

# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

Broward County's  
Port Everglades

California Department  
of Transportation

Cambridge  
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

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

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

**FOR IMMEDIATE RELEASE**

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National Railroad  
Construction and  
Maintenance  
Association

NASCO – North  
American Strategy for  
Competitiveness

The Northwest  
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana  
Regional Council of  
Governments

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Port Authority of  
New York & New Jersey

Port Houston

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Prime Focus, LLC

Puget Sound Regional  
Council

RAILCET

SANDAG - San Diego  
Association of  
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Southern California  
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Tampa Hillsborough  
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Tennessee Department  
of Transportation

Washington State  
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Transportation

Will County Center for  
Economic Development

WSP

## Freight Can't Wait: Budget Caps Increased to Enable Transportation Investments

### TIGER Multimodal Competitive Grant Program Tripled to Chip Away at Nation's Vast Infrastructure Needs

**WASHINGTON, DC (March 23, 2018)** – Funding for the popular Transportation Investments Generating Economic Recovery (TIGER) competitive grant program was tripled to \$1.5 billion through the *Consolidated Appropriations Act, 2018*, which funds the federal government through September 30 and was sent by Congress for the President's signature today. The funding is \$1 billion above FY17 levels. The Coalition for America's Gateways & Trade Corridors (CAGTC) has long advocated for infrastructure funding distributed through competitive grants to address complex needs that are frequently multimodal and multijurisdictional in nature, which Congress reflected in its bill language. These projects are difficult, if not impossible, to fund through formula programs. The TIGER program is one of few Federal resources available to address these needs of regional or national significance.

"We commend Congressional leadership for providing much-needed Federal transportation infrastructure funding through the TIGER competitive grant program," remarked Elaine Nettle, CAGTC Executive Director. "TIGER is a proven economic multiplier, attracting \$3.50 of state, local and private money for every \$1 of Federal investment. Moreover, the program has been critical resource for complex freight infrastructure projects, which are necessary to support economic growth and international competitiveness."

Although the TIGER program is open to a wide variety of mobility needs, freight has competed favorably in the program and received 44 percent of total funding since the program was created in 2009. This success is due in large part to freight infrastructure's ability to score high when criteria is applied that focuses project outcomes such as economic, sustainability and safety benefits as well as mobility of commerce. Respecting CAGTC's long-standing call for the use of outcome-based, objective criteria, the omnibus law forbids projects from being evaluated solely on their ability to attract non-federal revenue and instructs the Administration to direct attention to "an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes."

"As a member of two teams that have received TIGER awards, I have seen where TIGER funding provided unique opportunities to make strategic investments to complete multi-million dollar freight-related projects," said CAGTC Board Member Glenn Miles, who is Executive Director of Kootenai Metropolitan Planning Organization. "Continued TIGER funding is essential to making improvements on our nation's freight system that can support and enhance our local, state and national economy."

The latest TIGER awards, released just last week, were demonstrative of the significant demand for competitive grant programs. TIGER IX requests outnumbered available funding \$12.50:\$1 and an impressive 56 percent of available funding was awarded to freight infrastructure projects. In its inaugural round, the freight-focused INFRA competitive grant program received \$13 in request for every \$1 in funding. Economic data supports the case for investment in multimodal freight infrastructure – the network directly supports 44 million U.S. jobs and the health of our nation’s other economic sectors depends on the system. To illustrate the types of vital freight infrastructure projects that have received TIGER awards through the previous nine rounds, attached is a listing of successful CAGTC member projects.

"The health of Southern California’s goods-movement network is inextricably linked to regional and national economic vitality," said Southern California Association of Governments (SCAG) President and Duarte Councilmember Margaret Finlay. "Recognizing this, Southern California civic leaders, business leaders, and residents – representing 191 cities and six counties – developed a \$70 billion goods-movement infrastructure program. Goods-movement-dependent industries in our region provide 2.9 million jobs and contribute \$249 billion to the gross regional product. Southern California is a critical lynchpin in the national freight network. We are appreciative of the Congressional effort to address infrastructure funding in the Omnibus bill for FY18. We also look forward to partnering with Federal decision makers through the TIGER program to ensure that our region continues to safely, securely, and reliably support the movement of nationally-significant freight."

### **How Freight Competes in TIGER**

Freight historically competes well in the TIGER discretionary grant program, earning 44 percent, or \$2.5 billion of the \$5.6 billion in awarded funds since the program was created in 2009.

- **TIGER I – February of 2010:** Awarded 51 projects, 22 of which (or 43 percent) contained a strong freight component. Those 22 projects received 49 percent of the available funds, totaling more than \$730 million.
- **TIGER II – October of 2010:** Projects with a strong freight component received \$316 million, or 53 percent of the roughly \$600 million in available funding.
- **TIGER III – 2011:** Named 46 successful projects, 18 of which were devoted to freight or had a strong freight component accounting for over \$232 million (or 45 percent) of the total \$511 distributed through the grant program.
- **TIGER IV – 2012:** Provided funding for 47 projects, 21 of which were devoted to freight or had a strong freight component accounting for over \$228 million (or 47 percent) of the total \$485 million distributed through the grant program.
- **TIGER V – 2013:** Provided funds for 52 projects, 25 of which were freight related, accounting for over \$205 million (or 43 percent) of the total \$474 million distributed that year.
- **TIGER VI – 2014:** Distributed a total of roughly \$600 million to meritorious projects, with one in three grant dollars, or just over \$198 million, to freight projects.
- **TIGER VII – 2015:** 44 percent of funds, totaling over \$219 million of the roughly \$500 million awarded, awarded to freight projects.
- **TIGER VIII – 2016:** Relative to previous years, the lowest percentage of funds were awarded to projects with a strong freight component, totaling just \$129 million (26 percent) of the roughly \$500 million awarded.
- **TIGER IX – 2018:** Appropriated in 2017, funding awarded in early 2018 was distributed among 41 projects, 22 of which were freight related, accounting for over \$275 million (or 56 percent) of the total \$487 million.

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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).*

## Attachment

CAGTC Member (or Then-CAGTC Members) that have Received TIGER Funding  
Total: 42

### [TIGER I \(February 2010\)](#)

- **\$100 million to the Chicago area for the CREATE Program Projects**  
“The CREATE Program is a package of 78 projects that address freight rail congestion in the Chicago area—a nationally significant freight bottleneck adversely affecting the delivery of goods throughout the country. The program is the product of extensive outreach and planning among federal, state, local and private stakeholders. TIGER funds will be used to complete the highest priority projects in the CREATE Program. These include installing new traffic control systems; constructing a new rail bridge; and making other significant improvements to signals, switches, roadways, sidewalks, and other components.”
- **\$20 million to the Mississippi State Port Authority at Gulfport for the Port of Gulfport Rail Improvements Project**  
“The project is a public-private partnership between the Mississippi State Port Authority and the KCS Railway Company. Upgrades to the KCS Line include new rail and ties; improved and additional siding; installation of new switches and other modernization devices; and replacing, rebuilding and improving existing road crossings and bridges. These improvements will accommodate double-stacked containers, which cannot be efficiently and effectively moved over the existing rail line.”
- **\$35 million to the Washington State Department of Transportation for the US 395 North Spokane Corridor Project**  
“The project will build 3.7 miles of southbound US-395 from Francis Avenue to Farwell Road in Spokane County to complement the existing northbound lanes. The northbound lanes are currently being used in a limited fashion for both north and southbound traffic. The build-out of the southbound lanes will divert traffic onto this facility, which will alleviate traffic on local roads. The full project, once complete, will provide a necessary link between I-90 on the south end and existing US-2 and US-395 on the north end.”

### [TIGER II \(October 2010\)](#)

- **\$16 million to the Port of Los Angeles for the West Basin Railyard Project**  
“The West Basin Railyard project will construct an intermodal railyard, which includes staging and storage tracks connecting on-dock railyards with the Alameda Corridor. It will also include a railyard for the short-line railroad serving Union Pacific, Burlington Northern Santa Fe, the Port of Los Angeles and the Port of Long Beach. And the project will remove two at-grade rail-highway crossings, relieving congestion.”
- **\$13 million to the Tennessee Department of Transportation for the Port Cates Landing Riverport Project**  
“Tiger II dollars will be used to build a port and harbor facility on the Mississippi River, at Cates Landing in Tennessee. Dock facilities will be constructed and additional, necessary, on-site improvements will be made to create a connection between barge traffic at the port and truck freight movement. The port will be the deepest between Baton Rouge and St. Louis. The project is near multiple interstates and will be constructed following the guidelines of Clean Ports USA. It is also supported by numerous public and private entities.”
- **\$10 million to the Port of Vancouver, WA for the West Vancouver Freight Access Project**

“The West Vancouver Freight Access project will construct a new rail access route to alleviate rail traffic congestion at the Port of Vancouver. The project will relocate facilities within the port to provide a new entryway into port terminals. It will also provide internal storage capacity that will accommodate multiple unit-trains more than 170 rail cars long and expand freight shipping capacity for the port to accommodate a new eight million ton per year potash facility and other new freight. TIGER II dollars will help the State of Washington and the Port complete this project.”

- **\$10 million for the San Bernardino Airport Access Project**

“The San Bernardino Airport Access project will expand roadway capacity to provide safe, direct and efficient freeway access on SR 210 and Del Rosa Drive to the new San Bernardino International Airport. The project will widen the freeway interchange on the southbound SR 210 ramps at 5th Street, widen additional roadways, and improve drainage on 5th Street from SR 210 to Del Rosa Drive and along Del Rosa Drive between 5th Street and the primary airport entrance. The increase in roadway capacity will enable San Bernardino International Airport to increase cargo and passenger operations in a redevelopment on the former Norton Air Force Base site.”

### [TIGER III \(December 2011\)](#)

- **\$15 million to the Washington State Department of Transportation for the I-5 Lewis-McChord Area Congestion Management Project**

“The project will add capacity to Interstate 5 by managing demand, and providing real time information to drivers on this heavily congested, 15-mile-long corridor that borders Joint Base Lewis-McChord between Olympia, WA and Tacoma, WA. Approximately fifteen percent of the traffic in the corridor is freight traffic. The project will deploy innovative traffic management strategies along Interstate-5 and into the Base, and expand traveler information. The project will also add HOV/express bypass lanes at 12 ramp meters.”

- **\$17 million to the Port of Long Beach for the Port of Long Beach Rail Realignment Project**

“The Port of Long Beach will improve the lead tracks to two rail yards and relieve a chokepoint at the Ocean Boulevard overcrossing, where a large portion of the cargo transits enters or exits the port property. The project will improve efficiency and reduce the environmental impact of freight movements, and create jobs, enabling the port to move 35% of goods via on-dock rail by 2035.”

- **\$20 million to the Riverside County Transportation Commission for the State Route 91 Corridor Improvements Project**

“This \$20 million TIGER TIFIA Payment will support a TIFIA loan that will finance up to one-third of the costs of the \$1.3 billion, 8-mile extension of the SR-91 Express Lanes. The project will extend SR-91 Express Lanes from the current eastern terminus at the border of Orange and Riverside Counties eastward to I-15. Additionally, one general-purpose lane will be added to the facility in each direction along the project route. The SR-91 corridor provides a vital link between employment and residential centers in Los Angeles, Orange, and Riverside Counties, and facilitates goods movement between I-15, I-10, and the Ports of Los Angeles and Long Beach.”

- **\$20 million to the City of Chicago’s Chicago Transit Authority for the Chicago Blue Line Renewal & City Bike Share Project**

“TIGER funds will help complete an overall project to repair 3.6 miles of track on Chicago Transit Authority’s (CTA) Blue Line between Damen Avenue and Belmont Avenue, finishing all track improvements between Chicago’s Downtown Loop and O’Hare International Airport. The project will also expand the City of Chicago’s new bikeshare program by adding additional bikeshare stations and bikes.”

- **\$9.8 million to the Mississippi Department of Transportation for the Mississippi River Bridge ITS Project**

“The project will deploy Intelligent Transportation Systems (ITS) improvements on and around four highway bridges that span the Mississippi River in Mississippi, Arkansas, and Louisiana. The bridges include the Helena Bridge (US-49, MS & AR); the Greenville Bridge (US-82, MS & AR); the Vicksburg Bridge (I-20, MS & LA); and the Natchez-Vidalia Bridge (US-84, MS & LA). The improvements include dynamic messaging signs, vehicle detection devices, closed-circuit television, highway advisory radio, and other fiber optic connections that will coordinate communication across the bridges. The project will also include real-time river monitoring systems that will provide information for barges traveling beneath the bridges.”

#### [TIGER IV \(June 2012\)](#)

- **\$10 million to the Washington State Department of Transportation for the North Spokane Corridor Railroad Realignment Project**

“TIGER funds will support Washington State’s continued construction of the U.S. 395 North Spokane Corridor (NSC). Once completed, the NSC will provide a regional link between I-90 and U.S. 2 and U.S. 395, allowing for more efficient movement of freight and passengers and increasing safety by removing intercity traffic from local roads. TIGER funds will relocate 7.5 miles of railroad, building on previous grants to continue the project and allow for future extension, growth, and improvements of the NSC.”

- **\$10.4 million to the Chicago Department of Transportation for the Chicago Region Environmental and Transportation Project & the Efficiency (CREATE) Program**

“TIGER funds will be used to complete two projects in the Chicago Region Environmental and Transportation Efficiency (CREATE) program, a public-private partnership to improve freight flows through the Chicago region. The partnership includes the Illinois DOT, Chicago DOT, Metra, Amtrak, and the Association of American Railroads (AAR). This grant funding completes the planned improvements along the Western Avenue rail corridor, including replacing 16 hand-thrown switches with automatic switches; constructing connection tracks between CSX, Norfolk Southern, and BNSF tracks; and installing a computerized Traffic Control System to improve speeds and reduce delays throughout the corridor.”

- **\$9.5 million to the Oregon Department of Transportation for the Siskiyou Summit Railroad Revitalization Project**

“TIGER funds will support the rehabilitation of a 296-mile stretch of the short line railroad operated by the Central Oregon & Pacific Railroad, closed since 2008 due to a poor state-of-repair and lack of funds. TIGER funds will improve tunnels, rails, ties, and bridges; reopen the rail line; and upgrade the line to carry the current standard 286,000 pound freight capacity. As the track runs parallel to I-5 between Northern California and Oregon, reopening the line provides a more environmentally friendly and economically competitive method of shipping goods in the region.”

- **\$15 million for the Port of Oakland, California for the Port of Oakland Intermodal Rail Improvements Project**

“TIGER funds will boost rail access and capacity at the port by building a new arrival track and high-speed turnout from Union Pacific’s mainline, two track leads into the port’s new Joint Intermodal Terminal, and a new manifest yard (Knight Yard) to replace the former Oakland Army Base Yard. Knight Yard will be able to handle 100-150 rail cars per day. The TIGER project is a crucial first step in the Oakland Global development program, a \$400 million dollar effort to redevelop the former Oakland Army Base into a nationally significant trade and logistics hub.”

- **\$14 million to the City of Seattle for the Washington for the Mercer Corridor West Reconstruction Project**

“TIGER funds will continue the six-lane cross-section of the Mercer Corridor East project under State Route 99, which will both increase capacity and improve mobility for all users. It will also complete the project’s second critical phase, creating a continuous two-way arterial street from Interstate 5 (I-5) to Elliott Avenue West. TIGER funds will replace the winding westbound route now on Broad Street and will modify signals and movement to convert the Mercer and Roy Street couplet into two-way streets from Fifth Avenue North to Queen Anne Avenue North. Mercer Street was constructed 60 years ago and is now 20 years beyond its intended lifespan. Sidewalks are inadequate, signal equipment is obsolete, drainage facilities have insufficient capacity, and utility infrastructure is old and at risk of failure.”

#### [TIGER V \(September 2013\)](#)

- **\$10 million to the Maryland Port Administration for the Port of Baltimore Enhancements Project**

“TIGER funds will be used to expand the handling capacity at the Fairfield Marine Terminal at the Port of Baltimore by filling in the obsolete West Basin. The project also includes the construction of a rail intermodal facility to handle expanded automotive export and imports. Dredge spoils from the nearby SeaGirt navigation channel will be innovatively reused to complete the project.”

- **\$13.7 million to the Florida Department of Transportation for the Florida Freight & Passenger Rail Enhancement Project**

“TIGER funds will be used to better link Southern Florida’s two major freight rail corridors to improve freight and passenger connectivity in the region. Through strategic, targeted investments, the project will allow freight traffic to more easily shift to the industrial South Florida Corridor railway corridor, which increases capacity for current and future passenger traffic on the Florida East Coast Railway corridor. The resulting mobility improvements will enable freight traffic to bypass downtown Ft. Lauderdale and West Palm Beach, creating additional capacity for regional commuter rail and planned intercity service.”

- **\$4.25 million to the Mississippi Department of Transportation for the Mississippi River Bridge Rehabilitation Project**

“TIGER funds will support the rehabilitation of the I-20/Vicksburg Mississippi River Bridge, which has experienced unanticipated stresses due to movement of the pier foundations. The funds will be used to improve the bridge truss and deck to withstand minor side-to-side movements (e.g. downstream movement of piers/foundation soils, minor barge strikes).”

- **\$14 million to the San Diego Association of Governments for the Pacific Surfliner Coastal Railway Bridges Project**

“TIGER funds will be used to replace aging timber trestle railway bridges that have exceeded their 75-year service life, supporting intercity, commuter and freight rail services in the second busiest rail corridor in the nation. The passenger rail service on the corridor will act as an important feeder to the statewide high-speed rail system through connections in Anaheim, Los Angeles, and downtown San Diego.”

#### [TIGER VI \(September 2014\)](#)

- **\$18.76 million to the City of Chicago for the Bronzeville Bridge to Chicago’s Lakefront Project**

“This TIGER grant will fund the new 41st Street Bridge that will connect Lake Park Crescent, a new mixed-income housing project development built as part of the Chicago Housing Authority’s Plan for

Transformation, with Burnham Park and the Oakwood/41st Street Beach, recently created by the US Army Corps of Engineers as part of Lake Michigan shoreline reconstruction. The bridge will be a double-curved, inclined-arch structure, creating a unique aesthetic landmark for the community while providing functional and safe access to the Lakefront and its amenities.”

- **\$10 million to the City of Industry for the 57/60 Confluence Freight Corridor Project**  
“This TIGER project will greatly improve safety and efficiency in the Confluence Freight Corridor. The overall Confluence Project includes improving both the eastbound and westbound directions of SR-60 between the SR-57 connectors, and improvements to the Grand Avenue interchange. The project will construct an eastbound bypass off-ramp and on-ramp at Grand Avenue, add an eastbound mainline lane, re-align all on- and off-ramps, replace the Grand Avenue Overcrossing, and reconstruct the Grand Avenue & Golden Springs Drive intersection.”
- **\$20 million to the Florida Department of Transportation for the Tamiami Trail/Everglades Restoration Project**  
“The money from this grant will be used to replace a portion of Tamiami Trail (US-41) with an elevated 2.6-mile bridge that will help restore natural storm water flows into the Everglades National Park (ENP) and Northeast Shark River, while preserving a critical transportation link between Southwest Florida and Miami. This TIGER funded project furthers the Administration’s efforts and the State of Florida’s commitment to restore the Everglades. The project has extensive stakeholder collaboration and support including the National Park Service, the US Army Corps of Engineers, state and local agencies and numerous conservation advocacy organizations.”
- **\$7.4 million to the Idaho Transportation Department for the US-95 Worley North State 2 Project (supported by CAGTC Member Kootenai Metropolitan Planning Organization)**  
“The U.S. 95, Worley North, Stage 2 (Worley Main Street) project will complete a 15 year, \$190 million realignment and reconstruction effort to upgrade 28 miles of US 95 that was a narrow and winding road with virtually no shoulders, to a highway meeting current design and safety standards that is easier to operate and maintain. This TIGER project will specifically address the remaining highway deficiencies that exist on U.S. 95 through the City of Worley, Idaho, related to the large volume of heavy weight trucks, non-existent shoulders, channelization, bicycle and pedestrian provisions, intersection illumination, storm water runoff control, and accommodation for the hourly rural public transit service currently provided to the community.”
- **\$11.8 million to the Los Angeles County Metropolitan Transportation Authority for the Eastside Access Improvements Project**  
“The TIGER funded project includes streetscape, pedestrian, and bicycle access improvements proposed to be implemented in the Little Tokyo neighborhood of Downtown Los Angeles within a one-mile radius of the 1st/ Central Station of the Regional Connector rail line, set to open for service in 2020. These access improvements will enhance the livability of this historic commercial and burgeoning residential district, and facilitate linkages to nearby Union Station and the integration of bicycle and pedestrian access to Metro rail and bus systems.”
- **\$10.25 million to the Los Angeles County Metropolitan Transportation for the Willowbrook/Rosa Parks Station Master Plan Implementation Project**  
“This TIGER project will implement the master plan for the Willowbrook/Rosa Parks Station, the fourth busiest station in LA, with 22,500 passengers daily. The improvements include lengthening the Metro Blue Line station platform by 150 feet, upgrading existing and adding a new station entrance; relocation and

expansion of the existing bus terminal closer to the station; pedestrian improvements; construction of new sheriff substation; construction of a multi-modal hub which includes resources for the station's planned bike share program; construction of a 1.25 acre community plaza; and facility enhancements including lighting and signage.”

- **\$10 million to the Maryland Department of Transportation for the Fort Meade Multimodal Accessibility Project**

“This TIGER grant will help expand two-lane Maryland Route 175 on the grounds of Fort Meade between Odenton and Jessup, MD. The Maryland State Highway Administration is currently renovating intersections and widening the road at each end of the project area to accommodate an expected doubling of employment on Fort Meade by 2015 due to the 2005 Base Realignment and Closure (BRAC). The project will ensure a continuous widening of MD 175 and includes the addition of continuous sidewalk on one side of the road and a multi-use recreational hiker biker trail on the opposite side, as well as on-road bicycle lanes for commuting cyclists. The project also includes a new controlled access point to Fort Meade.”

- **\$1.1 million to the City of Baltimore for the Hanover Street Bridge Plan Project (supported by CAGTC Member Maryland Port Administration)**

“The City of Baltimore will utilize TIGER funds to create the Hanover Street Bridge Multimodal Corridor Plan. This study will identify feasible methods of rehabilitating or replacing Hanover Street Bridge, a nearly 100-year old bridge that connects Baltimore City to the Port of Baltimore, improve multimodal corridor accessibility and freight access and highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.”

- **\$1 million to the Metropolitan Transportation Commission for the San Francisco Bay Area Core Capacity Transit Study**

“This is an innovative planning study of congestion in the central urban areas of the San Francisco Bay Area caused by operation of transit systems at maximum capacity. The TIGER funded study will evaluate and prioritize short, medium and long-term transit investments and strategies to address existing and forecasted capacity constraints in the core of the region. On a typical workday, over 35 percent of San Francisco workers use transit to access their jobs. The study will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core job centers and housing in the Bay Area, particularly in the region's three largest cities, San Francisco, San Jose, and Oakland.”

- **\$10.12 million to the Oregon Department of Transportation for the Regional Active Transportation Management Program**

“The County of Washington in partnership with Oregon Department of Transportation will use TIGER funds to build an Active Traffic Management (ATM) project, an upgrade to their traffic management system that focuses on major freight and commuter routes. The project combines ATM systems on freeways, active traffic signal management, transit and truck signal priority improvements, bicycle detection and signal timing, and performance monitoring on arterials. By upgrading the traffic management of the county and on state-maintained roads, the project will reduce crashes, improve travel time reliability, and enhance transit operations between the Westside Computer and Electronics industry and the Portland Airport Distribution Centers.”

- **\$20 million for the Port of Seattle's Terminal 46 Rehabilitation Project**

“This TIGER grant will be used to construct six elements for the Port of Seattle: 1. Rehabilitate deteriorated berth pile caps and dock deck panels; 2. construct a storm water system to treat terminal runoff; 3. pave 435,000 square yards of terminal area and install new lighting controls; 4. increase load capacity and



extend crane rail at dock; 5. construct new road to grade-separate truck traffic from rail yard; 6. provide public amenities to access 13.8 acres of habitat around the terminal site.”

- **\$15 million to the Virginia Port Authority for the Norfolk International Terminals Project**  
“This TIGER grant will help fund the final piece needed to connect the Norfolk port directly to I-564, and to significantly reduce truck traffic from transiting through neighboring residential streets. It includes construction of a dedicated highway on/off ramp, a service gate for terminal personnel and redevelopment of eight acres of brownfield land for container storage. The current terminal truck gates are inadequate for today’s freight volumes, and trucks travelling to/from the terminal bisect neighborhoods, adding to congestion.”

#### [TIGER VII \(October 2015\)](#)

- **\$15 million to the Los Angeles County Metropolitan Transportation Authority for the Rail to Rail Active Transportation Corridor Connector Project**  
“This TIGER grant will provide funding to restore a blighted area of unused railroad tracks to an inviting corridor safe for pedestrians and bicyclists. Once completed, a 6.4-mile bicycle and pedestrian multi-use corridor through historically disadvantaged South Los Angeles communities will link three regionally significant north-south transit lines – the Metro Blue Line LRT, Crenshaw/LAX Light Rail Transit, and the Silver Line BRT. Specifically, existing railroad track along a Metro-owned right-of-way will be removed, six-miles of Class I bicycle path infrastructure will be paved, safety features (such as crosswalk marking, curb ramps, repainted stop bars, and signage) will be installed, new crosswalks will be constructed, and lighting and landscaping features will be installed.”
- **\$15 million to the Maricopa Association of Governments, in partnership with Arizona Department of Transportation, for the SR 347 Grade Separation Project**  
“This TIGER grant will provide funding to create a four-lane highway overpass on SR 347 over a double track rail line. Additionally, the project will relocate an existing Amtrak station and construct designated, separate areas for safer and more efficient loading/unloading sites for rail passengers.”
- **\$12.3 million to the Port of Hueneme for the Intermodal Improvement Project**  
“This TIGER grant will provide funding to improve the intermodal infrastructure at the Port of Hueneme, including deepening Berths 1 and 2, strengthening Wharf 1, modernizing cargo handling infrastructure, and extending on-dock rail. The completed project will extend the useful life of the wharf up to 30 years, allow vessels with 36-foot drafts to serve the port, and stimulate subsequent investment from private terminal operators.”
- **\$10 million to the Port of San Diego for the Tenth Avenue Marine Terminal Modernization Project**  
“This TIGER grant will provide funding to modernize the Tenth Avenue Marine Terminal by removing obsolete transit sheds and constructing a new laydown area for temporary equipment storage with on-dock rail improvements. The Port of San Diego is designated as a Maritime Administration Strategic Port and supports the Navy’s activities of ship building and repair services as well as national security emergency logistics.”
- **\$10 million to the Washington State Department of Transportation, for the Mukilteo Multimodal Ferry Terminal Project**  
“This TIGER grant will provide funding to replace the aging and seismically deficient terminal and relocate a new, integrated, multimodal facility east to a vacant brownfield. The new terminal will feature safer and

more direct boarding options and improved transit connections. The project also restores Puget Sound waterfront at the brownfield site.”

#### TIGER VIII (July 2016)

- **\$15 million to the Los Angeles County Metropolitan Transportation Authority for the Rosecrans/ Marquardt grade separation Project**  
“This grant constructs a grade separation at the intersection of Rosecrans and Marquardt Avenues from the BNSF railroad mainline tracks located in Santa Fe Springs, approximately 15 miles southeast of downtown Los Angeles. The grade separation is part of larger effort to triple track a 15-mile segment between Los Angeles and Fullerton.”
- **\$7.3 million to the Port of Portland, Oregon, for the Portland Marine Terminal Freight and Jobs Access Project**  
“This grant constructs a grade separation over a busy marine terminal rail lead and constructs road, intersection, and multi-modal improvements to increase access and connectivity between the port and the National Highway System. The project includes a realignment of the North Rivergate Blvd. and North Lombard St. intersection to better accommodate turning trucks.”

#### TIGER IX (March 2018)

- **\$19.9 million to the North Carolina Department of Transportation for the Blue Ridge Road Grade Separation and Intersection Improvements Project ( Application prepared by CAGTC Member Dewberry)**  
“The project eliminates an at-grade crossing by lowering the Blue Ridge Road from its existing grade to pass under the North Carolina Railroad (NCR) right-of-way. It also reconfigures existing nearby intersections and adjacent access roadways.”
- **\$9 million to the City of Spokane Valley for the Bridging the Valley: Barker Road Grade Separation Project (Supported by CAGTC Member Washington State Freight Mobility Strategic Investment Board)**  
“The project will replace an existing at-grade crossing at Barker Road with an overpass, close a second at-grade crossing at Flora Road, and replace the intersection of Barker Road and Trent Avenue with a roundabout.”