

"For years, OKI's motto has been 'Freight is the Future'," said Policinski. "The OKI region is home to the Brent Spence Bridge, one of the premier freight infrastructure projects in the country. It is a lynchpin to the I-75 trade corridor connecting Michigan to Miami and the bridge carries over a billion dollars of goods daily. Originally built to handle 80,000 vehicles per day, the bridge now carries double that number, and its congestion and structural deficiencies cost the economy \$750 million annually. The Brent Spence Bridge is illustrative of freight system inefficiencies across the nation – improvements are necessary to meet the growing demands of our economy."

Recognizing that freight does not move on highways alone, Policinski asked Congress to recognize that any investment program must ensure that public agencies can invest in their most critical goods movement needs – regardless of mode. The efficient movement of goods across modes not only benefits companies transporting goods but also communities and customers.

"I commend the Committee and its leadership for their continued devotion to improving freight infrastructure. The FAST Act made significant strides in prioritizing investment in our multimodal goods movement network, but requests for funding demonstrate that much more is needed," said CAGTC Executive Director Elaine Nettle. According to USDOT, \$13 of funding was requested for every \$1 available through the FY16 INFRA grant program. "Our international trading partners are outpacing our investments at a rapid clip – increased funding dedicated to freight infrastructure is necessary in order for the U.S. to remain competitive in the world marketplace."

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### 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](http://www.tradecorridors.org).

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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

Parsons

Port Authority of  
New York & New Jersey

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

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