

# DECODING DISCRETIONARY GRANTS: WHERE DOES FREIGHT FIT?

Freight transportation is the backbone of the American economy. The freight network supports millions of jobs and a higher standard of living for our population. INFRA and BUILD are part of a national campaign of strategic investment – across all modes – to improve the country’s productivity and help us keep pace with growing demands. The two competitive grant programs differ in size and purpose, but work in harmony to make critical investments.

**Together, they help serve the needs of the freight infrastructure network.**

## BUILD

Competitive grant program that funds capital investments in infrastructure projects across all modes

**\$1.5 billion in FY18**

Subject to annual appropriations

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Rail Highway Port Bike/ Ped Inland waterway Transit

Broad applicant eligibility, including state DOTs, MPOs, local governments, and port authorities

**\$5 million** **\$6.25 million**

Minimum Award  
for urban projects  
\*Rural: \$1M

Minimum Total  
Project Cost

Projects must return existing transportation facilities and systems to a state of good repair; improve our economic competitiveness; encourage innovation; and attempt to generate non-federal revenue for transportation infrastructure investment, among other criteria.

Subject to annual appropriations

## INFRA

Competitive grant program that funds capital investments in freight-specific megaprojects

**~ \$900 million annually**

\$4.5 billion total authorized over five years under FAST Act

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**89%** of funds dedicated to highway, bridge, and grade separation projects



**11%** of funds, or \$500 million over five years, available for rail, intermodal, and port facility surface transportation freight projects

Broad applicant eligibility, including state DOTs, MPOs, local governments, and port authorities

**\$25 million** **\$100 million**

Minimum Award

Minimum Total Project Cost

**SMALL PROJECT SET ASIDE**

**10%**

**\$5 million**

Available for Projects

Minimum Award

Less Than \$100 million

Projects must generate national and regional economic vitality; increase innovation for environmental review and permitting, project delivery approaches, and safety; leverage federal funding; and allow for accountability, among other criteria.

Funding guaranteed through

Highway Trust Fund

## WE NEED BOTH

While BUILD is available to address a multitude of mobility issues of various sizes – including freight and mixed use infrastructure – INFRA is aimed at investing in large-scale, freight-specific infrastructure improvements. Both programs fill a niche that traditional distributions, such as highway formulas, have difficulty addressing.

Every Day is a Freight Day!

**CAGTC**

Coalition for America's Gateways & Trade Corridors

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# COALITION FOR AMERICA'S GATEWAYS AND TRADE CORRIDORS

## OUR GOAL

The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. Our sole purpose is to raise public recognition and Congressional awareness of this need and to promote sufficient funding in federal legislation for trade corridors, gateways, intermodal connectors and freight facilities.

## OUR STRATEGY

Since its inception in 2001, the Coalition has greatly elevated the profile of our nation's multimodal freight network through consistent outreach to Congress, the Administration, transportation stakeholders, and the media. In addition to increasing awareness of freight system needs, the Coalition aims to develop Congressional consensus for federal investment policy that supports freight mobility. Through our efforts, each successive transportation reauthorization has reflected increased dedication to improving the condition of the United States' goods movement network.

## OUR SUCCESSES

- ✓ National multimodal freight transportation policy and a national multimodal freight network to assist investment decision making.
- ✓ Dedicated funding for freight competitive grant program.
- ✓ Public investment in all freight modes.
- ✓ Office within USDOT to administer the freight program and policy.

## OUR TO DO LIST

- Authorize at least \$2 billion annually in dedicated, sustainable, and flexible funding for multimodal freight projects, through INFRA or a similar, merit-based competitive grant program.
- Expedite the development and delivery of projects and activities that improve and facilitate the safe and efficient movement of goods.
- Strengthen freight planning and project development through a partnership with the private sector.
- Commit to exploring sustainable sources of revenue across all modes.

## COALITION MEMBERS INCLUDE



Key members of the railroad and trucking industries



Leading transportation trade associations



Major ports, airports, border communities and trade corridors



State and local agencies and individual companies

**TO GET INVOLVED OR LEARN MORE, PLEASE CALL (202) 828 9100  
OR VISIT TRADECORRIDORS.ORG**