

Update on GNCC TIGER Applications

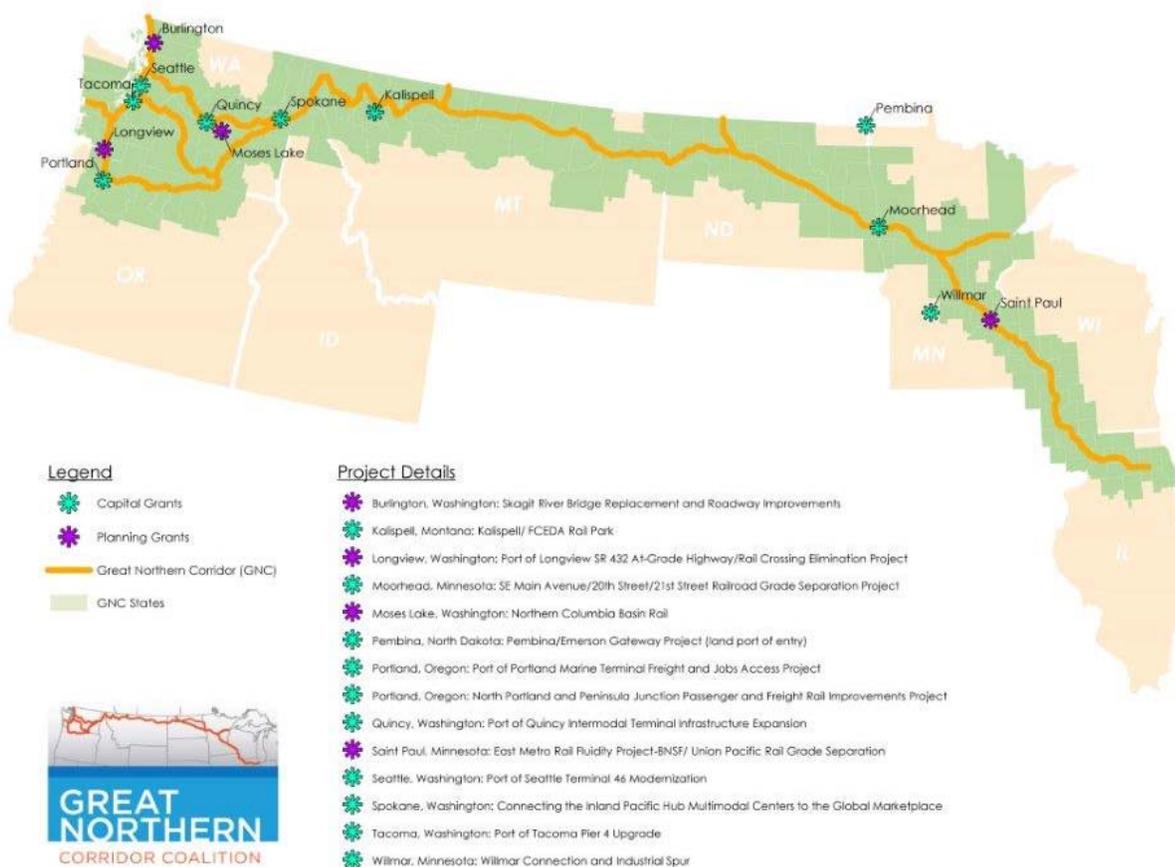
The U.S. Department of Transportation has been investing in freight transportation infrastructure through the TIGER (Transportation Investments Generating Economic Recovery) discretionary grant program since initiated by Congress in 2009. The Tiger program has dedicated over \$4.6 billion to 381 projects in all 50 states, the District of Columbia and Puerto Rico, including 134 projects to support rural and tribal communities in seven rounds of funding. Demand for TIGER has been overwhelming, with the Department receiving more than 6,700 applications requesting more than \$134 billion through the program's seven rounds.

TIGER funding has been appropriated on a year-by-year basis since its inception. In 2013 alone, \$474 million was granted to 52 transportation projects across 37 states. Of this, \$123.4 million was designated for projects in rural areas. The program continued into 2014 because of its popularity and success. In September 2014, the TIGER VI awards were announced. U.S. Transportation Secretary Anthony Foxx announced that the Department of Transportation (DOT) would provide \$600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER 2014 program. The Department received 797 eligible applications from 49 states, U.S. territories, and the District of Columbia, an increase from the 585 applications received in 2013. Overall, applicants requested 15 times the \$600 million available for the program, or \$9 billion for needed transportation projects. Project selections for the seventh round of DOT's Transportation Investment Generating Economic Recovery (TIGER) competitive grant program were announced on October 29, 2015. The Department will provide nearly \$500 million for 39 projects in 34 states, with some projects spanning several states. TIGER 2015 discretionary grants were awarded to fund capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a region, or a metropolitan area. Competition again was rigorous, with 627 eligible applications requesting \$10.1 billion or 20 times the available funding.

Agencies throughout the GNC Corridor have been active in competing for TIGER funding through the program's existence. Most recently, Coalition members supported the following TIGER grant applications for the 2014 TIGER funding program. Exhibit 8 shows the location of the 14 TIGER 2014 (VI) applications used by the Coalition as a pilot to test the evaluation methodology in Phase I.

Of the fourteen grant applications that were tested in the evaluation pilot test, one applicant (the Port of Seattle) was successfully awarded a \$20 Million capital grant for its Terminal 46 Modernization project.

Exhibit 1: Map of 14 GNC Projects recently submitted in TIGER Funding rounds



GNCC Projects in TIGER FY 14 and FY 15

East Metro Rail Fluidity Project: BNSF/UP Grade Separation - St. Paul, Minnesota

This is a planning grant to perform engineering and environmental analysis for constructing a rail grade separation of BNSF and Union Pacific rail lines. When completed, this project will relieve congestion and improve rail capacity in the Minneapolis-St. Paul region of the Corridor. Total cost for the planning phase for this project is \$1.5 million (TIGER FY 14 Planning request: \$1 million)

S.E. Main Avenue/20th Street/21st Street Railroad Grade Separation Project - Moorhead, Minnesota

This project would construct three highway underpasses and construct a “wye” rail connection. Constructing the project will improve Corridor regional freight rail and vehicular mobility. Estimated project cost is \$40 million (TIGER FY 14 Capital request: \$22 million).

Willmar Connection and Industrial Spur - Willmar, Minnesota - *Awarded \$10M FY 15*

This project would construct a new rail connection and industrial spur. The project will provide greater rail network fluidity and capacity, relieving rail congestion in the Twin Cities

area and on the Corridor. Estimated project cost is \$50 million (TIGER FY 14 Capital request: \$17 million, TIGER FY 15 Capital request \$15 million- Awarded \$10 million).

Kalispell Rail Park - Kalispell, Montana - Awarded \$10M FY 15

This project would construct a regional rail park, creating a location for existing businesses to consolidate and expand operations and for new businesses to locate to the region and access the Corridor. Total project cost is \$24 million (TIGER FY 14 Capital request: \$9.9 million, TIGER FY 15 Capital request: \$10 million, Awarded \$10 million).

Connecting the Inland Pacific Hub Multimodal Centers to the Global Marketplace - Spokane, Washington

The proposed project would replace worn rail, rebuild right-of-way, and rebuild seven at-grade crossings along 6.9 miles of the state-owned CW Branch. These improvements will enable the CW Branch to handle 286,000 pounds of gross weight on rails (GWOR) railcars and allow 25 miles per hour over the rebuilt rail segment. The CW Branch connects to the Great Northern Corridor, providing the region access to the national rail system and the global marketplace. Estimated project cost is \$7.04 million (TIGER FY 2014 Capital request: \$6.04 million, TIGER FY 15 Capital request for Phase II: \$5.2M).

Northern Columbia Basin Rail - Moses Lake, Washington

This project increases rail access to manufacturers in north central Washington and will also support military training that occurs in Moses Lake. The total planning phase of this project is \$3 million (TIGER FY 14 Planning request: \$3 million).

Port of Quincy Intermodal Terminal Infrastructure Expansion - Quincy, Washington

The project would expand the infrastructure at the Port of Quincy Intermodal Terminal to accommodate the growing demand for temperature controlled domestic intermodal freight and to eliminate the blockages of the Corridor when serving the port. The Port of Quincy is an inland port located on the Great Northern Corridor. Estimated project cost is \$18 million (TIGER FY 14 Capital request: \$16.2 million).

Skagit River Rail Bridge Replacement and Roadway Improvements - Burlington, Washington

This planning grant would perform planning, preliminary engineering design, and environmental permitting to replace the Skagit River Rail Bridge and to conduct feasibility studies for local roadway/rail improvements in the City of Burlington. The Skagit River Rail Bridge replacement has been identified as a state and regional priority due to concerns arising from the flooding risk the debris accumulation at the bridge poses to the community, to the movement of freight and passengers, and to the nearby I-5 highway bridge. The Skagit River Rail Bridge is located between Seattle and Vancouver, British Columbia, a primary north/south rail route on the Great Northern Corridor. Total planning phase of this project is \$2 million (TIGER FY 14 Planning request: \$0.9 million).

Port of Seattle Terminal 46 Modernization - Seattle, Washington - Awarded \$20 M FY 14

Terminal 46 (T46) is as an integral part of seaport operations, handling approximately 20 percent of the Port's container terminal volume. This project would allow a second Post-Panamax ship to berth at Terminal 46. The Port of Seattle is one of the key ports on the Great Northern Corridor. Total project cost is \$70.1 million (TIGER FY 14 Capital request: \$21 million, Awarded \$20 million).

Port of Tacoma Terminal 4 Modernization - Tacoma, Washington

The planned upgrades to Pier 4, including new container cranes, will allow the terminal to increase the size of ships it can handle to 18,000-TEU vessels, increasing cargo throughput capacity across the pier from about 160,000 TEUs annually to an estimated 440,000 TEUs annually. The Port of Tacoma is one of the key ports located on the Corridor. Estimated project cost is \$141.4 million (TIGER FY 14 Capital request: \$30 million, TIGER FY 15 Capital request: \$15.8 million).

Port of Portland Marine Terminal Freight and Jobs Access Project - Portland, Oregon

The proposed project includes grade separating Rivergate Boulevard and an important rail lead in the Port of Portland port complex. The project is located in the Rivergate Industrial District and includes two of the port's busiest marine terminals within the Portland metropolitan area. The Port of Portland is one of the key port located on the Corridor. Estimated project cost is \$26.8 million (TIGER FY 14 Capital request: \$11.6 million, TIGER FY 15 Capital request: \$11.0 million).

Port of Longview SR 432 At-Grade Highway/Rail Crossing Elimination Project - Longview, Washington

The planning grant would complete the planning, preliminary engineering, and environmental review to grade separate SR 432, Oregon Way, in Longview, Washington. The Port of Longview is one of the key port located on the Corridor. Total planning phase cost is \$5.4 million (TIGER FY 14 Planning request: \$2.7 million).

North Portland and Peninsula Junction Passenger and Freight Rail Improvements Project - Portland, Oregon

This project would reconfigure Union Pacific's rail alignment that connects to the Great Northern Corridor at North Portland and Peninsula Junction. The reconfiguration would allow freight train speeds to increase to 25 mph from a current restricted speed of 10 mph, improving rail fluidity in the Portland region. Total project cost is \$12.5 million (TIGER FY 14 Capital request: \$10 million, TIGER FY 15 Capital request: \$12 million).

Pembina/Emerson Gateway Project (land port of entry) - Pembina, North Dakota

The Pembina-Emerson Port of Entry (POE), an international border crossing, is ranked fifth out of 120 ports in terms of trade value between the U.S. and Canada. The Emerson Port of Entry provides northbound access from Pembina, North Dakota, into Canada. The Pembina Port of Entry provides southbound access from Emerson, Manitoba, into the U.S. This project is for infrastructure improvements of northbound access on Interstate-29 in North Dakota to the Canadian border to complete the final phase of improvements for this essential international border crossing. Total project cost is \$12.4 million (TIGER FY 14 Capital request: \$7.6 million, TIGER FY 15 Capital request \$7.2 million)