

December 14, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Foxx:

The American Association of Port Authorities (AAPA) is writing to express its strong support for public seaports' applications for the second round of FASTLANE grants. Direct and sustainable funding for freight infrastructure was AAPA's top priority for the FAST Act.

Founded in 1912, AAPA is the unified and collective voice of the seaport industry in the Americas. AAPA empowers port authorities, maritime industry partners and service providers to serve their global customers and create economic and social value for their communities. Our activities, resources and partnerships connect, inform and unify seaport leaders and maritime professionals in all segments of the industry around the western hemisphere. Our letter today is on behalf of our U.S. members.

This month, AAPA and the American Association of State Highway Transportation Officials (AASHTO) released the [State of Freight II – Implementing the FAST Act and Beyond](#). This timely report highlights the work state DOTs and seaports have engaged in since implementation of the FAST Act, one year ago. States and seaports have been coordinating in developing and finalizing state freight plans as well as engaging with state freight advisory committees. For example, the survey found that 71 percent of states have state freight plans that they are actively working to make FAST Act compliant. In addition, 57 percent of states have targeted more than 6,200 freight projects for inclusion in their state freight plans, while 35 percent have identified a combined \$259 billion in costs for their state's freight plan projects.

Ports are central partners in developing these state freight plans and a national multimodal freight plan. *The State of Freight II* builds off AAPA's 2015 [State of Freight](#) report, which identified \$28.9 billion in needed freight landside infrastructure investments by 2025.

Also, the governments of Canada and Mexico are making large investments in their freight transportation systems, including their seaports. Goods imported and exported do not need to go through U.S. ports. If we do not maintain our infrastructure, more freight will flow through neighboring countries. In order to keep these important maritime jobs at home, the U.S. government must make significant investments in seaport infrastructure.

Last year, AAPA released its infrastructure survey, which revealed that ports and private-sector partners will be investing \$155 billion over the next five years. This is more than triple the \$49 billion reported in the AAPA 2011 infrastructure survey. Ports need the federal government to be a strong and consistent partner in landside investments in order to build out our national freight network.

As the Department of Transportation begins to evaluate the applications for the second round of FASTLANE grants, we strongly urge you to focus on seaports and the last mile freight-related projects, including gateways and corridor projects, to help maintain and expand the maritime infrastructure. These projects support U.S. exports and imports, which are vital to our nation's economy, standard of living and U.S. jobs.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt J. Nagle". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kurt J. Nagle
President and CEO