

October 24, 2017

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Madam Secretary:

The Kenan Advantage Group, Inc. (KAG) writes in support of a INFRA grant application submitted by Stark, Carroll and Columbiana counties in northeast Ohio. These counties have created a Regional Transportation Improvement Project under Ohio law with the goal of finally completing the improvements of U.S. Route 30 to the eastern edge of Ohio.

First step is to bypass the city of East Canton, where heavy truck-trailer traffic now jogs twice through downtown. The initial phase would run from Trump Avenue NE in Canton to Ohio Route 44. It is a four-mile project estimated to cost \$90 million to \$100 million. The entire project is estimated at \$800 million to \$1 billion. The INFRA grant sought by the RTIP would support the necessary first step.

KAG is North America's largest tank transporter and logistics provider to the fuels, chemicals, merchant gases and liquid food products industries. KAG along with ALL businesses in the state of Ohio have a tremendous stake in improving our highway infrastructure, particularly U.S. Route 30 East.

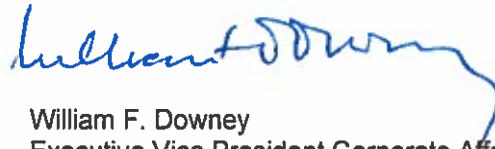
Route 30 is a four-lane commercial highway from Chicago to Canton, Ohio, and a two-lane, winding and hilly country road for the 32 miles that takes it to the eastern edge of the state and the fringe of the Pittsburgh market. This highway is regularly travelled by KAG vehicles that transport hazardous materials. The current condition stifles economic growth. It denies a four-lane thoroughfare through the northern counties of the Utica Shale energy development in Ohio. It inhibits the shipment of manufactured goods from Canton, and points west, to the Ohio River port at Wellsville, Ohio, where our vehicles regularly travel. Further, it creates a tourism disadvantage for the \$700 million Johnson Controls Hall of Fame Village under development around the Pro Football Hall of Fame in Canton. With the exception of Cleveland, which sits on the shore of Lake Erie, Canton is the only major manufacturing city in Ohio without four-lane highway access running north, south, east and west.

Canton and northeast Ohio have a long history of manufacturing success. We want to keep it that way now and long into the future. To do so, we have to improve on the infrastructure which secured our manufacturing reputation over the years. This infrastructure includes close proximity to highly populated cities, abundance of natural resources and the ability to transport raw materials in – and manufactured products out – to the marketplace. Our ability to utilize all transportation modes such as truck, rail, air and water is unique to most other parts of our country. Regardless of how the materials come in or go out of this region, most last-mile transportation is completed by truck.

KAG's number one priority in the transportation, warehousing and logistics industries is the safety and wellbeing of our employees, our customers, the public and the environment. The quicker we can get trucks off the back roads and onto the major highways, the less local congestion we generate on "Main Street" with the combination of trucks, school busses and cars. Freight volumes are projected to double in the next 10 – 15 years. Our challenge, and that of your Department, is how will we handle this increased volume safely? We need to act now.

Hopefully, the Department of Transportation will grant financial support, through the INFRA grant, to this first stage of the improvement of U.S. Route 30, eastward from Canton.

Sincerely,



William F. Downey
Executive Vice President Corporate Affairs