

# LOUISIANA HOUSE OF REPRESENTATIVES

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Civil Law and Procedure  
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GREGORY A. MILLER  
State Representative ~ District 56  
June 29, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Letter of Support/Port of South Louisiana  
Port of South Louisiana Globalplex Multi-Modal  
Connections Project  
2018 Better Utilizing Investments to Leverage  
Development (BUILD) Grant

Dear Secretary Chao:

Thank you for your continued advocacy for our nation's transportation projects, including water infrastructure. I am writing on behalf of the Port of South Louisiana (POSL) to express my support for their 2018 Better Utilizing Investments to Leverage Development (BUILD) grant proposal.

The Port of South Louisiana is North America's largest tonnage port, serving as a crucial economic driver for the region and the nation. This past year the Port logged 308 million short tons of total throughput, and once again setting a new cargo volume record. The economic impact of the POSL for our state and region cannot be overstated. A recent economic impact study found that the combination of the POSL companies' capital spending and operational spending supported 41 percent of all personal income and 63 percent of all jobs in the region. The Port's continued growth and the vitality of the commerce it supports, however, hinges on improving and expanding its infrastructure.

The proposed *Port of South Louisiana Globalplex Multi-Modal Connections Project* is a fully intermodal project that will include a new heavy capacity dock access bridge, an access road, a laydown yard, and connection to the Kansas City Southern (KCS) rail line. Once completed, it will serve as an interim container site while the Port develops their new multi-modal facility. Additionally, it will improve the Port's maritime industrial park's existing bulk

and break-bulk operations to withstand greater loads for larger trucks, effectively reducing the number of trips and decreasing loading and unloading times for our users. With the connection of the laydown area to the KCS rail line, cargo will be able to shift from truck to rail, further reducing emissions, roadway maintenance, and crash costs as truck mileage is reduced. The project also complements existing port projects currently underway, including dock reinforcement and new mobile harbor cranes.

I hope that you will consider the far reaching regional and national benefits of this project in considering this proposal. Many thanks for your time and careful consideration of this important proposal.

Sincerely,



GREGORY A. MILLER

GAM/dfi