

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Project, San Gabriel Valley
Council of Governments

California Department
of Transportation

Cambridge
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

Chicago Metropolitan
Agency for Planning

City of Chicago

City of Industry

COMPASS – Community
Planning Association of
Southwest Idaho

DCLI

Dewberry

Florida Department
of Transportation

Florida East
Coast Railway

Florida Ports Council

Florida Transportation
Builders' Association, Inc.

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

Great Lakes Dredge &
Dock Company

HNTB Corporation

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

Contact: Cecile Entleitner
(850) 766-2411

RAISE Grant Awards Highlight Importance of Federal Discretionary Funding

CAGTC Congratulates RAISE Award Recipients; Emphasizes Support
for BIL Grant Investments to Advance Freight Infrastructure Projects

WASHINGTON, DC (July 6, 2023) – The U.S. Department of Transportation (USDOT) awarded over \$2.2 billion to 162 projects across the United States through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. This year, RAISE grants were awarded to projects in all 50 states, the District of Columbia, and two territories. Included among the recipients are critical infrastructure projects sponsored by members of the Coalition for America's Gateways and Trade Corridors (CAGTC).

The Bipartisan Infrastructure Law (BIL) provided historic funding levels for various new and existing discretionary grant programs. Among these funding resources, CAGTC is particularly supportive of the large multimodal programs available to freight projects such as the Infrastructure for Rebuilding America (INFRA), Mega, and RAISE programs as well as targeted investments through the Railroad Crossing Elimination Program, Bridge Investment Program, Consolidated Rail Infrastructure and Safety Improvements (CRISI), and Port Infrastructure Development Program (PIDP). Each of these programs has unique goals and criteria to assist in fulfilling unmet project needs. The programs complement each other by offering diverse funding opportunities available to freight projects of varying size and project type.

While the BIL made significant progress by increasing funding availability, reliability, and program diversity, federal grant programs remain oversubscribed. According to USDOT, it received nearly 1,100 applications totaling \$15 billion in funding requests for the fiscal year 2023 round of RAISE. Overall, there were \$6.64 in requests this year for each \$1 in available RAISE funding, further demonstrating the popularity of this program and the magnitude of infrastructure projects in need of federal investment.

"CAGTC has been a longstanding champion of competitive grant programs, which are essential to advancing freight infrastructure projects of national and regional significance," said CAGTC President Leslie Blakey. "These projects are often difficult to fund through traditional formula programs due to their size and complexity. CAGTC strongly supports continued, strategic investments in supply chain infrastructure projects through federal discretionary funds made available by the Bipartisan Infrastructure Law."

CAGTC recently conducted a survey of its membership, many of whom are responsible for developing and delivering large-scale supply chain infrastructure projects, to better understand their first-hand experiences with Bipartisan Infrastructure Law (BIL) implementation. The [survey results](#) underscored the importance of discretionary grants in addressing unmet freight project needs. Among the primary reasons for pursuing federal grant funding, survey respondents cited the unique nature of freight projects, which are often large, multimodal, and multi-jurisdictional.

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Orange County
Transportation
Authority

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 New Orleans

Port of Oakland

Port of San Diego

Port Tampa Bay

Port of Vancouver
USA

Ports America
Chesapeake

Prime Focus, LLC

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Tennessee
Department of
Transportation

Washington State
Department of
Transportation

Will County Center for
Economic
Development

WSP

Follow CAGTC on Twitter  or connect on Facebook 

1625 K Street, NW Suite 1100 Washington, DC 20006
202-828-9100 phone 703-721-8409 fax www.tradecorridors.org

The Tennessee Department of Transportation's (TDOT) *Eliminating Barriers on North Watkins (Project ELBOW)* will receive \$13,200,000 to fund the design and reconstruction of the bridge over the Wolf River, which will be upgraded to seismic standards and increase accessibility during emergency and evacuation events.

"This is a critical project in North Memphis which will upgrade the bridge over the Wolf River to seismic standards for reliability in the future, said **Dan Pallme, CAGTC Board Member and TDOT Assistant Chief of Environment and Planning/ Freight and Logistics Director**. "In addition, multimodal accommodations for the 3.1-mile segment include: a separated bicycle lane, mid-block crossings, ADA improvements, and sidewalk improvements on the North Watkins Street corridor at Delano Avenue to North Parkway in this underserved community which will help with pedestrian safety and increase access to jobs, education, and healthcare services."

The San Diego Association of Governments' (SANDAG) *Palomar Street Grade Separation: Improving Safety, Access, and Circulation* will receive \$21,510,491 to grade separate an existing street from a rail corridor that serves passenger and freight rail capacity, including right-of-way acquisitions and utilities relocation. The project will reduce emissions by reducing vehicle idling while rail vehicles pass.

"San Diego's freight and passenger rail system keeps our residents, visitors, and economy moving. The Palomar Street rail crossing has been a notorious site for delays and accidents as a result of its at-grade rail crossing. SANDAG is very pleased that the Biden-Harris Administration has awarded us over \$21 million to address the design of this crossing and ultimately make our rail network and streets safer and more efficient for all," said **Coleen Clementson, CAGTC Board Member and SANDAG Deputy CEO of Planning**.

CAGTC congratulates these members on their successful grant applications.

###

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.