

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

City of Industry

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Florida Department
of Transportation

Florida East
Coast Railway

Florida Ports Council

Florida Transportation
Builders' Association, Inc.

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

Great Lakes Dredge & Dock
Company

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

FOR IMMEDIATE RELEASE

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Statement by CAGTC President Leslie Blakey on U.S. House Passage of INVEST in America Act

*House Passes Bold \$592 billion Surface Transportation Reauthorization
Bill; INFRA Must Be Included In Law*

WASHINGTON, DC (July 2, 2021) – “The U.S. House of Representatives yesterday passed the Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST Act), a \$592 billion five-year surface transportation reauthorization bill, an increase of \$287 billion over the previous five-year authorization. We congratulate Speaker Pelosi, Chairman DeFazio and the Transportation & Infrastructure Committee for advancing H.R. 3684 off the House floor.

While the INVEST Act contains several elements that will help move our nation's commerce infrastructure forward, there is a critical piece missing: the multi-year reauthorization of the Nationally Significant Freight and Highway Projects Program, also known as INFRA, which the bill authorizes for only one year. After FY 2022, the INVEST Act would replace INFRA with a “Projects of National and Regional Significance” competitive grant program, which would focus on megaprojects for all types of transportation needs.

Replacing INFRA with Projects of National and Regional Significance (PNRS) misses the true benefit of both these competitive grant programs. Each is essential to our nation's multimodal freight infrastructure and should be included in a final legislative package signed into law by President Biden. The latest round of INFRA awards, announced by USDOT this week, awarded over 75 percent of funds to meritorious freight projects. Each year, the program is oversubscribed by billions of dollars, underscoring how critical the INFRA program is for funding large-scale freight infrastructure projects. These vital projects are frequently multimodal and span multiple jurisdictions, rendering them difficult to fund through traditional distribution methods. Despite their complex funding needs, these projects are essential to our nation's supply chain health and global economic competitiveness.

Other parts of the bill would contribute to a strong federal goods movement infrastructure strategy and the Coalition applauds the following elements in the INVEST Act:

- Funding a study to identify a dedicated freight revenue source.
- Adding \$2.39 billion to the National Highway Freight Program (the freight formula program) and removing the modal cap on available project funding.
- Dedicating \$32 billion for rebuilding our nation's ailing bridges.
- Providing broad eligibility for multimodal projects in the PNRS program.

As Congress considers next steps for reauthorization legislation, our Coalition looks forward to working with the House and Senate to ensure that these freight-specific elements as well as the INFRA program are included in this year's reauthorization bill.”

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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

Metropolitan
Transportation
Commission

Moffatt & Nichol

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Orange County
Transportation Authority

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 New Orleans

Port of Oakland

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Ports America
Chesapeake

Prime Focus, LLC

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Tennessee Department
of Transportation

Washington State
Department of
Transportation

Will County Center for
Economic Development

WSP