

April 18, 2017

The Honorable Susan Collins
Chairwoman
Senate Committee on Appropriations
Subcommittee on Transportation, Housing,
and Urban Development, and Related
Agencies
SD-184 Dirksen Senate Office Building
Washington, DC 20510
c/o Heideh Shahmoradi

The Honorable Mario Díaz-Balart
Chairman
House Committee on Appropriations
Subcommittee on Transportation, Housing,
and Urban Development, and Related
Agencies
2358-A Rayburn House Office Building
Washington, DC 20515
c/o Dena Baron

The Honorable Jack Reed
Ranking Member
Senate Committee on Appropriations
Subcommittee on Transportation, Housing,
and Urban Development, and Related
Agencies
SH-125 Dirksen Senate Office Building
Washington, DC 20510
c/o Dabney Hegg

The Honorable David Price
Ranking Member
House Committee on Appropriations
Subcommittee on Transportation, Housing,
and Urban Development, and Related
Agencies
1016 Longworth House Office Building
Washington, DC 20515
c/o Joe Carlile

RE: FY 2018 Multimodal Transportation Investment Generating Economic Recovery (TIGER)
Funding

Dear Chairwoman Collins, Chairman Díaz-Balart and Ranking Members Reed and Price:

The American Association of Port Authorities (AAPA) strongly recommends a continuation of a "Multimodal TIGER-style" program in the FY 2018 Transportation, Housing, and Urban Development, and Related Agencies (THUD) appropriations bill. In the past, AAPA has supported \$1.25 billion in multimodal funding and that a minimum of 25 percent of the funding be dedicated to port-related infrastructure needs. The President's FY 2017/18 budget proposals call for the complete elimination of the TIGER program, citing that FASTLANE grants can replace TIGER. TIGER is a vital program that is an important tool for the port industry and supply chain partners and has broader eligibility than program funding under the FAST Act. This program is the only general federal funding source for port-related infrastructure.

TIGER continues to be a key multimodal funding source for freight projects that are vital to rebuilding our national infrastructure while addressing multimodal transportation funding challenges and needs. TIGER is 100 percent multimodal, which is a top priority for ports. Only a limited percentage of FAST Act freight funding (\$1.13 billion of \$11 billion) is multimodal, and FASTLANE grants are primarily highway focused, outside the gate projects, whereas TIGER has funded important inside the gate projects that assist ports to be "big ship ready" for the 21st century and assists in returning existing facilities to a state of good repair.

From an investment perspective, the TIGER grant program has been a catalyst in helping to define our nation's freight network. The successes of multimodal grants for freight-related projects highlight the important role ports and intermodal projects play in improving our national freight system and leveraging private sector funding. The annual TIGER process, and its coordinated and collaborative planning requirements in the submission of eligible freight-related projects, has served as a catalyst in bringing freight stakeholders to the table—along with additional funding.

For example, since its inception in 2009, TIGER maritime projects have received more than \$578 million in federal funding while leveraging more than \$782 million in additional funding. \$1.5 billion in highway projects have been approved that may have otherwise not been funded. The TIGER program has awarded \$1.1 billion in grant funding to 72 freight projects across the country. Other TIGER funded freight projects have also supported and enhanced the freight network that carries rail, truck and maritime cargo.

We believe continued funding, related to a national freight strategy and the strengthening of freight competitive grant programs, is at the heart of sustaining America's competitiveness on the international stage and strengthening of our domestic economy and rate of job growth.

We urge the Committee to continue funding for a multimodal TIGER-like program.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt J. Nagle". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kurt J. Nagle
President and CEO

cc: The Honorable Thad Cochran, Chairman, Senate Appropriations Full Committee
The Honorable Patrick Leahy, Ranking Member, Senate Appropriations Full Committee
The Honorable Rodney Frelinghuysen, Chairman, House Appropriations Full Committee
The Honorable Nita Lowey, Ranking Member, House Appropriations Full Committee