

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Cambridge Systematics,
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint
Properties Trust

Chicago Metropolitan
Agency for Planning

City of Chicago

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department of
Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HERZOG

HNTB Corporation

Illinois Soybean
Association

Intermodal Association
of North America

Jacobs Engineering

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metropolitan
Transportation
Commission

Moffatt & Nichol

National Railroad
Construction and
Maintenance Association

FOR IMMEDIATE RELEASE

Contact: Jeff Agnew
(202) 828-9100

Statement by Executive Director Elaine Nettle on the Department of Transportation's funding under President Trump's Fiscal Year 2018 Budget Blueprint:

President & Congress Must Commit to Funding TIGER

WASHINGTON, DC (March 17, 2017) – The Coalition for America's Gateways and Trade Corridors (CAGTC) calls on President Trump and Congress to fund the Department of Transportation's Transportation Investments Generating Economic Recovery program, or TIGER, in Fiscal Year 2018. The program was eliminated under the President's Fiscal Year 2018 budget blueprint *America First, A Budget Blueprint to Make America Great Again*, which was transmitted to Congress yesterday.

"Competitive grant programs, such as TIGER and the Nationally Significant Freight and Highway Projects Program (also known as FASTLANE grants), are critical tools for transportation projects that are difficult to fund through traditional distribution methods, such as formula programs. Both programs encourage competition at the state, regional and local level to develop projects that maximize federal investment by encouraging creative financing arrangements, private sector participation, and strong non-federal matching. The TIGER program has proven its effectiveness in capitalizing on federal investments: for every \$1 of federal monies distributed through the program, \$3.50 is leveraged through other sources, including private funds, according to the U.S. Department of Transportation.

But, TIGER and the Nationally Significant Freight and Highway Projects Program are not interchangeable. Whereas the Nationally Significant Freight and Highway Projects Program was developed with freight-focused investment criteria, the TIGER program is available to address a multitude of mobility issues – including freight, mixed use infrastructure, and transit. In fact, in Fiscal Year 2016, just 26 percent of total TIGER funding was awarded to projects with a strong freight component.

The two programs address needs of differing size and scale, and projects that qualify under one program may not qualify under the other. With little exception, project costs must total a minimum of \$100 million to be considered under the Nationally Significant Freight and Highway Projects Program; for TIGER, the minimum total project cost is \$6 million in urban areas and even less for rural areas. According to the U.S. Department of Transportation, the average award size through the TIGER program is \$14.5 million. By contrast, the average award under the first round of Nationally Significant Freight and Highway Projects Program – designed largely for mega-projects – is \$42.2 million.

We applaud the President's stated commitment to 'investing in nationally and regionally significant transportation infrastructure projects,' and encourage the Administration to fund – at an increased, robust level – competitive grant programs that support nationally and regionally significant freight infrastructure projects. The U.S. population is expected to increase 70 million by 2045, and each person uses roughly 63 tons of freight annually. Investment is needed to make this demand an opportunity, rather than a crisis."

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About the Coalition

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America's Gateways and Trade Corridors, please visit www.tradecorridors.org.

1444 Eye Street, NW Suite 1100 Washington, DC 20005
202-828-9100 phone 202-797-0020 fax www.tradecorridors.org

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

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Port Authority of
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Port Newark Container
Terminal

Port of Hueneme

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Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Supply Chain
Innovation Network of
Chicago- SINC

Tennessee Department
of Transportation

Washington State
Department of
Transportation

West Coast Corridor
Coalition

Will County Center for
Economic Development