

July 6, 2020

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Chairman, U.S. Senate Committee on Commerce, Science, & Transportation
555 Dirksen Senate Office Building

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Surface Transportation Reauthorization Platform
2020

The Freight Stakeholders Coalition represents nearly every segment of the economy – shippers, transportation providers, as well as public and private owners and operators of infrastructure assets that move goods across the United States. The Coalition is united in the belief that a strong federal role in transportation programs is essential to maintaining interstate and foreign commerce and for the development of a more robust, competitive and smart freight network.

This Coalition supports robust public investment in all modes. The federal government must lead long-term efforts designed

infrastructure that provides public benefits and should be made available to states, local governments (including seaports) and MPOs. High priority should be given to investment in efficient goods movement on the most significant freight corridors, including investment in intermodal connectors into freight terminals and projects that support national and regional connectivity.

3. Continuation of and increased funding for the Nationally Significant Freight and Highway Projects Program (INFRA) program. Criteria written into law under the INFRA program focuses on goods movement infrastructure and lists goals such as increasing global economic competitiveness, improving connectivity between freight modes, and improving the safety, efficiency and reliability of the movement of freight and people. INFRA resources must be invested in high-impact goods movement projects that improve the flow of freight and aid the regional and national economy. Funds supporting projects in freight hubs and along freight corridors, invested in both rural and urban communities, will improve the economy's overall health. Presently, INFRA is oversubscribed. In the combined FY17 & FY18 round of awards, USDOT received \$12 in unique requests for every \$1 available; all 50 states, the District of Columbia, and Puerto Rico have submitted applications to the program, demonstrating freight infrastructure needs across the nation.

4. Continuation of and increased funding for the National Highway Freight Program. Funding available through the FAST Act's freight formula program fills an important role by allowing states to invest in goods movement projects of varying sizes, particularly those that may not be candidates for scarce federal competitive grant resources.

5. Promote and expedite the development and delivery of projects and activities that improve and facilitate the efficient movement of goods. Both the FAST Act and its predecessor MAP-21 introduced important reforms to expedite surface transportation project reviews while ensuring environmental protections. The next authorization must continue to build upon

7. Support multi-state freight corridor planning organizations. Multi-state freight

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