

# 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

City of Industry,  
A Municipality

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

National Railroad  
Construction and  
Maintenance Association

**FOR IMMEDIATE RELEASE**

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## Goods Movement Coalition:

### FASTLANE, TIGER Awards Shortchange Freight

Key freight projects at major gateways and corridors don't make the cut in USDOT's FASTLANE and TIGER grants

WASHINGTON, DC (August 4, 2016) – The U.S. Department of Transportation (USDOT) recently issued awards through two competitive grant programs: the Transportation Investments Generating Economic Recovery, or TIGER, and the inaugural round of the Nationally Significant Freight and Highway Project program, referred to by USDOT as the FASTLANE program. In both programs, awards to fund nationally significant freight infrastructure fell short of expectations.

Following years of advocacy by the Coalition for America's Gateways and Trade Corridors (CAGTC) for a freight-specific competitive grant program, the FASTLANE program was designed by Congress to make investments in the nation's most critical freight and highway needs. Investment criteria written into law, and reflected in USDOT's grant solicitation, focused on goods movement infrastructure and listed goals such as increasing global economic competitiveness; improving connectivity between freight modes; and improving the safety, efficiency and reliability of the movement of freight and people.

In early July, USDOT released its proposed list of 18 FASTLANE project awards, followed by the eighth round of TIGER funding last week. Despite criteria advantaging economic benefits, many of our nation's critical freight hubs did not receive funding in either competition. As a top U.S. international trade gateway, Southern California's San Pedro Bay area handles 40 percent of our nation's container traffic; Chicago's CREATE program is recognized as a project of national significance for its impact on commerce as the principal U.S. freight intersection; Memphis, a global freight hub employing a higher percentage of logistics workers than any other region in the country; New Jersey has the highest density of railroads in the nation and high volumes of international trade; and Florida's seaports provide a critical trade link to growing economies in the Southern Hemisphere –these economic engines went unrecognized. People-moving projects fared well in FASTLANE, while freight infrastructure had its poorest showing ever in TIGER with only 26 percent of funds going to freight projects, down from a high of 53% in 2010.

"Competitive grant programs are designed to award only the best projects satisfying program intention and criteria. Like the early rounds of the TIGER competitive grant program, the FASTLANE award process will need fine tuning going forward to ensure all awards meet the program's high standards," said CAGTC Chairman Tim Lovain, Executive Vice President of Capitol Strategies Partners. "We look forward to reviewing the full list of applications under the first round of FASTLANE and working with USDOT to ensure that in the future, funding is more focused on significant freight awards, as Congress intended. There are vast freight needs across the country and this type of infrastructure investment yields the highest return."

NASCO – North  
American Strategy for  
Competitiveness

Northwest Seaport  
Alliance

Ohio Kentucky Indiana  
Regional Councils of  
Government

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Parsons Brinckerhoff

Port Authority of  
New York & New Jersey

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port of Seattle

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

Xerox State and Local  
Solutions

Now in its eighth funding round, the TIGER competitive grant program is appropriated annually by Congress with the intent of generating economic recovery through infrastructure investments. Despite the program's broad eligibility, goods movement infrastructure historically competes well in the TIGER discretionary grant program because of its weight as an economic multiplier. While investments benefiting goods movement have earned as high as 53 percent of total funding in previous rounds of TIGER, USDOT awarded just 26 percent of total funding to only 11 projects out of 40 winners – an all-time low. Successful freight projects under TIGER VIII included Los Angeles County Metropolitan Transportation Authority's Rosecrans/ Marquardt grade separation project, which will separate a busy freight railroad mainline track from motor vehicle traffic; and the Port of Portland's Marine Terminal Freight and Jobs Access Project, which will build a grade separation over a busy marine terminal rail lead and increase connectivity between the port and the National Highway System. Attached is a chart showing the declining share of freight investment over the eight rounds of TIGER.

"Recognition that freight requires significantly-increased investment continues to gain traction in Congress, as evidenced by the landmark freight investment directives under the FAST Act," said CAGTC President Leslie Blakey. "Yet the competitive grant tools designed to guide these investments require fine tuning to ensure limited resources provide the highest return by investing in goods movement. Absent transparency from USDOT it is difficult to reconcile and understand how decisions were made, but we look forward to continuing our dialogue with USDOT and hope that future rounds of both the TIGER program and the FASTLANE program invest in the nation's most critical freight assets."

Using USDOT's freight volumes map, CAGTC charted USDOT's FASTLANE award selections as well as CAGTC member applications that did not receive funding under the first round of FASTLANE. Please see the attached maps to view information such as freight volumes, export and import gateways, and to learn where further investment is needed. This information is also [available](#) on our website.

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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](http://www.tradecorridors.org)*