

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Cambridge Systematics,
Inc.

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

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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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 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 of Stockton

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

Virginia Port Authority

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West Coast Corridor
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Economic Development

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Freight Regains Traction in TIGER VII Goods Movement Projects Earn 44 Percent of Available Funds, up from 33 Percent in TIGER VI

WASHINGTON, DC (October 30, 2015) – The U.S. Department of Transportation (USDOT) yesterday announced the 39 projects set to receive funds from the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. Of the \$500 million available in TIGER VII, nearly \$220 million, or 44 percent of total dollars, were awarded to freight projects or projects with a strong freight component.

"The ability of goods movement projects to successfully vie for limited TIGER resources is a testament to the enormous benefit freight investment provides our national economy," said Sharon Neely, Chairman of the Board of the Coalition for America's Gateways and Trade Corridors (CAGTC). "Freight projects are often large-in-scale and cross multiple jurisdictions, making them difficult to fund through traditional methods. TIGER is currently the only federal program available for complex freight projects. High demand year-over-year points to the need for a freight-specific grant program to complement TIGER."

Funding requests this round totaled \$10.1 billion, or 20 times the \$500 million made available for the program. In recent months, both the House and Senate have called for freight-specific competitive grant programs in their surface transportation proposals. The House Transportation and Infrastructure Committee's proposal creates a freight grant program valued at \$4.46 billion, distributed over six years. The Senate-passed DRIVE Act establishes two competitive grant programs totaling \$3.3 billion as well as an \$11.65 billion freight formula program, all distributed over a six-year period.

Several successful projects in TIGER VII were put forward or partnered on by CAGTC members. These include:

- Los Angeles County Metropolitan Transportation Authority, *Rail to Rail Active Transportation Corridor Connector Project*
- Maricopa Association of Governments, in partnership with Arizona Department of Transportation, *SR 347 Grade Separation Project*
- Port of Hueneme, *Intermodal Improvement Project*
- Port of San Diego, *Tenth Avenue Marine Terminal Modernization Project*
- Washington State Department of Transportation, *Mukilteo Multimodal Ferry Terminal*

Arizona Department of Transportation successfully secured a grant for a freight project in the Phoenix region. The State Route (SR) 347 overpass project connects the city with a number of schools, better aligns existing roadways and relocates a passenger train station to a safer location. "The city of Maricopa has experienced significant growth in recent years, and the SR 347 overpass is a much-needed facility as it addresses safety issues and improves mobility," said **Maricopa Mayor Christian Price**. "The project site currently sees approximately 34,000 cars, 168 buses and 60 trains per day at the at-grade crossing. The project is an example of coordination between the City of Maricopa, the Ak-Chin Indian Community, the Arizona Department of Transportation, the Maricopa Association of Governments, and others in working together to identify improvements to the region for the well-being of our residents and visitors."

The TIGER grant secured by the **Port of Hueneme** for its *Intermodal Improvement Project* will enhance the region's economic competitiveness, according to USDOT. The funds will stimulate subsequent investment from private terminal operators. "We at the Port of Hueneme are thrilled to receive a \$12.3 million TIGER grant that funds a crucial component of our intermodal improvement project, a project which allows for larger-capacity vessels, increased cold storage and cargo treatment and handling capability to support increased agricultural imports and exports, as well as on-dock rail improvements for the more efficient transfer of cargo," said **Kristin Decas, CEO and Port Director at the Port of Hueneme**. "This grant creates a catalyst for our future and promises to be a very big game changer for the Port in terms of retaining our great customer base, building new opportunities, creating jobs and advancing environmental priorities. We thank US DOT, our federal delegation and all our local officials and industry leaders for their support and this clear vote of confidence in the Port of Hueneme."

The Los Angeles County Metropolitan Transportation Authority's (Metro) Rail to Rail Transportation Corridor Connector Project will transform a dilapidated area of unused railroad tracks into a pedestrian and bicyclist corridor. According to USDOT, the completed project will provide access to regional employment centers and provide environmental and health benefits. "I want to thank the Obama Administration for sharing Metro's vision that this blighted right-of-way can and must be transformed into a corridor where walking and biking can be done safely," **Los Angeles County Supervisor and Metro Board Chairman Mark Ridley-Thomas** said. "With this investment, Angelenos will be able to efficiently access the Blue Line and the future Crenshaw/LAX Line," he added. "The proposed improvements will make a meaningful difference in the quality of life of the hundreds of thousands of people who live, work and visit the surrounding areas."

"Metro has already successfully repurposed little-used or abandoned rights-of-ways into bicycle and pedestrian routes, notably the Metro Orange Line, the Bellflower Bike Trail and the Chandler Bikeway in Burbank, and Rail to Rail will bring similar benefits to South L.A. residents," said **Metro CEO Phillip A. Washington**.

The Port of San Diego will receive \$10 million through TIGER VII for its *Tenth Avenue Marine Terminal Modernization Project*. Funds will go towards increasing capacity and improving operational efficiency for Port users, according to USDOT.

"I want to thank the U.S. Department of Transportation for this award. When we invest in Port facilities, we are investing in the economic future of the San Diego region," said **Port of San Diego President & CEO Randa Coniglio**. "I am extremely proud of our team at the Port of San Diego for demonstrating that with hard work, a strategic approach and persistence, we can compete at a national level for scarce federal infrastructure funding."

How Freight Competes in TIGER

Freight historically competes well in the TIGER discretionary grant program, earning 45 percent, or \$2.13 billion of the \$4.67 billion in available funds since 2009. The first round of TIGER awarded money in February of 2010 to a total of 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. In October of 2010, TIGER II projects with a strong freight component received \$316 million, or 53 percent of the \$600 million in available funding. In 2011, TIGER III supplied grants for 46 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, awarded in 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. In 2013, TIGER V 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. Last September, USDOT awarded a total \$600 million to meritorious projects, with one in three grant dollars, or just over \$198 million, to freight projects.

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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.