



SOUTHWESTERN PENNSYLVANIA REGIONAL FREIGHT PLAN

## Technical Memorandum 7:

Freight Funding Programs and Opportunities

May 26, 2016

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## Table of Contents

<b>List of Exhibits .....</b>	<b>4</b>
<b>Introduction .....</b>	<b>5</b>
<b>Traditional Funding Programs .....</b>	<b>5</b>
<b>Freight Funding Opportunities .....</b>	<b>7</b>
FASTLANE Grant .....	7
TIGER GRANT .....	11
ARC Grant .....	18
RTAP and RFAP .....	19
PA Intermodal Cargo Growth Incentive Program (PICGIP) .....	22
TIFIA Program Flexibility .....	23
ATCMTD Program .....	23
Earmark Repurpose Funds .....	24
<b>Future Project Candidates .....</b>	<b>24</b>
<b>Next Steps .....</b>	<b>24</b>
Freight Implementation Recommendations .....	24
<b>References .....</b>	<b>25</b>

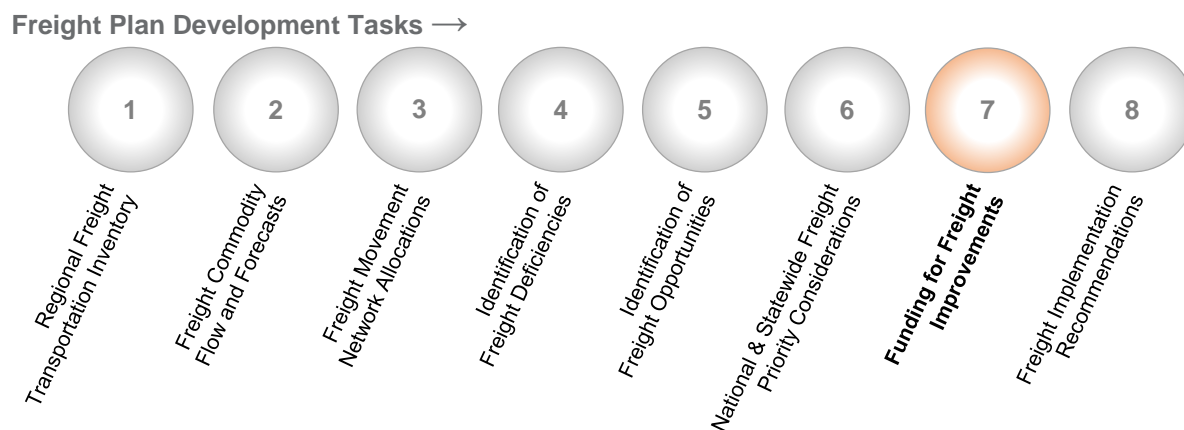
## List of Exhibits

Exhibit 1: Task 7 Focus relative to the Overall Freight Plan Development .....	5
Exhibit 2: Traditional Funding Programs .....	6
Exhibit 3: Summary of Federal Freight Funding Programs for Pennsylvania .....	8
Exhibit 4: Summary of Federal Freight Funding Programs for Pennsylvania (New or Updated).....	9
Exhibit 5: Summary of State Freight Funding Programs for Pennsylvania .....	10
Exhibit 6: TIGER Grant Applicants for SPC Region (2009 to 2015) .....	12
Exhibit 7: TIGER Grant Applicants for Expanded Study Area (2009 to 2015) .....	13
Exhibit 8: TIGER Grant Applicants for Study Area “Buffer” (2009 to 2015) within PENNSYLVANIA .....	14
Exhibit 9: TIGER Grant Applicants for Study Area “Buffer” (2009 to 2015) within OHIO .....	14
Exhibit 10: TIGER Grant Applicants for Study Area “Buffer” (2009 to 2015) within WEST VIRGINIA.....	16
Exhibit 11: ARC Grant Applications and Awards Related to Freight in SPC Region .....	18
Exhibit 12: ARC Grant Applications and Awards Related to Freight in Remaining 27 County Study Area .....	18
Exhibit 13: ARC Grant Applications and Awards Related to Freight in Buffer of 37 County Study Area .....	18
Exhibit 14: RTAP and RFAP Funded Projects Awarded (2011 to 2014) .....	19

## Introduction

This memorandum focuses on available funding opportunities for freight specific and freight related improvements. Technical Memorandum 7 summarizes the findings of the seventh of eight technical tasks being conducted as part of the overall development of the *Southwestern Pennsylvania Regional Freight Plan* (Exhibit 1). This information will provide insights into current available funding sources, potential future funding opportunities, and past project examples that have been awarded through various grant or related funding programs. These insights, in turn, will help to support the subsequent development of the overall implementation plan in Task 8.

*Exhibit 1: Task 7 Focus relative to the Overall Freight Plan Development*



## Traditional Funding Programs

There are at least two major avenues of funding opportunities for freight related improvement projects: traditional funding programs and freight specific funding grants and programs. Traditional funding opportunities include federal and state allocations under general highway, bridge, maintenance, congestion, or rail crossing programs (Exhibit 2) that generally provide the resources to fund projects on the four-year Transportation Improvement Program (TIP) and Twelve Year Plan (TYP). Programmed efforts using these funds typically benefit all general users of the highway system and are not specifically focused on the freight industry.

The FAST Act generally continues traditional funding programs that were authorized under MAP-21, with a few notable changes, while also adding freight specific opportunities that will be discussed in more detail on subsequent pages. As noted in *Pennsylvania’s 2017 Transportation Program Financial Guidance*:

*While the National Highway Performance Program (NHPP) continues to be the largest funding category and is generally unchanged, a National Freight Program has been established to improve the efficient movement of freight. The Surface Transportation Program and Transportation Alternatives Program continue with minor changes but receive new names: Surface Transportation Block Grant Program and Surface Transportation Block Grant Program Set-Aside.*

*Funding for the development of Pennsylvania’s 2017 Transportation Program will include all Federal and State capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 183 and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.*

State Appropriations 582 and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities and is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as the matching funds for Highway Restoration and Preservation projects and in such cases will represent additional funding which is provided to a region. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

*Exhibit 2: Traditional Funding Programs*

Code	Funding Program / Category	Brief Notes / Updates
-	Transportation Infrastructure Investment	Formerly Economic Development
-	Statewide Line Items	Reserve average \$36M/year in federal/state highway/bridge funds
-	Interstate Management Program	Continue to be managed on statewide basis
SPIKE	Discretionary Funding	20% Surface Transportation Block Grant Program reserved
NHPP	National Highway Performance Program Formula	20% NHPP funds in in statewide reserve
STP, STN, STR	Surface Transportation Block Grant Program Formula	Remaining 80% distributed among urban & rural areas
-	Bridge Funding Formula (State)	Funding based on square feet of deck area of deficient bridges
-	Highway Capital Funding (State)	Act 89 mandated 15% available funds for highway capital projects
BOF	Off System Bridges	Based on square feet of deck area of deficient bridges
STU	Surface Transportation Block Grant Program-Urban	For populations > 200k based on current federal formula
TAP, TAU	Surface Transportation Block Grant Program Set-Aside	(former Transportation Alternatives Program) Similar to STP; 50% sub-allocated by population, 50% to any area
CMAQ	Congestion Mitigation and Air Quality	Based on federal factors to account for air quality classification
HSIP	Highway Safety Improvement Program	\$35M safety initiatives, \$12M divided evenly among urban & rural, remaining based on formula
NFP	National Freight Program	Funding held in statewide line item pending FHWA guidance
RRX	Highway-Rail Grade Crossing Safety	Continue to be managed on statewide basis
SXF	Special Federal Funding	Earmarked for Specific Projects in ISTEA, TEA-21, SAFETEA-LU
APD / APL	Appalachia Development Highway	Not continued by MAP-21 or FAST Act
-	All Discretionary Federal Funding	Most programs not continued by MAP-21 or FAST Act
-	Appropriation 179	State revenue established under Act 26
-	Local and Private Funding	Considered additional funding

Source: Pennsylvania's 2017 Transportation Program Financial Guidance

## Freight Funding Opportunities

A second avenue of funding sources for freight specific projects includes freight specific funding grants and related opportunities. Funding sources shown in Exhibit 3 are reported from Pennsylvania's *Comprehensive Freight Movement Plan* (CFMP) with updates to account for new FAST Act additions and updates to existing funding grants. In addition to these insights, the following freight specific grant opportunities will be viewed in greater detail due to their updated and/or new status under the recently adopted FAST Act.

- FASTLANE Grants
- TIGER Grants
- ARC Grants
- Rail Freight Assistance Program (RFAP) and Rail Transportation Assistance Program (RTAP) (Rail TAP)
- PA Intermodal Cargo Growth Incentive Program (PICGIP)
- Earmark Repurposing Funds (USDOT Notice 03-08-16)
- Fast Act Increases TIFIA Program Flexibility (USDOT Notice 03-11-16)
- Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative

Applications and awarded projects will also be documented for the following freight grant programs to be referenced in the production of subsequent Technical Memorandum #8:

- TIGER Grants
- ARC Grants
- RFAP and RTAP

### FASTLANE Grant

The FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies) Grant is a new program under the FAST Act to fund critical freight and highway projects with national and/or regional significance.

As noted in the USDOT 19-16 Notice from February 26, 2016:

*FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects. FASTLANE grants provide dedicated funding for projects that address major issues facing our nation's highways and bridges. For the first time in the U.S. Department of Transportation's 50-year history, the program establishes broad, multiyear eligibilities for freight infrastructure, including intermodal projects. FASTLANE grants will address many of the challenges outlined in the USDOT report *Beyond Traffic*, including increased congestion on the nation's highways and the need for a strong multimodal transportation system to support the expected growth in freight movement both by ton and value.*

*FASTLANE grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects (NSFHP) program, will fund small and large projects, based on project size, that meet statutory requirements. Large projects (equal to the lesser of \$100 million or a certain specified statutory percentage of the project state's FY 2015 apportionment) are eligible for a minimum award of \$25 million. Small projects, which consist of projects below the minimum large project size threshold, are eligible for a minimum award of \$5 million. The NSFHP program is authorized at \$4.5 billion through 2020.*

The first round of applications for the FASTLANE Grant program were due April 14, 2016, for FY 2016 funding. USDOT reports that 212 applications were received for infrastructure projects totaling nearly \$9.8 billion, or approximately 13 times more funding than was available under the program.<sup>1</sup> As of this writing, the USDOT was still reviewing all eligible applications that were received in the program's initial round.

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<sup>1</sup> USDOT, Press Release DOT 58-16, May 20, 2016.

Exhibit 3: Summary of Federal Freight Funding Programs for Pennsylvania

Funding Program/Source	Source/ Organization	Eligible Organizations	Program/Source Summary
The Railroad Rehabilitation and Improvement Financing Program	Federal Railroad Administration (FRA)	Railroads, state & local governments, government sponsored authorities & corporation, joint ventures that include at least one railroad, limited option freight shippers who intend to construct a new rail connection	<ul style="list-style-type: none"> <li>Provides federal loans and loan guarantees to finance the development of railroad infrastructure</li> <li>80% of loans have been executed with Class II and Class III railroads</li> <li>Direct loans for up to 100% of project cost and repayment periods of up to 35 years</li> <li>Substantive &amp; procedural changes to the funding program under FAST Act</li> </ul>
Airport Improvement Program (AIP)	Federal Aviation (FAA)	Airports included in the National Plan of Integrated Airport Systems (NPIAS)	<ul style="list-style-type: none"> <li>Provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS)</li> <li>Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns</li> </ul>
EDA Investment Programs	Department of Commerce, (DOC) Economic Development Administration (EDA)	Distressed Communities, state and local governments / organizations, companies, universities, and nonprofits	<ul style="list-style-type: none"> <li>A variety of programs to develop, diversify, and sustain economic growth, aimed particularly in economically disadvantaged areas</li> </ul>
Pennsylvania Infrastructure Bank	PennDOT	Municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities	<ul style="list-style-type: none"> <li>Revolving loan fund administered by PennDOT to provide flexible financing opportunities for eligible transportation improvement projects</li> <li>Among the objectives of the PIB are spurring economic development and facilitating non-traditional projects, including intermodal facilities</li> </ul>
Federal Rail Safety Improvement Act of 2008	Federal Railroad Administration (FRA)	Passenger and freight railroads, railroad suppliers, and State and local governments	<ul style="list-style-type: none"> <li>Authorizes funding through several grants including those for rail safety technology, railroad safety infrastructure improvement, rail grade crossing safety, and education programs</li> </ul>
Rail Line Relocation and Improvement Capital Grant Program	Federal Railroad Administration (FRA)	States, counties, and municipalities	<ul style="list-style-type: none"> <li>Funds projects that improve the route or structure of a portion of rail line, or mitigates the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development</li> </ul>
Act 13 Highway Bridge Improvement Fund / County Critical Bridge Legacy Funding	Motor License Fund	Counties	<ul style="list-style-type: none"> <li>Establishes a Marcellus Legacy Fund that allocates a portion of the Marcellus Shale Impact Fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund</li> </ul>
Act 13 Rail Infrastructure Set Aside	Motor License Fund	PennDOT Bureau of Rail Freight	<ul style="list-style-type: none"> <li>Funding to be used at the discretion of PennDOT's Bureau of Rail Freight to augment the Rail Freight Assistance Program and Rail Transportation Assistance Program</li> </ul>
Port of Pittsburgh Bonds / Financing / Revolving Loan Fund	Port of Pittsburgh	Private companies	<ul style="list-style-type: none"> <li>Issues private-activity lease-backed bonds to finance economic development projects in the port district</li> <li>Also administers a revolving loan fund to assist water-related manufacturing and transportation industry growth in the port district</li> </ul>

Source: PA On Track: Pennsylvania Comprehensive Freight Movement Plan



Exhibit 4: Summary of Federal Freight Funding Programs for Pennsylvania (New or Updated)

Funding Program/Source	Source/ Organization	Eligible Organizations	Program/Source Summary
Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant (FASTLANE)	US Department of Transportation (USDOT)	State(s), MPO's with 200k population, local governments, political divisions, public authorities with transportation function, federal land management agencies, tribal government / consortiums, multi-state or multijurisdictional public entities	<ul style="list-style-type: none"> <li>FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) program, also known as FASTLANE grants</li> <li>\$4.5 billion in project funding available over next 5 fiscal years (2016-2020) under the FAST Act</li> <li>Provides dedicated, discretionary funding for projects with nation or regional significance that address critical freight issues for highways and bridges</li> </ul>
Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program	US Department of Transportation (USDOT)	State and local governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), and multi-State or multi-jurisdictional groups	<ul style="list-style-type: none"> <li>Appropriated \$500 million in 2016 to be awarded by the USDOT for national infrastructure investments</li> <li>Nearly \$4.6 billion has been allocated to 381 projects</li> <li>Applicants must detail the benefits their project would deliver in terms of safety, economic competitiveness, state of good repair, livability, and environmental sustainability</li> </ul>
Appalachian Regional Commission (ARC) Grant	Appalachian Regional Commission (ARC)	State, regional, local and other governmental agencies, and nonprofit organizations	<ul style="list-style-type: none"> <li>ARC's Access Road program is designed to better link businesses, communities, and residents to the Appalachian Development Highway System and to other key parts of the region's transportation network</li> <li>States may now select a Federal share of up to 100%, a revision under the FAST Act</li> </ul>
Transportation Infrastructure Finance and Innovation Act (TIFIA)	US Department of Transportation (USDOT)	State departments of transportation, transit operators, special authorities, local governments, and private entities	<ul style="list-style-type: none"> <li>Provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to transportation projects of national or regional significance</li> <li>\$1.435 billion in funding available over the next 5 fiscal years (2016-2020) under the FAST Act</li> <li>Substantive &amp; procedural changes to the funding program under FAST Act</li> </ul>
Rail Freight Assistance Program and Rail Transportation Assistance Program	General Fund/Capital Budget	Railroad owners, railroad operators or lessees, railroad users or shippers, municipalities and other governmental entities	<ul style="list-style-type: none"> <li>Funding to preserve essential rail freight service where economically feasible, and to preserve or stimulate economic development through the generation of new or expanded rail freight service</li> </ul>
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program	US Department of Transportation (USDOT)	State or local governments, transit agencies, MPO's, and other political subdivisions of a state or local government	<ul style="list-style-type: none"> <li>Grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies</li> <li>Intended to improve the return-on-investment of safety, efficiency, system performance and infrastructure improvements, including the enhanced use of existing transportation capacity.</li> </ul>
Earmark Repurpose Funds	US Department of Transportation (USDOT)	States and territories	<ul style="list-style-type: none"> <li>Section 125 of the Department of Transportation Appropriations Act, 2016 provides the authority for a State or territory to repurpose any earmark that was designated on or before September 30, 2005, and is less than 10 percent obligated or final vouchered and closed.</li> <li>Repurposed funds may be obligated on a new or existing project in the State within 50 miles of the earmark designation. Project must be an eligible project under the Surface Transportation Block Grant Program (STBG)</li> </ul>

Source: PA On Track: Pennsylvania Comprehensive Freight Movement Plan

Exhibit 5: Summary of State Freight Funding Programs for Pennsylvania

Funding Program/Source	Source/ Organization	Eligible Organizations	Program/Source Summary
Multimodal Transportation Fund	PennDOT	Municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities.	<ul style="list-style-type: none"> <li>Provides grants to encourage economic development and ensure safe and reliable transportation</li> </ul>
Airport Improvement Program	Federal Aviation Administration (FAA)	Commercial Service Airports	<ul style="list-style-type: none"> <li>Federal funding administered directly by the FAA to federally eligible airports, mostly commercial service airport sponsors and any general aviation airport they may own.</li> </ul>
State Block Grant Program	PennDOT Bureau of Aviation	General aviation airports, airports designed as reliever airports, & non-primary commercial airline airports	<ul style="list-style-type: none"> <li>Federal funding administered by the state to federally eligible general aviation airport sponsors</li> </ul>
Aviation Development Program	PennDOT Bureau of Aviation	Public Use Airports	<ul style="list-style-type: none"> <li>State funding that is generated from taxes on jet fuel and available for eligible projects at any public-use airport</li> </ul>

Source: PA On Track: Pennsylvania Comprehensive Freight Movement Plan

## TIGER GRANT

The TIGER (Transportation Investment Generating Economic Recovery) Grant program began in 2009. For the last seven rounds of the TIGER grant program, awards have been used to fund capital investments in a variety of surface transportation infrastructure. Considered a highly competitive program, projects are selected largely based on whether or not they will have significant impact on a national and/or regional level.

As noted in the USDOT 16-16 Notice from February 23, 2016:

*\$500 million will be made available for transportation projects across the country under an eighth round of the highly successful Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.*

*The 2016 TIGER grant program will continue to make transformative surface transportation investments by providing improvements over existing conditions. The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural.*

*Since 2009, TIGER has provided nearly \$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. Demand has been overwhelming, and during the previous seven rounds, the Department received more than 6,700 applications requesting more than \$134 billion for transportation projects across the country. The highly competitive TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs.*

Due to the abundance of applications, the projects that are likely to have significant impact to the SPC region and its buffer area have been sorted and organized into the following tables. The tables cover projects that were submitted between 2009 and 2015.

Exhibit 6 shows TIGER Grant applications within the SPC 10-County Region. Exhibit 7 shows TIGER Grant applications within the 27-County buffer area covering the extended project study area. Exhibits 8, 9, and 10 show TIGER Grant applicants one level beyond the 37 County Study area. These projects were included to show potential broader needs beyond the SW PA Freight Plan study area that will potentially affect freight operations and improve the system as a whole, and thus attract more future freight opportunities for the region.

Exhibit 6: TIGER Grant Applicants for SPC Region (2009 to 2015)

Location (County)	Applicant Organization	Project Name	Year Applied	TIGER Request
Allegheny	Borough of Munhall	The Waterfront Development Road Improvements	2009	\$19,500,000
Allegheny	Port of Pittsburgh Commission	Building a Waterway – Intelligent Transportation System	2009	\$35,210,000
Allegheny	The Redevelopment Authority of Allegheny County	Carrie Furnace Redevelopment & Great Allegheny Passage	2009	\$60,000,000
		Carrie Furnace Transportation Site Improvements	2010	\$17,500,000
	(Awarded \$10,000,000)	Carrie Furnace Flyover Bridge	2011	\$10,000,000
Allegheny	City of Pittsburgh	Pittsburgh Eastern Corridor Multi-Modal Improvements	2010	\$30,000,000
Allegheny	City of Pittsburgh (Awarded \$825,000)	Allegheny Riverfront Green Boulevard Planning	2010	\$1,500,000
Allegheny	Port of Pittsburgh Commission	Three Rivers Marine & Rail Terminals Intermodal Expansion Project	2010	\$1,200,000
Allegheny	Port of Pittsburgh Commission	Alicia Transshipment Facility	2010	\$44,000,000
			2011	\$13,092,624
Allegheny	Port of Pittsburgh Commission	Broadband Wireless Waterway / Wireless Waterway Enterprise Network	2011	\$10,000,000
			2012	\$10,000,000
			2013	\$19,403,959
			2014	\$23,429,228
Allegheny	Allegheny County Airport Authority	Pittsburgh International Airport World Trade Center- Airport Airside/Landside Development	2013	\$11,000,000
Allegheny	Moon Transportation Authority	The Airport Corridor Development Project	2013	\$17,837,509
Allegheny	Sports & Exhibition Authority of Pittsburgh and Allegheny Co (Awarded \$1,551,632)	Lower Hill Urban Redevelopment Infrastructure Project	2013	\$18,750,000
		Lower Hill Redevelopment "cap" Design	2014	\$1,551,632
Allegheny	Sports & Exhibition Authority of Pittsburgh and Allegheny Co	I-579 "Cap" Urban Connector Project	2015	\$29,000,000
Beaver	Borough of Monaca, PA	Monaca Gateway Project, PA	2014	\$500,000
Westmoreland	Redevelopment Authority of the City of New Kensington	New Kensington Smart Growth & Sustainable Corridor	2011	\$25,000,000
	City of New Kensington	New Kensington Smart Growth Corridor & Multimodal Facility	2012	\$13,000,000
		New Kensington Smart/Sustainable Corridors & Multimodal Facility	2013	\$15,000,000
<i>MULTI</i>	States of OH, PA, WV, MD (Awarded \$98,000,000)	National Gateway Freight Rail Corridor	2009	\$183,000,000

Source: TIGER Application Listing 2009-2015

Exhibit 7: TIGER Grant Applicants for Expanded Study Area (2009 to 2015)

Location State	Project Name	Applicant Organization	Year Applied	TIGER Request
PA	East Broad Top Railroad and East Broad Top Connecting Railroad	Altoona Railroaders Memorial Museum & Horseshoe Curve National Historic Site	2009	\$33,000,000
OH	Service Plaza Reconstruction Project	Ohio Turnpike Commission	2009	\$33,550,000
OH	National Gateway Freight Rail Corridor	State of Ohio	2009	\$258,000,000
OH	Research Technology Park Expansion Project	Trumbull County Engineer	2009	\$25,000,000
OH	Youngstown - Warren Regional Airport Connectivity to the Ohio Turnpike (I-80)	Trumbull County Ohio Engineer's Office	2009	\$199,000,000
OH	City of Warren East - West Corridor Access Improvements	Trumbull County, Ohio	2009	\$136,000,000
		Trumbull County Engineer's Office	2010	\$108,800,000
OH	Tibbetts Wick Road Upgrade and New Connectivity Road	Trumbull County, Ohio	2009	\$36,000,000
OH	Niles Vienna Road Interchange and State Route 82 Safety Upgrade	Trumbull County, Ohio	2009	\$35,000,000
OH	Multimodal Port with Multimodal Operations Control Center ("MOCC")	BALLAS, LLC	2010	\$10,000,000
OH	Washington County Multi-Modal Port/Freight Project	Ohio Department of Transportation	2010	\$12,575,000
OH	Research Technology Park Expansion Project	Trumbull County Engineer's Office	2011	\$25,000,000
OH	Riverbend Multimodal Manufacturing Center	Monroe County Commissioners	2012	\$7,268,000
OH	An in depth planning study and inventory of Ohio's maritime assets, ports and capabilities	Ohio Department of Transportation	2014	\$475,000
OH	Construction of new railroad grade separation and roundabout	Ohio Department of Transportation	2014	\$10,891,238
WV	Ohio River Crossing Bridge (Wellsburg Bridge)	WV DOT/Division of Highways	2009	\$74,100,000
		WV DOT	2010	\$57,424,800
		BHJ Planning Commission	2011	\$38,400,000
		BHJ Planning Commission	2012	\$38,400,000
		BHJ Planning Commission	2013	\$38,100,000
		WV DOT	2015	\$20,000,000
WV	I-70 Interchange and Access Roads	Belomar Regional Council	2012	\$30,000,000
WV	Mileground Improvement Project Monongalia County, West Virginia	West Virginia Department of Transportation	2014	\$21,644,908

Source: TIGER Application Listing 2009-2015

Exhibit 8: TIGER Grant Applicants for Study Area "Buffer" (2009 to 2015) within PENNSYLVANIA

Location County	Applicant Organization	Project Name	Year Applied	TIGER Request
Centre	Centre County Metropolitan Planning Organization	PA District 2 I-99/I-80 Interchanges	2009	\$95,000,000
Erie	Erie-Western Pennsylvania Port Authority	Erie-Western Pennsylvania Road Realignments	2009	\$35,130,207
Erie	Erie Western Pennsylvania Port Authority	Hybrid Harbor Eco Tug	2010	\$24,000,000
Erie	Erie County Industrial Development Authority	Erie Inland Port Rail and Road Improvements	2012	\$8,058,288
Erie	Greater Erie Industrial Development Corporation	Erie Inland Port - Albion/Grand River Ironsands Transportation Infrastructure	2013	\$12,407,864
MULTI	Northumberland County Commissioners	Moran Industries Three County Rail Expansion	2010	\$17,450,000
MULTI	PennDOT	Crescent Corridor Intermodal Freight Rail Project	2009	\$300,000,000
			2010	\$109,200,000
MULTI	SEDA COG Joint Rail Authority (Awarded \$10,000,000)	Central Pennsylvania Infrastructure Expansions to Meet Marcellus Shale Development	2010	\$34,918,657

Source: TIGER Application Listing 2009-2015

Exhibit 9: TIGER Grant Applicants for Study Area "Buffer" (2009 to 2015) within OHIO

Location County	Applicant Organization	Project Name	Year Applied	TIGER Request
Clark	Clark County-Springfield Transportation Coordinating Committee	Interstate Route 70 Widening	2009	\$94,000,000
Clark	ODOT	City of Springfield Downtown Intermodal Facility	2010	\$16,400,000
Cuyahoga	City of Cleveland	Cleveland's Strategic Bridge Plan	2009	\$37,500,000
Cuyahoga	Cleveland-Cuyahoga County Port Authority	Cleveland/Montreal Short Sea Shipping Service	2009	\$45,000,000
Cuyahoga	City of Cleveland	Lakefront Intermodal Center	2010	\$1,760,000
Cuyahoga	City of Shaker Heights	Shaker Heights, OH: WVA Intermodal Transit Center	2010	\$18,700,000
Cuyahoga	City of Strongsville	Construction of approximately 3,400 lf of 40' wide industrial road	2014	\$5,120,614
Cuyahoga	Cleveland-Cuyahoga County Port Authority	Port of Cleveland Freight Access Improvements Project	2014	\$10,000,000
Defiance	Regional Port Authority of Northwest Ohio	Maumee & Western Railroad Rehabilitation	2009	\$95,800,000
Erie	ODOT	NASA Plum Brook Station Intermodal Facility Project	2010	\$60,238,855
Franklin	Columbus Regional Airport Authority	Rickenbacker Inland Port Multimodal Infrastructure Improvements	2009	\$25,000,000
			2010	\$29,100,000
		Rickenbacker Intermodal Facility Expansion Project	2015	\$17,150,000

Location County	Applicant Organization	Project Name	Year Applied	TIGER Request
Franklin	ODOT	Ohio Interstate 70/71 Downtown Columbus Split project	2009	\$90,000,000
Franklin	ODOT	Franklin County IR 70/71 Reconstruction Projects 4 and 5	2010	\$15,000,000
Franklin	Columbus Regional Airport Authority	Pickaway East West Connector	2011	\$18,110,624
	(Awarded \$16,082,435)		2012	\$18,082,435
Hamilton	Cincinnati Bulk Terminals LLC	Rail to River Project	2009	\$5,000,000
Hamilton	ODOT	Interstate 275/State Route 32 Safety Improvement/ Reconstruction	2011	\$38,914,000
Hamilton	ODOT	NDW Indiana-Ohio Railroad Revitalization Project	2015	\$7,150,000
Henry	Henry County	Construction of a new Maumee River bridge from State Route 110 to Industrial Drive.	2014	\$4,319,667
Highland	City of Greenfield	Greenfield Railroad Line Rehabilitation	2010	\$3,656,000
Lawrence	Lawrence Economic Development Corporation	Point Multi-Modal River Port Facility Project	2009	\$25,000,000
	ODOT	The Point Intermodal River Port Facility	2010	\$11,300,000
	Lawrence County Port Authority	The Point Intermodal River Port Facility at the Port of Huntington	2011	\$17,782,800
		Southern Ohio Intermodal River Port at the Port of Huntington	2012	\$17,782,800
		Southern Ohio's Multi-Modal River Port	2013	\$16,647,020
Marion	ODOT	Marion County, Ohio, SR 309 Relocation around the Marion Intermodal Facility.	2014	\$10,000,000
Marion	ODOT	Marion Intermodal 3-OH-9 Project	2015	\$8,000,000
Miami	The Miami Valley Regional Planning Commission	US 35 Widening and Bridge Replacement Project	2009	\$50,000,000
Portage	Portage Area Regional Transportation Authority (Awarded \$20,000,000)	Kent Central Gateway Multimodal Transit Facility	2009	\$21,000,000
Stark	City of Canton, Ohio	US 30 (STA-30-18.35) Highway	2009	\$75,000,000
Wood	Wood County Ohio	Widening of I-75 in Wood County, Ohio	2009	\$97,100,000
<i>MULTI</i>	Kansas DOT (Awarded \$25,000,000)	Regional Truck Parking Information and Management System for 8 States (IN, KS, MN, WI, MI, OH, KY, IA)	2015	\$32,997,285
<i>UNKNOWN</i>	ODOT	Rural Interstate Route 71 Bridge Replacement in southwestern Ohio	2009	\$55,000,000
<i>UNKNOWN</i>	ODOT	I-75 Reconstruction Project	2013	\$20,000,000
<i>UNKNOWN</i>	ODOT	Construction of new railroad grade separation and roundabout	2014	\$10,891,238

Source: TIGER Application Listing 2009-2015



Exhibit 10: TIGER Grant Applicants for Study Area "Buffer" (2009 to 2015) within WEST VIRGINIA

Location County	Applicant Organization	Project Name	Year Applied	TIGER Request
Berkeley	WV DOT	Inwood Bypass Berkeley County, West Virginia	2009	\$19,454,000
			2010	\$15,563,200
	Hagerstown/Eastern Panhandle Metropolitan Planning Organization		2014	\$10,000,000
Grant, Tucker	WV Division of Highways	Corridor H Davis to Bismarck Section 08 project	2009	\$64,765,000
	WV DOT	Appalachian Development Highway System Corridor H	2009	\$79,891,000
		Appalachian Development Highway System Corridor H Davis to Bismarck (Section 01) Tucker County, WV	2009	\$22,375,000
		Appalachian Development Highway System, Corridor H - Davis to Bismarck (Section 01)	2010	\$20,280,000
		Appalachian Development Highway System, Corridor H - Davis to Bismarck (Section 08) Bismarck to Foreman (Sections 01-05)	2010	\$55,812,000
		Appalachian Development Highway System, Corridor H - Davis to Bismarck (Section 07)	2010	\$67,912,800
Logan	City of Logan	Chief Logan Intermodal Center	2010	\$600,000
Mercer	WV DOT	King Coal Highway - Airport Road to John Nash Boulevard (Sections 05, 06, 08 & 09)	2010	\$66,900,000
	King Coal/Mercer County Commission	King Coal Highway - Airport Road to John Nash Boulevard (Sections 05, 06, 08 & 09)	2011	\$20,000,000
			2012	\$20,000,000
Morgan	WV DOT	US 522 Virginia State Line to Maryland State Line Morgan County, West Virginia	2009	\$64,800,000
			2010	\$64,800,000
Morgan	Morgan County Commission	Route 522/Fairview Drive Corridor Access Road and Town of Bath Improvements	2012	\$10,205,000
		US 522/Fairview Drive Connector Road	2013	\$8,267,000
			2015	\$4,157,000
Putnam	WV DOT	US 35 Improvements - Beech Hill (Mason County Rte 40) to Pliny (WV 869 Buffalo Bridge, Putnam County)	2010	\$60,000,000
Putnam	WV DOT	US 35 - Beech Hill to Pliny Mason and Putnam Counties	2014	\$168,000,000
Raleigh	WV Division of Highways	East Beckley Bypass project	2009	\$28,400,000
	WV DOT	East Beckley Bypass - Stanford Road to Ragland Road (Section 05)	2010	\$28,400,000
Wayne	WV Public Port Authority	The Prichard Intermodal and Heartland Corridor Intermodal Freight Program	2009	\$50,000,000
		The Prichard Intermodal Terminal	2010	\$19,000,000
	(Awarded \$12,000,000)	Prichard Intermodal Facility	2011	\$15,000,000



Location County	Applicant Organization	Project Name	Year Applied	TIGER Request
Wayne	KYOVA Interstate Planning Commission	Huntington Tri-State Airport Transportation Intermodal Facility	2010	\$20,000,000
		Tri State Intermodal Transportation Center	2011	\$17,537,000
		Huntington Tri-State Airport Intermodal Facility	2012	\$10,500,000
			2013	\$10,500,000
MULTI	WV DOT	Coalfields Expressway	2009	\$68,900,000
	WV DOT / Division of Highways	Coalfields Expressway	2009	\$28,400,000
	WV DOT	Coalfields Expressway - Coalfields/King Coal Interchange (Section 02 - Contract 04)	2010	\$28,400,000
		Coalfields Expressway - Mullens to W. Helen - Sections 03 & 04	2010	\$98,000,000
	Coalfields Expressway Authority	Coalfields Expressway - Mullens to W. Helen - Sections 02, 03 & 04	2011	\$20,000,000
	(Awarded \$5,000,000)	Coalfields Expressway	2012	\$20,000,000
MULTI	WV DOT	West Virginia State Rail Authority upgrade of WV Central RR & South Branch Valley RR	2009	\$31,587,900
MULTI	Region VII Planning & Development Council	Appalachian & Ohio Railroad - Central West Virginia Economic Revitalization	2011	\$12,930,435
			2012	\$9,697,826
MULTI	WV DOT	Coal Resource Transportation System (CRTS) Bridge Program	2011	\$4,000,000
			2012	\$4,000,000
UNKNOWN	WV Public Port Authority	Tri-Modal Service Center - Create First US Marine Liner Service in the Heartland of America	2010	\$174,000,000

Source: TIGER Application Listing 2009-2015

## ARC Grant

The ARC (Appalachian Regional Commission) Grant contributes funding to transportation-related projects that support economic development. MAP-21 did not continue Appalachian Development Highway System (ADHS) funding. However, under the recently adopted FAST Act, the Federal share for highway and access road construction costs have changed. States may now select a Federal share of up to 100%. Regulations have extended the Federal share for the cost of constructing highways and access roads on the ADHS from FY 2021 to FY 2050.

Exhibits 11, 12, and 13 show the ARC Grant applications and awards for the SPC region, extended project area, and buffer of the 37 county study area for 2009 to 2015.

*Exhibit 11: ARC Grant Applications and Awards Related to Freight in SPC Region*

County	State	Project Title	Project Type	Year	ARC Funding	Total Funding
Allegheny	PA	Etna Freight Access Road	Transportation	2013	0	55,000.00
Lawrence	PA	Volant Mills Dam Restoration Planning	Community Facility	2009	40,000.00	80,000.00
Westmoreland	PA	Porcelain Park Redevelopment	Business Site Development	2012	200,000.00	820,568.00

*Exhibit 12: ARC Grant Applications and Awards Related to Freight in Remaining 27 County Study Area*

County	State	Project Title	Project Type	Year	ARC Funding	Total Funding
Venango	PA	Sandycreek Industrial Park Expansion	Access Road	2011	200,000.00	1,022,835.00

*Exhibit 13: ARC Grant Applications and Awards Related to Freight in Buffer of 37 County Study Area*

County	State	Project Title	Project Type	Year	ARC Funding	Total Funding
Erie	PA	Knowledge Park Parking Lot Expansion	Industrial Site Dev	2009	250,000.00	630,070.00
Fulton	PA	Fulton County Industrial Development Capacity Project	Technical Assistance	2010	24,000.00	48,000.00
UNKNOWN	PA	Inland Port Feasibility Study	International Trade	2009	25,000.00	100,000.00
Guernsey	OH	Byesville Business Park Access Road/Rail Crossing Upgrade	Transportation	2014	0	273,363.00
Tuscarawas	OH	Strasburg Industrial Park Access Road Improvements	Transportation	2014	0	174,000.00
UNKNOWN	WV	Identifying Redevelopment Opportunities on Surface-Mined Lands	Energy	2013	250,000.00	525,000.00

## RTAP and RFAP

PennDOT's Bureau of Rail Freight, Ports and Waterways has established two annual grant programs to provide financial assistance for rail freight infrastructure projects: The Rail Transportation Assistance Program (RTAP; also known as the Capital Budget) and the Rail Freight Assistance Program (RFAP). Eligible projects include rail maintenance, construction, or a combination of both maintenance and construction. The maximum state funding for any project is \$700,000 or no greater than 70% of the actual total project cost. The funding for the construction portion cannot exceed \$250,000.

Exhibit 14 shows the RTAP and RFAP awards from 2011-2014 within the project study area, which were the award years of information that were readily available. Funding allocations for each program includes the following:

- Of the total grants awarded in 2011, \$13.2 million was distributed through RTAP and \$5.3 million through RFAP.
- Of the total grants awarded in 2012, \$10 million was awarded for aviation projects and \$25.8 million for rail freight projects
- Of the total grants awarded in 2013, \$33.4 million was allocated to 15 projects through the RTAP program and 14 projects through the RFAP program. An additional \$1.3 million for four projects from Marcellus Shale impact fees was also designated for distribution.
- Of the total grants awarded in 2014, \$35.9 million was approved for 13 projects through the RTAP grant and 26 projects through the RFAP grant.

*Exhibit 14: RTAP and RFAP Funded Projects Awarded (2011 to 2014)*

County	Company	Project Description	Project Type	Year	Awarded Funding
Allegheny	Allegheny Valley Railroad Co	Final phase of Glenwood Yard reconstruction	Rail	2011	\$1.6 million
Allegheny	Pittsburgh & Ohio Central Railroad	Replace more than 12,000 feet of track, install a rail crossover, and improve nearly 5 miles of track	Rail	2012	\$525,000
Allegheny / Washington	Allegheny Valley Railroad Co	Improvements to rack between Bruceton & Washington required for heavier freight traffic to move safely	Rail	2012	\$1.3 million
Allegheny / Washington	Wheeling Lake Erie Railway, Co	Remove deteriorated rail, install nearly 13 miles of new track and improve additional track and four public railroad crossings	Rail	2012	\$2.8 million
Allegheny	Allegheny County Airport	Rehabilitate and restore the historic main terminal buildings	Aviation	2012	\$900,000
Allegheny	Allegheny Valley Railroad Co	construct 4,500 feet of track for a new interchange siding with the Wheeling & Lake Erie Railway at Bruceton, Pa.	RTAP	2013	\$1.2 million
Allegheny	Leetsdale Industrial Corp.	Last phase of track rehabilitation in the industrial park, including turnout replacement, welding, upgrading rail and rail alignment.	RFAP	2013	\$700,000
Allegheny	The Techs Industries, Inc	Replace crossties, improve drainage and remove and replace ballast.	RFAP	2013	\$229,320
Allegheny	Pittsburgh, Allegheny, McKees Rocks Railroad Co	Install new turnouts, construct new track and rehabilitate existing track including crosstie replacement.	Marcellus Shale	2013	\$350,000

County	Company	Project Description	Project Type	Year	Awarded Funding
Allegheny	Allegheny Valley Railroad Co	Rehabilitate the railroad's 36th Street bridge, increasing its weight capacity and reducing a curve on the bridge.	RTAP	2014	\$1.9 million
Allegheny	Pittsburgh Ohio Central Railroad	Realign track, construct 4,460 feet of new track, construct a new turnout to connect track and create a second long track in the Scully Yard in Crafton Borough	RTAP	2014	\$713,020
Allegheny	Union Railroad	Repair the approaches on the north and south portals to the railroad's North Bessemer Tunnel.	RTAP	2014	\$701,960
Allegheny	U.S. Steel Corporation	Construct a rail siding at the Clairton Yard, install track panels and four new turnouts in Clairton Works, install track panels and three new turnouts at the Edgar Thomson Works, and install cross ties, track panels and two new prefabricated turnouts at the Irvin Works.	RTAP	2014	\$1.9 million
Allegheny	Wheeling & Lake Erie Railway, Co	Install 14.5 miles of continuous welded rail on the Pittsburgh Subdivision.	RTAP	2014	\$3.2 million
Allegheny	Pittsburgh and Ohio Central Railroad	Replace a turnout, crossties, and 8,960 feet of rail and make other track improvements.	RFAP	2014	\$489,636
Allegheny	Tube City IMS, IIC	Replace 12 turnouts, 2,673 feet of mainline track and repair a rail scale.	RFAP	2014	\$472,500
Allegheny	Wheeling & Lake Erie Railway, Co	Install 60,800 feet of continuous welded rail as well as install 10,000 new cross ties and four turnouts.	RFAP	2014	\$700,000
Armstrong, Butler, Lawrence	Buffalo Pittsburgh Railroad, Inc	Work between Kittanning and New Castle for restoration of the Chewton siding, providing 9,000 feet of additional siding capacity, to restore the Mosgrove West siding, providing 2,400 feet of additional siding capacity and to complete other rail and switch work.	RTAP	2014	\$2 million
Beaver	Nalco Company	Install two rail spurs and equipment for loading and unloading	Rail	2011	\$250,000
Beaver	Nicholas Enterprises, Inc.	Track rehabilitation	Rail	2011	\$415,870
Beaver	Youngstown & Southeastern Railroad Inc	Rehabilitate track from the Pennsylvania border to Darlington, Pa. and rebuild siding at NOV Tuboscope	Marcellus Shale	2013	\$339,500
Blair	Altoona-Blair County Airport	Replace the fuel facility	Aviation	2012	\$200,000
Blair	Hollidaysburg & Roaring Spring Railroad	Repair two bridges and improve public grade crossings.	RFAP	2014	\$295,942
Cambria / Clearfield	RJ Corman Railroad Group PA Lines	Track renewal in two tunnels, tie installation and expanding an existing building in the Clearfield yard for equipment maintenance.	Rail	2012	\$3.9 million
Cambria, Clearfield, Clinton, Indiana	RJ Corman Railroad Group PA Lines	Install cross ties and switch ties, renew several crossings, install bridge ties and other track work	RTAP	2014	\$4.3 million
Crawford, Venango	Oil Creek & Titusville Lines, Inc	Rehabilitate a bridge	Rail	2011	\$65,250

County	Company	Project Description	Project Type	Year	Awarded Funding
Crawford, Venango	Oil Creek Titusville Lines, Inc	Install 1,500 new cross ties, and restore proper profile and depth of roadbed.	RFAP	2013	\$127,194
Erie	Erie Western Port Authority	Expand siding into the plate line painting operation of the Donjon Shipbuilding and Repair facility	Rail	2011	\$700,000
Erie	Rehrig Pacific Company	Rehabilitate track to serve the company's facility	Rail	2011	\$236,253
Erie	Greater Erie Industrial Development Corp	Acquire an existing sidetrack from the Port of Erie and construct three new sidetracks (totaling approximately 2,250 track feet) to provide rail-car storage, active product unloading and transfer and a locomotive run-around. This will support a new biomass terminal producing wooden pellets for export.	Rail	2012	\$2.6 million
Erie	Erie International Airport / Tom Ridge Field	Acquire a tractor and mowing deck	Aviation	2012	\$100,000
Fayette	Brownsville Marine Products, LLC	Install a rail spur and conveyor system	Rail	2011	\$250,000
Fayette	Fay-Penn Industrial	Rehabilitate track on the Southwestern Pennsylvania Railroad's FM&P subdivision line	Rail	2011	\$1.2 million
Indiana, Jefferson	Buffalo & Pittsburgh Railroad	Rehabilitate track in the Riker Yard and to expand track in Homer City	Rail	2011	\$2.1 million
Lawrence	Hill Railroad Car Company	Construct two turnouts and 1,200 feet of track.	RFAP	2014	\$189,000
Mercer	Hodge Foundry, Inc	construct a new 460-foot rail siding on the CN/Bessemer and Lake Erie Railroad Co. mainline	RTAP	2013	\$524,514
Mercer	Yourga Trucking, Inc.	Install a new asphalt turnout, 700 feet of embedded track and a bumping post for the end of the track.	Marcellus Shale	2013	\$250,000
Mercer	Duferco Farrell Corporation/NLMK Pennsylvania	Rehabilitate track, turnouts and a grade crossing, as well as install turnouts, replace crossties and surface track.	RTAP	2014	\$551,177
Mercer	Ellwood Crankshaft and Machine Company	Construct 500 feet of new track and a turnout.	RFAP	2014	\$262,500
Somerset	Johnstown Industrial Development Corp	Rehabilitate a bridge and track leading into Que Industrial Park.	Rail	2011	\$338, 723
Venango	Western New York & Pennsylvania Railroad	Install new crossties on 14.5 miles of the Oil City branch and replace nine grade crossings on railroad property.	Rail	2012	\$840,000
Washington	Wheeling & Lake Erie Railway	Construct a new rail siding	Rail	2011	\$1.1 million
Washington	Washington County Airport	Construct a taxi land and apron as well as prepare a hangar site and construct a hangar	Aviation	2012	\$2.6 million
Westmoreland	Alumnisource, LLC	Re-establish a connection between the company's facility and the CSX rail line.	Rail	2011	\$355,000
Westmoreland	Three Rivers Marine	Construct new track and to rehabilitate storage track.	Rail	2011	\$302,500

County	Company	Project Description	Project Type	Year	Awarded Funding
Westmoreland	Three Rivers Marine Rail Terminal, LP	Build 8,000 feet of track and three switches to enhance storage tracks from the mainline, enabling the company to be a train destination for coal and sand for gas drilling.	Rail	2012	\$1.1 million
Westmoreland	Arnold Palmer Regional Airport	First phase of construction an addition to the terminal building	Aviation	2012	\$2 million
Westmoreland	Westmoreland County Industrial Development Corporation	First of three phases for a project replacing 2.4 miles of worn rail with rail that will eliminate joints.	RTAP	2013	\$1.1 million
Westmoreland	Three Rivers Marine and Rail Terminal LP	Rehabilitate grade crossing and connection to Wheeling & Lake Erie railroad and rehabilitate track on Koppers lead mainline.	RFAP	2013	\$277,088
Westmoreland	Westmoreland County Industrial Development Corporation	Second of three phases for an improvement project, replacing 3.2 miles of rail and associated work.	RTAP	2014	\$1.5 million
Westmoreland	Lehigh Specialty Melting, Inc	Reconstruct 850 feet of outside track and 200 feet of track inside the forge shop and associated engineering.	RFAP	2014	\$229,026
<i>MULTI</i>	SEDA-COG Joint Rail Authority	Rehabilitate nine bridges on five short-line rail systems to support 315,000-pound cars. (Blair, Centre, Columbia, Lycoming, Mifflin, Northumberland Counties)	RTAP	2013	\$1.8 million

### PA Intermodal Cargo Growth Incentive Program (PICGIP)

The Pennsylvania Intermodal Cargo Growth Incentive Program (PICGIP) is a grant program developed to promote growth within the container cargo industry. As noted in *PennDOT's PICGIP Guidelines*:

*PICGIP is designed to help maximize growth of container cargo through those Pennsylvania terminals that handle containerized cargo. This will result in a higher utilization of the ports' infrastructure assets, improve productivity at the ports, and provide direct and indirect economic benefits to the region and the Commonwealth, through increased cargo volume and employment.*

*PICGIP is a grant program intended to provide an economic incentive for all existing and potential new container shipping lines to move their preordained and discretionary cargo through a Commonwealth port instead of other US ports or terminals. This incentive, which is \$25 per new container unit (lift), will apply to containerized cargo loaded or discharged from vessels moving through Pennsylvania's ports. The incentive will only be available for those shipping lines increasing cargo volumes or starting new service to a Commonwealth port, as determined by PennDOT. Ocean carriers that establish new service calls would benefit from greater volume of incentives initially and as their service grows.*



## TIFIA Program Flexibility

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. As noted in the USDOT 26-16 Notice from March 11, 2016:

*The FAST Act authorizes \$1.435 billion in capital over five years for the TIFIA credit assistance program. A wide range of surface transportation infrastructure is eligible for TIFIA credit assistance, including highways, passenger and freight rail, public transit, intermodal freight facilities, and international bridges and tunnels. The FAST Act expands eligibility to include transit-oriented development and the capitalization of a rural projects fund within a state infrastructure bank.*

*In addition, for eligible small projects, the FAST Act allows TIFIA to reserve funding to offset the fees charged to applicants by TIFIA for financial and legal services. Because of the flexibility provided by the TIFIA programs, many qualified, small-scale and large-scale projects that might otherwise be delayed or shelved can move forward quickly, providing an immediate boost to jobs while laying a foundation for continued economic growth.*

*To date, the TIFIA program has provided \$22.7 billion in credit assistance to support more than \$82.5 billion in transportation infrastructure investments to help build 56 major transportation projects around the country.*

## ATCMTD Program

The Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program was designed to support the development of model sites for large scale installation and operation of advanced transportation technologies. The collection and use of real time information will be used to help promote travel efficiency and reduce congestion for all types of facilities and services, including freight facilities. Advanced data collection related to freight movement includes Weigh-In-Motion (WIM) facilities, which is described in further detail below. As noted from FHWA Docket No. FHWA-2016-0005:

*The ATCMTD program is funded for fiscal years (FY) 2016 through 2020 at \$60 million per FY. The DOT will make no fewer than five and no more than 10 awards of up to \$12 million each depending on the number of awards and amounts set aside for DOT administrative expenses.*

*The DOT will prioritize projects that also enhance personal mobility and accessibility. Such projects include, but are not limited to (1) investments that better connect people to essential services such as employment centers, health care, schools, education facilities, healthy food, and recreation; (2) remove physical barriers to access; (3) strengthen communities through neighborhood redevelopment; (4) mitigate the negative impacts of freight movement on communities; and (5) support workforce development, particularly for disadvantaged groups (e.g., low-income groups, the disabled, elderly individuals, and minority populations).*

*Weigh-in-Motion (WIM) facilities for advanced data collection: WIM technology allows for the capture and recording of heavy vehicles axle and gross weights while traveling at normal traffic speed without requiring the vehicle to stop. These deployments, either existing or new, would be capable of high-quality and shareable data as part of its standard operation to support infrastructure and safety management needs. They would provide strategic coverage for a State's highway freight network. The DOT is interested in this technology to provide more efficient movement of goods through the collection and sharing of data needed to make better policy decisions at the State and national level.*

## Earmark Repurpose Funds

According to new guidance from the Federal Highway Administration, nearly \$2 billion in previously unused earmark funds can be recycled and used to support future infrastructure projects. Once a state decides to repurpose funds, the state will have until the end of FY 2019 to obligate the funding.

As noted in the USDOT 25-16 Notice from March 8, 2016:

*Today's guidance implements a provision in the Consolidated Appropriations Act 2016, which gave states the option of repurposing certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed. Through the end of FY 2016, states have the option of re-designating these dollars to other projects within 50 miles of the originally intended use. Today's action also builds on a similar action in August 2012, when USDOT made over \$470 million in unspent earmarks immediately available to states for projects that create jobs and help improve transportation across the country.*

A list of earmarks that may be eligible for repurposing is available at the address below:  
<http://www.fhwa.dot.gov/cfo/earmarkrepurposing>.

## Future Project Candidates

Based on outreach feedback and site review evaluations, a compilation of future project candidates will be included as part of Technical Memorandum #8. Future project candidates may include problem areas that were noted as part of the outreach process (both within the SPC 10-County Region as well as broader regional levels), access roads and missing connections near growth opportunity areas, or areas where potential truck travel conflicts have been identified based on sign inventories, crash histories, or related site visits.

## Next Steps

### Freight Implementation Recommendations

The findings of this document coupled with previous Technical Memorandums will help to further an understanding of the region's needs, growth opportunities, and national/statewide freight priority perspectives in conjunction with the newly passed provisions and funding opportunities covered under the FAST Act. Combined with previous tasks, stakeholder outreach discussions, and reviews of existing plans, a first-cut list of project improvement candidates as well as a reasonable freight vision or guiding principles will be developed in subsequent tasks to help drive project/policy recommendations.



## References

### General Funding Sources

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- *Pennsylvania's 2017 Transportation Program Financial Guidance*, Pennsylvania Planning Partners (MPO's, RPO's, FHWA, FTA, the State Transportation Commission, and PennDOT), Nov 20, 2015 (Revised Dec 18, 2015 to reflect FAST Act)

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- *TIGER I Awards (2009)*, US Department of Transportation, February 17, 2010, [https://www.transportation.gov/sites/dot.gov/files/docs/Tiger\\_I\\_Awards.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/Tiger_I_Awards.pdf), accessed March 2016
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### **RFAP and RTAP**

- *Grant Programs – Rail Freight Assistance Program*, Pennsylvania Department of Transportation, <http://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx#.Vv630vkrKUK>, accessed March 2016
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