

Transportation Investment  
Generating Economic Recovery  
(TIGER) Grants

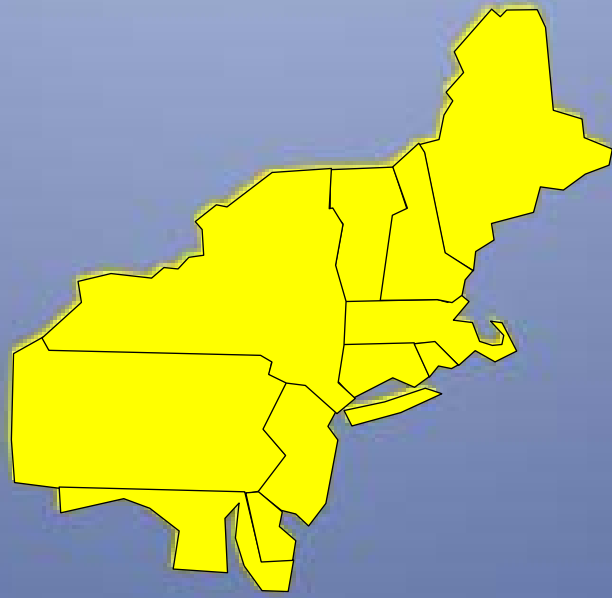
U.S. Department of  
Transportation

February 17, 2010

Project Name	State(s)	TIGER Grant Amount
Crescent Corridor Intermodal Freight Rail Project	TN, AL	\$ 105,000,000
CREATE Program Projects	IL	\$ 100,000,000
National Gateway Freight Rail Corridor	OH, PA, WV, MD	\$ 98,000,000
Moynihan Station, Phase 1	NY	\$ 83,000,000
Tucson Modern Streetcar	AZ	\$ 63,000,000
Priority Bus Transit in the National Capital Region	DC, VA, MD	\$ 58,838,000
Fitchburg Commuter Rail Extension & Wachusett Station	MA	\$ 55,500,000
Kansas City Transit Corridors & Green Impact Zone Project	MO, KS	\$ 50,000,000
I-244 Multimodal Bridge Replacement	OK	\$ 49,480,000
Doyle Drive Replacement	CA	\$ 46,000,000
New Orleans Streetcar - Union Passenger Terminal/Loyola Loop	LA	\$ 45,000,000
Saint Paul Union Depot Multi-Modal Transit and Transportation Hub	MN	\$ 35,000,000
US-395 North Spokane Corridor - Francis Ave. to Farwell Rd. Southbound	WA	\$ 35,000,000
Sahara Avenue Bus Rapid Transit	NV	\$ 34,400,000
Alameda Corridor East: Colton Crossing	CA	\$ 33,800,000
US-491 Safety Improvements	NM	\$ 31,000,000
Black River Bridge Replacement	MI	\$ 30,000,000
California Green Trade Corridor/Marine Highway Project	CA	\$ 30,000,000
Mercer Corridor Redevelopment	WA	\$ 30,000,000
M1/Woodward Avenue Light Rail Project	MI	\$ 25,000,000
Reconstruction of Pier 29 in Honolulu Harbor	HI	\$ 24,500,000
Portland's Innovation Quadrant - SW Moody St. & Streetcar Reconstruction	OR	\$ 23,203,988
Philadelphia Area Pedestrian & Bicycle Network	PA, NJ	\$ 23,000,000

Project Name	State(s)	TIGER Grant Amount
Downtown Dallas Streetcar	TX	\$ 23,000,000
Quonset Wind Energy & Surface Transportation Project	RI	\$ 22,300,000
Normal Multimodal Transportation Center	IL	\$ 22,000,000
Park East Corridor Lift Bridges	WI	\$ 21,500,000
Indianapolis Bicycle & Pedestrian Network	IN	\$ 20,500,000
Otay Mesa Port-of-Entry I-805/SR-905 Interchange	CA	\$ 20,200,000
Revere Transit Facility & Streetscape	MA	\$ 20,000,000
Fast Track New Bedford	MA	\$ 20,000,000
Port of Gulfport Rail Improvements	MS	\$ 20,000,000
Texas State Highway 161	TX	\$ 20,000,000
Milton-Madison Bridge Replacement	KY, IN	\$ 20,000,000
Kent Central Gateway Multimodal Transit Facility	OH	\$ 20,000,000
Appalachian Regional Short Line Rail Project	KY, WV, TN	\$ 17,551,028
Revitalizing Maine's Ports	ME	\$ 14,000,000
Lake County Transportation Connectivity Project	MT	\$ 12,000,000
I-85 Corridor Improvement and Yadkin River Crossing	NC	\$ 10,000,000
I-95 Interchange & Access Project	SC	\$ 10,000,000
U.S. 17 Septima Clark Parkway	SC	\$ 10,000,000
Bella Vista Bypass	AR, MO	\$ 10,000,000
Improvements to US-18	SD	\$ 10,000,000
US-36 Managed Lanes/Bus Rapid Transit	CO	\$ 10,000,000
Ames Intermodal Facility	IA	\$ 8,463,000
The Southwestern Illinois Intermodal Freight Transportation Hub	IL	\$ 6,000,000
Beartooth Highway Reconstruction Project	WY	\$ 6,000,000

Project Name	State(s)	TIGER Grant Amount
Millwork District Multimodal Improvements	IA	\$ 5,600,000
Auke Bay Loading Facility	AK	\$ 3,640,000
US-93/2nd Street Improvements	MT	\$ 3,500,000
Burlington Waterfront North Project	VT	\$ 3,150,000



NORTHEAST



# National Gateway

**Name:** National Gateway Freight Rail Corridor  
**Location:** Ohio, Pennsylvania, West Virginia & Maryland  
**Sponsor:** States of Ohio, Pennsylvania, West Virginia & Maryland  
**Total Cost:** \$183,000,000  
**TIGER Funding:** \$98,000,000

## Project Description:

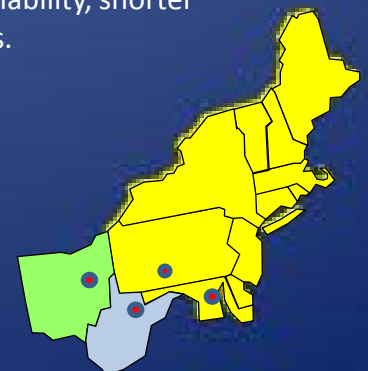
The National Gateway Project is a package of rail infrastructure and intermodal terminal projects that will enhance transportation service options along three major freight rail corridors owned and operated by CSX through the Midwest and along the Atlantic coast. The improvements will allow trains to carry double-stacked containers, increase freight capacity and make the corridor more marketable to major East Coast ports and shippers. TIGER funds will help complete the first corridor project, from Northwest Ohio to Chambersburg, Pennsylvania, through West Virginia and Maryland.

## Highlights:

- ❑ Doubles rail capacity on a major freight rail corridor with no increase in noise, emissions or train length
- ❑ Promotes rail as a cost-effective alternative to long-haul trucking, reducing greenhouse gas emissions and the Nation's dependence on oil
- ❑ Saves in shipper and logistics costs and significantly increases freight capacity
- ❑ Significant portions of the investments in this corridor are in economically distressed areas

## Project Benefits:

The National Gateway project will improve existing rail capabilities on a major freight rail corridor spanning multiple states. Modifying vertical clearances to allow for double-stack intermodal trains will provide relief to congested rail and highway corridors by enabling trains to carry more freight. The increased capacity and improved economies of scale will provide a cost-effective alternative to long-haul trucking, directly reducing highway congestion and highway maintenance costs. The project's benefits include reduced greenhouse gas emissions and fuel usage, lower transportation costs, improved service reliability, shorter transport times, improved highway safety and expanded access to rail services.



NORTHEAST

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Moynihan Station, Phase 1

**Location:** New York, NY

**Sponsor:** New York State Department of Transportation

**Total Cost:** \$267,131,582

**TIGER Funding:** \$83,000,000

### Project Description:

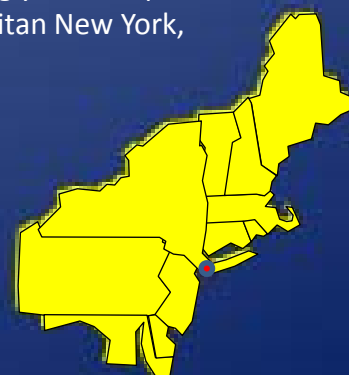
The project provides substantial improvements for Penn Station, which serves eight million residents of New York City, 12 million people in the surrounding metropolitan region, and 8.5 million intercity rail passengers annually. The station is operating well over its capacity and congestion is worsening as ridership on all three of its tenant railroads—Amtrak, the Long-Island Railroad and New Jersey Transit – continues to increase. TIGER funds will provide significant improvements to the below-grade rail infrastructure, increase intercity and commuter rail service capacity, enhance subway connections (14 of New York City’s 25 subways connect at or near Penn Station), reduce congestion, allow for easier access by persons with disabilities, and improve passenger safety and security. The benefits will also allow Penn Station to advance plans for a new, world-class station in the historic Farley Post Office Building, directly across 8th Avenue from Penn Station.

### Highlights:

- Penn Station is the busiest passenger train station in the country, serving 640,000 riders daily, and is operating well above its capacity; therefore, significant capacity enhancements are essential
- Below-grade rail infrastructure improvements, increased street and platform access and greater modal connectivity will relieve congestion and provide significant safety, livability and sustainability benefits
- Improves access to future office and residential development
- Supports high-speed passenger rail service in the Northeast Corridor

### Project Benefits:

The improvements will provide better connections between train lines, subways, taxi and bus modes and will provide increased access for disabled patrons. The project will improve access to Manhattan’s West Side—an area likely to undergo significant residential and office development in the coming years. Improved movement of passengers through New York City has a major impact on metropolitan New York, the entire tri-state region and the Nation as a whole.



NORTHEAST





**Name:** Fitchburg Commuter Rail Extension & Wachusett Station  
**Location:** Fitchburg, MA  
**Sponsor:** Montachusett Regional Transit Authority (MART) with the City of Fitchburg  
**Total Cost:** \$72,200,000  
**TIGER Funding:** \$55,500,000

**Project Description:**

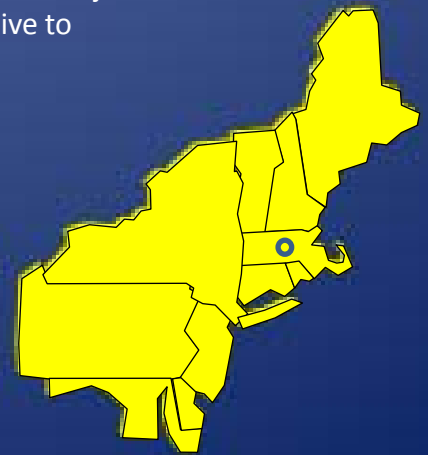
The project will extend existing commuter rail service west from Fitchburg an additional 4.5 miles on the Pan Am Southern railway corridor. Commuter rail service currently connects Fitchburg with Boston, 50 miles to the southeast. The project will also include construction of a new station in Wachusett and a new layover facility. A new parking facility will be constructed, track and train control improvements will be made, and a separate track for boarding at the station will be included.

**Highlights:**

- ❑ Extends commuter rail service 4.5 miles west on the existing Fitchburg Commuter Rail Line
- ❑ Benefits both passenger rail service and freight operations
- ❑ Provides a new commuter rail station, layover facility, and infrastructure and track improvements
- ❑ Reduces auto travel, offers a new travel option and reduces commute times to Boston

**Project Benefits:**

The project will provide new transit options and reduce commute times for the citizens living in and around Fitchburg, a suburb 50 miles northwest of Boston. The reduced travel times will improve the region’s economy by providing more people with enhanced access to the Boston job market and will also promote the use of transit as a more sustainable alternative to congested State Route 2.



NORTHEAST

A white rectangular box containing two logos. On the left is the 'TIGER Discretionary Grant Program' logo, which includes a stylized blue and white circular icon and the text 'TIGER Discretionary Grant Program'. Below it is a smaller circular logo with the text 'RECOVERY.GOV' and a green and red design. To the right of these is the large, bold, orange and black 'TIGER' logo.





**Name:** Revere Transit Facility & Streetscape

**Location:** Revere, MA

**Sponsor:** City of Revere

**Total Cost:** \$122,585,262

**TIGER Funding:** \$20,000,000

### Project Description:

The project will reconfigure acres of dilapidated and aging surface parking lots into a vertical multi-modal transit facility and plaza, linking automobiles, transit, pedestrians and bicyclists in a hospitable environment that encourages alternative transportation options. The project will also construct a multi-modal, pedestrian-focused streetscape along Ocean Avenue that connects local neighborhoods, the Revere Beach Reservation and transit. This will improve operations of Route 1A, especially bus, car and freight movements in and out of the Wonderland area.

### Highlights:

- ❑ Revitalizes the Revere transit station at the end of the Massachusetts Bay Transit Authority Blue Line and redevelops the adjacent Wonderland area, site of America's first public beach
- ❑ Supports new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle, and transit connections
- ❑ New zoning for transit-oriented development at Wonderland will support mixed-use development

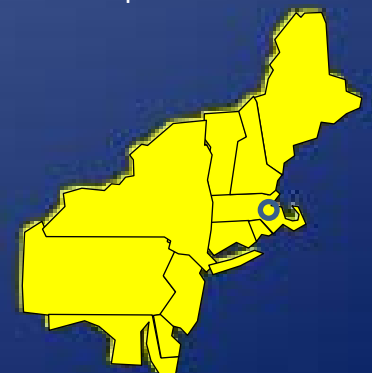
### Project Benefits:

For decades, auto traffic has overshadowed alternative modes of transit in Revere, in large part due to parking lot sprawl. The Blue Line and Route 1A currently impede direct access for pedestrians and bicyclists and degrade transit connections. This project will provide transit-oriented improvements that enhance livability and travel choices in the Wonderland area. The project is also an essential connector and structural pre-condition for the area's planned vibrant, mixed-use, commercial and residential redevelopment.

 **TIGER Discretionary Grant Program**



**TIGER**



**NORTHEAST**



**Name:** Fast Track New Bedford  
**Location:** New Bedford, MA  
**Sponsor:** Massachusetts Executive Office of Transportation and Public Works  
**Total Cost:** \$71,400,000  
**TIGER Funding:** \$20,000,000

### Project Description:

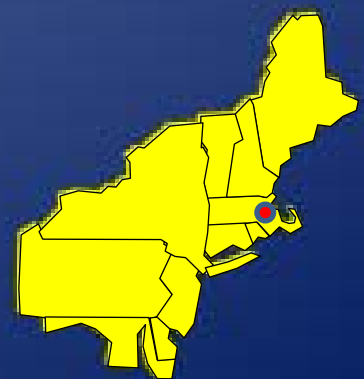
The project includes the reconstruction of four insufficient freight rail bridges. These bridges are more than 100 years old and can only accommodate train speeds of five miles per hour or less. The bridges were last rated in 1995 as having inadequate superstructures. One of the bridges, the Sawyer Street Bridge, is resting upon the wall of an adjacent building.

### Highlights:

- ❑ Restores a broken link to the city's waterfront
- ❑ Spurs economic development in an area that has high unemployment, significant poverty levels, and numerous brownfields
- ❑ New Bedford is an economically distressed area

### Project Benefits:

The bridge replacements are critical to moving freight from the waterfront area, which otherwise has to be moved by truck. Currently, 1300 carloads per year of PCB-contaminated dredge spoils are hauled from the New Bedford Harbor over the freight rail bridges. An additional 500 carloads of freight also depend on the bridges. Replacing the bridges will reduce fuel consumption and provide development opportunities in the waterfront area.



NORTHEAST

**Name:** Philadelphia Area Pedestrian and Bicycle Network

**Location:** Philadelphia, PA & Camden, NJ

**Sponsor:** City of Philadelphia

**Total Cost:** \$54,800,000

**TIGER Funding:** \$23,000,000

### Project Description:

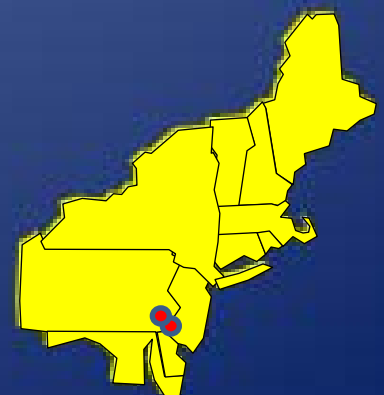
The overall project will repair, reconstruct and improve 16.3 miles of pedestrian and bicycle facilities that will complete a 128-mile regional network in six counties around Philadelphia and Southern New Jersey. TIGER funds will be used to improve the primary commuter routes closest to downtown, in some of the communities hardest hit by the current economic downturn including Southwest Philadelphia and Camden, NJ. Non-motorized commuting options will connect residents in these areas to more prosperous communities that provide employment opportunities, including Philadelphia and Cherry Hill, NJ.

### Highlights:

- Supports an integrated 128-mile bicycle and pedestrian regional network
- Provides improved commuting options and significant livability benefits
- Enhances access to green space and alternative modes of transportation that offer public health benefits
- Fosters sustainability by reducing auto travel and CO<sub>2</sub> emissions
- Camden and Philadelphia are economically distressed areas

### Project Benefits:

Investing in pedestrian and bicycle infrastructure is a cost-effective strategy for reducing traffic congestion, greenhouse gas emissions, and dependence on oil while also providing public health, safety and air quality benefits. The project will connect urban, suburban and exurban communities, improving livability by providing biking and walking travel options. It will connect residential and employment centers and reduce auto travel and emission.



NORTHEAST

 **TIGER Discretionary Grant Program**



# TIGER



**Name:** Priority Bus Transit in the National Capital Region

**Location:** District of Columbia, Maryland & Virginia

**Sponsor:** Metropolitan Washington Council of Governments

**Total Cost:** \$83,008,000

**TIGER Funding:** \$58,838,000

### Project Description:

The project will provide more efficient bus service along 13 transit corridors in Maryland, Virginia and Washington, D.C., by investing in a bus transitway, bus-only lanes, transit signal priority, traffic signal management, real-time arrival technology and other enhancements. TIGER funds will be used to construct a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland which will consolidate scattered bus stops at a heavily used bus transfer point into one facility. TIGER funds will also provide station improvements (bus bays, real time bus information and other improvements) supporting bus priority on the I-95/395 corridor.

### Highlights:

- ❑ Significantly improves the performance of the region's transportation network, providing more choices to more travelers, including low-income and transit-dependent residents
- ❑ Reflects extensive, multi-jurisdictional planning efforts
- ❑ Many of the areas to be served by these projects are economically distressed areas

### Project Benefits:

The priority bus transit corridors will significantly improve the performance of existing infrastructure and will provide more efficient and timely access to economically distressed populations, connecting them to job centers throughout the region. The project increases transportation choices and makes riding transit more appealing. Consolidating bus stops at the new Takoma/Langley Transit Center will eliminate the need for dangerous and time-consuming transfers. TIGER funds will provide new bus bays, pedestrian walkways, a full canopy, restrooms, lighting and bus information. The transit center will be a safe, attractive, comfortable and efficient facility for passengers and bus transfer activities in a largely low-income, transit-dependent area.



NORTHEAST

 **TIGER Discretionary Grant Program**



**TIGER**

# TIGER-QWEST

**Name:** Quonset Wind Energy and Surface Transportation Project

**Location:** North Kingston, RI

**Sponsor:** Quonset Development Corporation

**Total Cost:** \$36,490,000

**TIGER Funding:** \$22,300,000

## Project Description:

The Quonset Business Park, located on the west shore of Narragansett Bay, consists of the former Quonset Naval Air Station (surplused in 1974) and the adjacent Davisville Naval Construction Battalion Center (surplused in 1994). Most of the infrastructure was built during base construction in 1939 and 1940. TIGER funds will be used for pier maintenance, rail improvements and road reconstruction, which will support, among other things, producers of offshore wind power that will use industrial properties at Quonset as a base of operations.

## Highlights:

- Supports wind energy manufacturing and logistics operations
- Improves marine highway infrastructure on an important freight corridor
- Encourages reuse of former military facilities

## Project Benefits:

The project will improve freight transportation at the port, achieve a state of good repair, extend the useful life of former military assets and increase port capacity. It will also improve access to industrial properties being marketed to alternative energy producers (particularly offshore wind), which will help increase energy independence. Quonset is a transportation hub on the northeast corridor and is well situated to divert freight traffic from congested Interstates to sea and/or rail, making container barge feeder service viable.



NORTHEAST

 **TIGER Discretionary Grant Program**



**TIGER**

**Name:** Revitalizing Maine's Ports

**Location:** Portland, Searsport & Eastport, ME

**Sponsor:** Maine Department of Transportation

**Total Cost:** \$14,000,000

**TIGER Funding:** \$14,000,000

### **Project Description:**

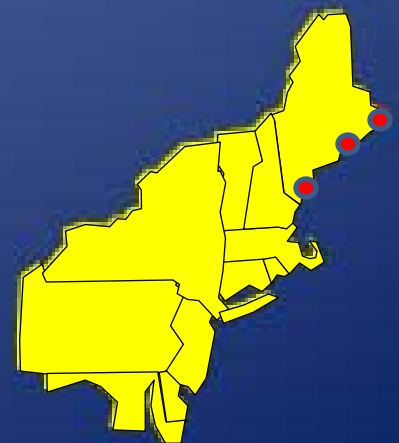
The project advances Maine's Three-Port Strategy, a long-term strategy developed in 1978 to concentrate state investments in deep-water port facilities. TIGER funds will help the Port of Portland to upgrade the wharf and upland storage facility at the International Marine Terminal Facility; the Port of Searsport to invest in innovative new equipment, including a heavy-lift mobile harbor crane; and the Port of Eastport to invest in storage space and conveyor equipment.

### **Highlights:**

- ❑ Allows Maine's ports to diversify revenue sources and help stabilize the economy
- ❑ Positions Maine's ports to move wind turbines and other "green" freight
- ❑ Searsport and Eastport are in economically distressed areas

### **Project Benefits:**

TIGER funds will help Maine's ports improve capacity in targeted markets, including value-added forest products, emerging wind energy industry, bulk and break-bulk and containers, as part of a strategy to diversify business lines. This project will considerably improve the economic competitiveness of the State of Maine and the region, while creating jobs and business activity for people living in economically distressed areas in Coastal Maine.



**NORTHEAST**

 **TIGER Discretionary Grant Program**



**TIGER**

## The City of Burlington, Vermont



**Name:** Burlington Waterfront North Project

**Location:** Burlington, VT

**Sponsor:** City of Burlington

**Total Cost:** \$3,915,000

**TIGER  
Funding:** \$3,150,000

### Project Description:

The project involves the rehabilitation, reconstruction and upgrading of a 1,355 foot section of Lake Street—the principal north-south access roadway servicing the downtown waterfront—and the realignment and improvement of a section of the Waterfront Bike path that traverses the project area. The area suffers from inadequate or non-existent transportation infrastructure, which restricts public access, creates significant safety concerns and limits economic development potential.

### Highlights:

- ❑ Reclaims portion of the formerly industrial downtown waterfront and enhances public access to the Lake Champlain shoreline
- ❑ Leverages more than \$21 million in additional funding, including more than \$13 million in new private investments
- ❑ Located in a HUD-designated Renewal Community, where 77 percent of residents are low/moderate income and the poverty rate is 31.4 percent—almost 2.5 times the national rate

### Project Benefits:

Reconfiguration of the road and bike path will improve safety by reducing conflicts among vehicular, pedestrian, and bicycle traffic, while also maximizing land available for economic redevelopment. The reconfiguration of the road will put in place the transportation infrastructure necessary for the redevelopment of adjacent parcels, including the former J.E. Moran electric generating plant, which has long been recognized for its redevelopment potential. A city-led \$20.3 million effort will renovate the blighted building into three commercial spaces, which will be leased to two non-profits and a for-profit business.

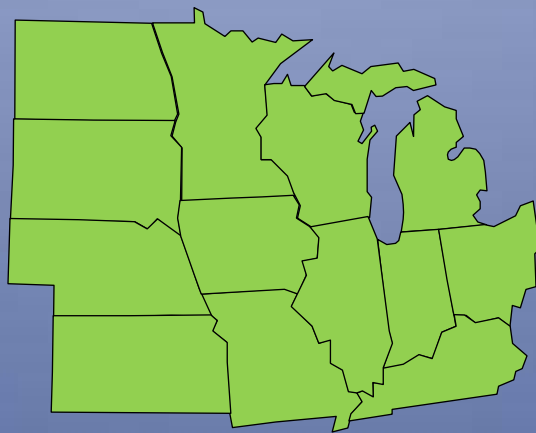


NORTHEAST

 **TIGER Discretionary Grant Program**



**TIGER**



CENTRAL



# CREATE

KEEPING THE GO IN CHICAGO

**Name:** CREATE Program Projects  
**Location:** Chicago, IL  
**Sponsor:** Illinois Department of Transportation  
**Total Cost:** \$162,000,000  
**TIGER Funding:** \$100,000,000

## Project Description:

The CREATE Program is a package of 78 projects that address freight rail congestion in the Chicago area--a nationally significant freight bottleneck adversely affecting the delivery of goods throughout the country. The program is the product of extensive outreach and planning among federal, state, local and private stakeholders. TIGER funds will be used to complete the highest priority projects in the CREATE Program. These include installing new traffic control systems; constructing a new rail bridge; and making other significant improvements to signals, switches, roadways, sidewalks, and other components.

## Highlights:

- Helps relieve one of the most significant bottlenecks in the national freight rail system
- Includes substantial congestion relief and safety benefits for passenger rail and highway systems
- Public-private partnership with broad stakeholder involvement and well-coordinated planning

## Project Benefits:

About 25 percent of rail traffic in the United States travels through the Chicago region, which is home to six of the seven Class I railroads and multiple passenger rail carriers. Each day, nearly 1,300 passenger and freight trains, or 40,000 rail cars, are handled in the Chicago region. The congestion created by these rail movements delays the movement of goods throughout the country. The CREATE Program is designed to address key systemic issues related to freight movement, freight/passenger rail conflict and highway/rail conflict. By investing in priority projects along four rail corridors, CREATE will construct additional capacity and improve connections throughout the Chicago metropolitan rail network.



CENTRAL

 **TIGER Discretionary Grant Program**



# TIGER



**Name:** Normal Multimodal Transportation Center

**Location:** Normal, IL

**Sponsor:** Town of Normal, IL

**Total Cost:** \$47,400,000

**TIGER Funding:** \$22,000,000

### Project Description:

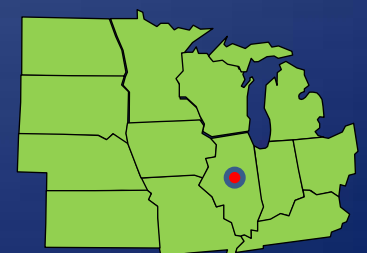
The Normal Multimodal Transportation Center will create a centralized transportation hub connecting the town of Normal's aviation, rail, bus, automobile and pedestrian facilities. Normal is located in the heart of Illinois along a major rail corridor between Chicago and St. Louis, and at the intersection of three interstate highways (I-55, I-74 and I-39), resulting in high levels of intercity bus traffic. The planned Transportation Center is less than four miles from the Central Illinois Regional Airport, and the Center's location will strategically sit on the primary leg of a heavily used 26-plus-mile dedicated bicycle and pedestrian pathway connecting Normal with Bloomington. Several offsite roadway improvements incorporated into Normal's Uptown renewal plan will enhance livability in conjunction with the Multimodal Transportation Center.

### Highlights:

- ❑ Creates a hub for numerous modes of transportation, including Amtrak, intercity bus, local transit, cars, shuttles, taxis, bicycles and pedestrians
- ❑ Significantly bolsters the use of alternative modes of transportation in the area
- ❑ Supports the building of a LEED-Silver certified facility and is the centerpiece of a LEED-ND certified business district

### Project Benefits:

The Normal Multimodal Transportation Center will greatly enhance the livability of the region by consolidating numerous transportation options and modal transfer opportunities previously separated and difficult to negotiate. Populations currently dependent on transit service, such as the large Illinois State University student population, will benefit, as well as others who previously would have been dependent on their automobiles. The Multimodal Transportation Center is also the primary component of Normal's Uptown redevelopment effort and is essential to attracting businesses, residents and visitors.



CENTRAL



**Name:** The Southwestern Regional Intermodal Freight Transportation Hub

**Location:** Granite City, Madison & Venice, IL

**Sponsor:** Tri-City Regional Port District

**Total Cost:** \$20,789,550

**TIGER Funding:** \$6,000,000

### Project Description:

The project involves the construction of a public harbor on the Mississippi River which will be used for barge loading and unloading. The primary products to be moved are liquid and dry bulk products which will interface with associated rail and truck connections. The project will allow the Tri-City Regional Port District to expand barge, rail and truck transportation systems in the region and allow shippers, including Midwest agricultural shippers, to move goods down the Mississippi River from Illinois to the Gulf of Mexico without the use of a lock.

### Highlights:

- ❑ Expands the export trade for U.S. agricultural products by enhancing the movement of agricultural products down the Mississippi River
- ❑ Provides substantial efficiencies and better service for Midwest shippers by combining barge, rail and truck facilities at one location
- ❑ Creates the northernmost ice-free port on the Mississippi River south of the U.S. system of river locks

### Project Benefits:

The project will contribute to the economic competitiveness of the United States by reducing congestion on the Mississippi River and by providing new efficiencies and savings for Midwest shippers moving freight down the Mississippi River. Barge transportation is a low cost, fuel efficient alternative that helps reduce costs for shippers and makes their products more competitive. The project is consistent with efforts to maintain transportation facilities in a state of good repair. Improvements to the inland waterway network also encourage waterborne shipping, which is an energy efficient and environmentally friendly transportation option.



CENTRAL



**Name:** Saint Paul Union Depot Multi-Modal Transit and Transportation Hub

**Location:** Saint Paul, MN

**Sponsor:** Ramsey County Regional Railroad Authority

**Total Cost:** \$237,500,000

**TIGER  
Funding:** \$35,000,000

### **Project Description:**

The project will renovate the city's historic Union Depot and co-locate Amtrak, intercity bus carriers, local bus, light rail services, taxis, and bicycle accommodations. The depot is in the heart of downtown Saint Paul and its redevelopment presents an opportunity to promote economic growth and create a vibrant, multi-modal transportation center. The depot could provide future capacity for high-speed rail and other planned inter-city and light rail services.

### **Highlights:**

- ❑ Improves livability in Saint Paul by providing safer, cleaner, more affordable transit choices
- ❑ Provides sustainability by providing greener, more fuel efficient transportation alternatives
- ❑ Promotes downtown revitalization and economic growth

### **Project Benefits:**

The project will connect several modes of transportation, thereby increasing efficiency and improving the overall level of service. The establishment of the multi-modal center with associated commercial development within the Depot will bring growth to the downtown area and improve the connectivity of Saint Paul to other cities in the region. The inclusion of protected bike storage will enable riders to access transit options without having to drive a car.



CENTRAL

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Kansas City Transit Corridors & Green Impact Zone Project

**Location:** Kansas City, MO & Kansas City, KS

**Sponsor:** Kansas City, Mid-America Regional Council, Kansas City Area Transportation Authority, Johnson County, KS & Wyandotte County, KS

**Total Cost:** \$62,430,000

**TIGER Funding:** \$50,000,000

**Project Description:**

This project will improve infrastructure and replace the Troost Avenue Bridge over Brush Creek in the Green Impact Zone - a 150-block area in urban core of Kansas City, Missouri that has been devastated over the years by high rates of poverty, unemployment, crime, and high concentrations of vacant and abandoned properties. Local and regional leaders are targeting resources to this area in an effort to jump-start its economic recovery. The Green Impact Zone project will also provide better access to regional opportunities through expanded transit and pedestrian facilities. In Kansas City, Kansas, TIGER funds will be used to make investments in major transit corridors, including State Avenue and Metcalf Avenue/Shawnee Mission Parkway.

**Highlights:**

- ❑ Rehabilitates and upgrades transit infrastructure in Kansas City’s 150 block Green Impact Zone and along major regional transit lines
- ❑ Partners in the Green Impact Zone are creating a national model that demonstrates how integrated, place-based investments, centered on principles of sustainability, can transform a community
- ❑ Kansas City, Missouri and Kansas City, Kansas are economically distressed areas

**Project Benefits:**

The project will enhance quality of life in the Green Impact Zone and provide improvement to public safety, sustainability, housing conditions, access to jobs and services, and economic vitality. Expanding transit service will provide the public with affordable, clean transportation alternatives and better connect neighborhoods to economic opportunities region-wide.



CENTRAL




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**Name:** Black River Bridge Replacement  
**Location:** Port Huron, MI  
**Sponsor:** Michigan Department of Transportation  
**Total Cost:** \$78,610,975  
**TIGER Funding:** \$30,000,000

### Project Description:

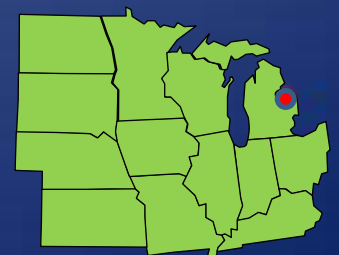
TIGER funds will be used to construct a new Black River Bridge to replace the existing structure built in 1963. The bridge replacement is part of the integrated \$583 million Blue Water Bridge Plaza Expansion Project. The Blue Water Bridge connects Port Huron, Michigan with Canada. The overall project will expand the existing international border crossing plaza, improve the approaching I-94/I-69 corridors including some interchanges, relocate a city street, relocate an electrical substation and replace the International Welcome Center. The TIGER-funded portion of the project replaces the existing aging bridge over the Black River with a modern facility separating international and local traffic.

### Highlights:

- Reduces border crossing delays and improves commercial and passenger travel between the United States and Canada
- Provides new transportation options by including a 14-foot wide bike/pedestrian crossing
- Port Huron is in an economically distressed area

### Project Benefits:

The TIGER portion of the Blue Water project--the Black River Bridge replacement--replaces and significantly upgrades a nationally and regionally significant bridge that serves the local community and carries four percent of the international trade between the U.S. and Canada. The new Black River Bridge will provide three dedicated lanes for eastbound local traffic, three dedicated lanes for eastbound international traffic headed to the Blue Water Bridge and Canada, and three westbound lanes, thereby increasing capacity, improving operations and providing for future growth.



CENTRAL



**Name:** M-1/Woodward Avenue Light Rail Project

**Location:** Detroit, MI

**Sponsor:** Michigan Department of Transportation

**Total Cost:** \$143,000,000

**TIGER  
Funding:** \$25,000,000

### Project Description:

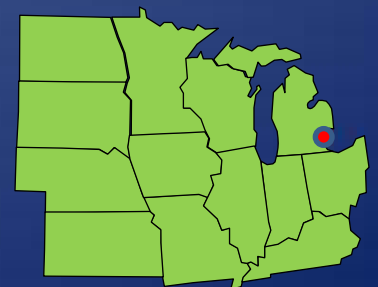
The project will construct a light rail system connecting Downtown Detroit to the New Center district along the region's main artery on Woodward Avenue. The project is 3.4 miles long with 12 station stops. The light rail system will run on both sides of the street in the second lane from the curb and will be co-mingled with vehicular traffic. TIGER funds will be used for road rehabilitation, a streetscape enhancement project, and the purchase of light rail cars.

### Highlights:

- ❑ Leverages significant co-investment—almost half of the project's costs—from local and private sources, including station sponsorship, a development authority and a non-profit foundation
- ❑ Supports economic activity in Detroit, which is an extremely economically distressed area with one of the highest unemployment rates in the country
- ❑ Enhances mobility by intersecting the regional bus system and city bus routes
- ❑ Improves accessibility for disadvantaged populations in the largest city in the United States not currently served by significant rail transit

### Project Benefits:

The project will have significant short-term benefits for Detroit's beleaguered economy, including job creation and economic activity. The city also expects the project to provide for significant long-term economic growth in the corridor, while improving mobility on a congested portion of Woodward Avenue, which carries 27,000 vehicles per day, on average. The project is also expected to enhance mobility options in this corridor, and attract investment to Downtown Detroit and the New Center area.



CENTRAL

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Ames Intermodal Facility

**Location:** Ames, IA

**Sponsor:** Ames Transit Agency

**Total Cost:** \$43,366,650

**TIGER Funding:** \$8,463,000

**Project Description:**

The project will construct an Intermodal Transportation Facility in Ames, which will link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters and pedestrians) for Ames and the Central Iowa region. Currently, the local transportation facilities are not connected and do not provide access to the private carrier services that are located more than two miles from public transit routes in an industrial area.

**Highlights:**

- ❑ Increases connectivity in the area by co-locating in one facility a transit stop, intercity bus terminal, pedestrian-bicycle facility terminus, retail and commercial development, vanpool/carpool parking, public facilities and public safety facilities
- ❑ Supports efforts to reduce the region’s greenhouse gas emissions and dependence on oil by providing better access to transit and making it more appealing

**Project Benefits:**

The project will improve the livability of the Ames areas by linking various forms of transportation in the city so that residents, students, faculty and visitors can seamlessly transfer between modes of travel within the city and the region. The project also aims to spur transit oriented development near the facility which will increase the area’s economic competitiveness by creating development opportunities in Ames and Central Iowa. Encouraging more and better transit options also contributes to efforts to provide a more sustainable transportation system.



CENTRAL





**Name:** Millwork District Multimodal Improvements

**Location:** Dubuque, IA

**Sponsor:** City of Dubuque

**Total Cost:** \$6,200,000

**TIGER  
Funding:** \$5,600,000

### **Project Description:**

The project is a Complete Streets project, which will help create a vibrant environment for the people that live and work in the Historic Millwork District in downtown Dubuque. The objective of the Complete Streets project is to design streets that are attractive, convenient and safe for a broad range of users, including drivers, public transit, pedestrians, bicyclists, people without access to automobiles, children and people with disabilities.

### **Highlights:**

- ❑ Revitalizes a critical area of downtown Dubuque, the Millwork District, by creating walkable and transit-friendly streets
- ❑ Provides greater accessibility and enhances travel options for bicyclists, pedestrians and transit riders
- ❑ Implements land use and transportation planning policies that encourage sustainable economic development

### **Project Benefits:**

The project will improve livability in the Millwork District by reducing commute times and providing new and improved travel options for walkers, bicyclists and transit riders. It will improve connectivity and provide greater access for people that are transit-dependent. As many as 60 percent of the new residents within the Historic Millwork District are estimated to be traveling to work downtown and the project will allow them to more conveniently and safely walk, bike or take transit to work. The project will also increase the sustainability of the transportation system by making more fuel efficient travel options more attractive to area residents. The vibrancy of the Complete Streets neighborhood will also encourage economic development and business activity in the downtown area.



**CENTRAL**

 **TIGER Discretionary Grant Program**



**TIGER**

# Park East Corridor **LIFT** ↓ ↓ **BRIDGES**

City of Milwaukee, Wisconsin

**Name:** Park East Corridor Lift Bridges

**Location:** Milwaukee, WI

**Sponsor:** City of Milwaukee

**Total Cost:** \$29,200,000

**TIGER  
Funding:** \$21,500,000

## Project Description:

The Juneau Avenue lift bridge will be reconstructed and the Wisconsin Avenue lift bridge will be rehabilitated. The Juneau Avenue Bascule Bridge was built in 1953 and connects Milwaukee residents to one of the most vital employment areas in downtown Milwaukee. The bridge's deteriorating superstructure and deck require the bridge to be reconstructed. The Wisconsin Avenue lift bridge is a major urban connector within the central business district, linking high employment areas east of the river with Grand Avenue and the Marquette University campus located west of the river. Wisconsin Avenue is also the city's primary transit corridor with eight different bus routes crossing the Wisconsin Avenue bridge. Advancing deterioration of the bridge's structure and lifting mechanisms require rehabilitation.

## Highlights:

- ❑ Reconstructs/rehabilitates the Juneau Avenue and Wisconsin Avenue lift bridges in downtown Milwaukee
- ❑ Provides dependable, quality service and sustains downtown Milwaukee's access across the Milwaukee River
- ❑ Over the course of its life, the reconstructed Juneau Avenue Bridge will serve more than 257 million vehicles

## Project Benefits:

The Juneau Avenue Bridge reconstruction will provide 75 years of additional use, and the rehabilitation of the Wisconsin Avenue Bridge will provide at least 45 years. The lift bridges are an important component of the area's transportation system, especially the transit system. The highest downtown employee concentrations are in the area east of the Milwaukee River. The Wisconsin and Juneau Bridges provide important connections for Milwaukee residents to get to and from work.

 **TIGER Discretionary Grant Program**



# TIGER



CENTRAL



**Name:** Milton-Madison Bridge Replacement

**Location:** Milton, KY & Madison, IN

**Sponsor:** Kentucky Transportation Cabinet

**Total Cost:** \$131,000,000

**TIGER Funding:** \$20,000,000

### Project Description:

The project will replace the existing Milton-Madison Bridge (US 421) , constructed in 1929. The bridge provides a link between the communities of Milton, Kentucky and Madison, Indiana. The existing bridge is both structurally deficient and functionally obsolete by today's standards. An estimated 10,700 vehicles cross the bridge each day.

### Highlights:

- ❑ Replaces a structurally deficient and functionally obsolete bridge over the Ohio River between Milton, Kentucky and Madison, Indiana, which are two economically distressed areas that make up a single community
- ❑ Provides bicycle/pedestrian access between these two cities
- ❑ Supported by both Kentucky and Indiana, which will share in the funding of the project

### Project Benefits:

The bridge serves as a vital link between two towns. If the bridge is taken out of service, the resulting detours will create hardships for residents on both sides of the river and substantially increase commuting costs. The bicycle/pedestrian access provides connectivity to bike facilities on both sides of the river, further strengthening the ties of the two towns and providing for alternative forms of transportation. The bridge is estimated to have less than 10 years of serviceable life left. The improved condition and performance of the reconstructed bridge will provide benefits in an economically distressed community.

 **TIGER Discretionary Grant Program**



**TIGER**



**CENTRAL**



**Name:** Indianapolis Bicycle and Pedestrian Network

**Location:** Indianapolis, IN

**Sponsor:** City of Indianapolis

**Total Cost:** \$62,500,000

**TIGER Funding:** \$20,500,000

### Project Description:

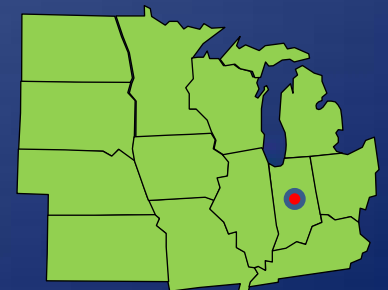
The project will complete the eight-mile urban bicycle and pedestrian network in the heart of downtown Indianapolis. The network will connect the downtown districts of Mass Avenue, Indiana Avenue, the Canal Walk and White River State Park, the Wholesale District, and Fountain Square along with many other commercial and business destinations.

### Highlights:

- ❑ Leverages significant contributions—\$26.5 million—from private foundations, individuals and local corporations
- ❑ Revitalizes an eight-mile network in downtown Indianapolis
- ❑ Improves livability by connecting commercial, residential and cultural venues
- ❑ Fosters sustainability by providing alternatives to auto travel and reducing emissions

### Project Benefits:

Investing in pedestrian and bicycle infrastructure is a cost-effective strategy to reduce traffic congestion, greenhouse gas emissions and dependence on oil while also providing public health, safety and air quality benefits. The project improves livability by providing alternative travel modes. The improvements are expected to boost downtown revenue by encouraging more people to spend more time downtown, and by increasing easy access to vendors and services offered downtown. The project also encourages a healthier lifestyle with more exercise, which will have a significant impact on community health and reduce the area's obesity rates.



CENTRAL





**Name:** Kent Central Gateway Multimodal Transit Facility

**Location:** Kent , OH

**Sponsor:** Portage Area Regional Transportation Authority

**Total Cost:** \$26,709,525

**TIGER Funding:** \$20,000,000

**Project Description:**

The project will construct a new bus transfer facility in downtown Kent with parking spaces to support planned development. The facility will include commercial space and bicycle storage to improve transit accessibility in Kent and linkages to Cleveland and Akron. The Transportation Authority’s current bus transfer facility is in a parking lot on the Kent State University campus. Only Kent State University permit holders may park in this parking lot and automobile and bus traffic are not separated.

**Highlights:**

- Improves connections between city neighborhoods, Kent State University and downtown Kent
- Expands travel options and connects multiple modes of transportation
- Kent is an economically distressed city

**Project Benefits:**

The project will improve travel options by including in one facility 10 bus bays, an indoor waiting area, public restrooms, automobile parking, a passenger pickup/drop-off area, an outdoor waiting area and a bicycle storage area. The new facility encourages the use of transit, expands community access, and has potential economic development benefits for the city. The project will improve sustainability by increasing more energy efficient travel modes.



CENTRAL

 **TIGER Discretionary Grant Program**

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 **TIGER**



**Name:** Appalachian Regional Short-Line Rail Project

**Location:** Kentucky, West Virginia & Tennessee

**Sponsor:** Commonwealth of Kentucky

**Total Cost:** \$21,938,786

**TIGER Funding:** \$17,551,028

### Project Description:

Rehabilitation of hundreds of miles on five unconnected short –line railroads in three states, all operated by a single holding company. Investments include rail, crossties, grade crossing, bridge and tunnel work. The project will also use reflective tape at the multiple crossings to improve safety.

### Highlights:

- ❑ Improves the infrastructure on five lines of the R.J. Corman Group’s short line railroads operating primarily in Kentucky, but also in Tennessee and West Virginia
- ❑ Benefits several economically distressed counties
- ❑ Supports private investment – R.J. Corman has made a commitment to identify, recruit and train area workers

### Project Benefits:

This project will improve the state of good repair on the railroads and divert bulk commodity shipments of aluminum, sand and chemicals from truck to rail, increasing safety and reducing fuel consumption and emissions. Eliminating slow orders on the lines will increase the speed of rail service allowing goods to reach their markets more quickly. Economic competitiveness will be improved by providing a more cost-effective option for the short-line customers to move their products to markets – reducing costs and making the products more competitive in the domestic market and abroad.



CENTRAL

**TIGER Discretionary Grant Program**

**TIGER**



State of South Dakota  
Department of Transportation



**Name:** Improvements to US-18  
**Location:** Oglala & Pine Ridge, SD  
**Sponsor:** South Dakota Department of Transportation  
**Total Cost:** \$28,560,000  
**TIGER Funding:** \$10,000,000

### Project Description:

The project will reconstruct and surface a deteriorating 15.6 mile segment of US-18 in Oglala and Pine Ridge, SD. Shoulders with rumble strips will be constructed, and other measures will be taken to improve safety and diminish the high incidence of fatal road accidents. Additional improvements include adding sidewalks with lighting and improving access to transit. Curbs, gutters and storm sewers will also be constructed.

### Highlights:

- ❑ Upgrades a 15.6-mile section of two-lane highway through the Pine Ridge Indian Reservation
- ❑ Reduces fatalities and injuries on this stretch of highway, most of which has no shoulders and deteriorating pavement
- ❑ Shannon County is an economically distressed area and the second poorest county in the United States

### Project Benefits:

The project will create short-term construction-related jobs and facilitate long-term employment. The project is aimed at increasing safety and saving lives on the segment of road to be reconstructed, which has an accident rate more than 2.5 times that of South Dakota's average. The road improvements will also improve the quality of life in the communities of Oglala and Pine Ridge, a primarily rural area and one of the poorest regions of the country.

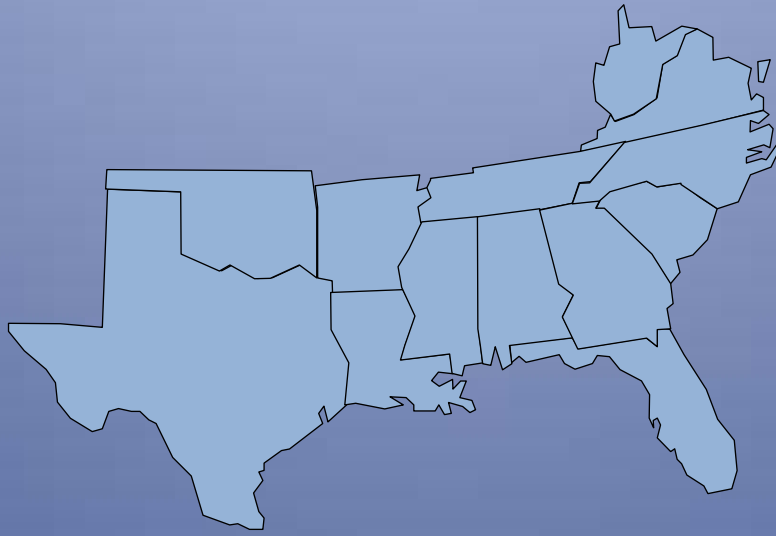


CENTRAL

 **TIGER Discretionary Grant Program**



**TIGER**



SOUTH





**Name:** Crescent Corridor Intermodal Freight Rail Project

**Location:** Memphis, TN & Birmingham, AL

**Sponsor:** States of Alabama & Tennessee

**Total Cost:** \$224,000,000

**TIGER Funding:** \$105,000,000

### Project Description:

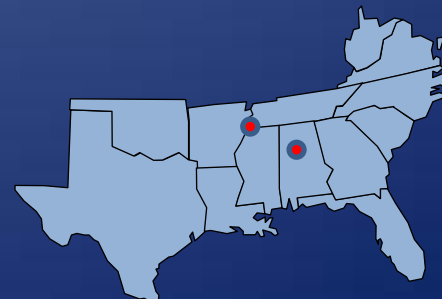
The Crescent Corridor is a major intermodal freight program centered on the continued development of Norfolk Southern's rail intermodal route from the Gulf Coast to the Mid-Atlantic. The TIGER grant supports construction of two new intermodal facilities in Memphis, TN and Birmingham, AL - both critical components of the full corridor plan. Construction of these new facilities includes pad and support tracks, trailer and container parking areas, lead tracks, and related ancillary buildings and features.

### Highlights:

- ❑ Provides significant new freight capacity from the Southeast through the Mid-Atlantic region, an area currently underserved by intermodal rail
- ❑ Reduces greenhouse gas emissions and helps reduce highway maintenance costs on major interstate routes
- ❑ Combines multiple modes (water, rail and highway) to gain the capacities, efficiencies and environmental benefits of each
- ❑ Brings new capacity and opportunity to economically distressed Memphis and Birmingham

### Project Benefits:

Once fully-developed, the Crescent Corridor will improve domestic rail intermodal service between the Northeast and Southeast for the terminal host cities of Memphis, Birmingham, Atlanta, Charlotte, Knoxville, Roanoke, Greencastle, Harrisburg, Bethlehem, Philadelphia and Northern New Jersey. Connecting this 2,500-mile network of existing rail lines with regional intermodal freight distribution centers will strengthen domestic and international freight distribution in the Southeast, Gulf Coast and Mid-Atlantic markets.



SOUTH





**Name:** Port of Gulfport Rail Improvements  
**Location:** Gulfport, MS  
**Sponsor:** Mississippi State Port Authority at Gulfport  
**Total Cost:** \$50,000,000  
**TIGER Funding:** \$20,000,000

### Project Description:

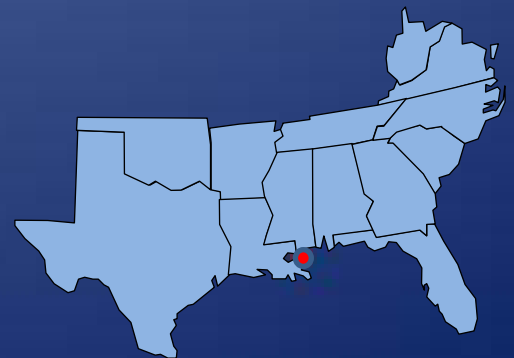
The project is a public-private partnership between the Mississippi State Port Authority and the KCS Railway Company. Upgrades to the KCS Line include new rail and ties; improved and additional siding; installation of new switches and other modernization devices; and replacing, rebuilding and improving existing road crossings and bridges. These improvements will accommodate double-stacked containers, which cannot be efficiently and effectively moved over the existing rail line.

### Highlights:

- ❑ Upgrades 76.5 miles of rail to accommodate 49 mph double-stack intermodal service; current service runs at 10 mph single-stacked
- ❑ Connects the Port of Gulfport to Chicago and Canada as well as to New Orleans and the East Coast
- ❑ Improves the economic competitiveness of the Port of Gulfport

### Project Benefits:

The project will upgrade the current KCS line from 10 mph to 49 mph and from single-stack to double-stack container service, thus improving the economic competitiveness of the Port of Gulfport. The project will move traffic from trucks to the more fuel efficient, cleaner and safer rail mode. This project is a component of the much larger post-Katrina Gulfport restoration project funded by the U.S. Department of Housing and Urban Development (HUD). The overall restoration project will help create jobs and elevate Port facilities to 25 feet above sea level.



SOUTH





**Name:** I-244 Multimodal Bridge Replacement  
**Location:** Tulsa, OK  
**Sponsor:** Oklahoma Department of Transportation  
**Total Cost:** \$86,720,000  
**TIGER Funding:** \$49,480,000

### Project Description:

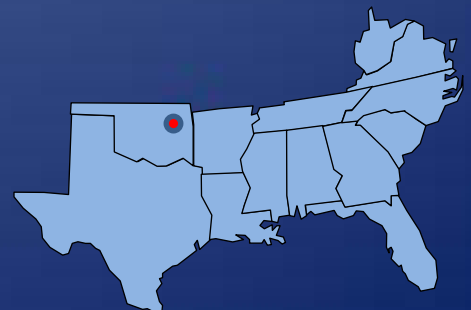
The project replaces an existing facility which currently has poor sufficiency ratings, high maintenance costs and excessive lane closures due to maintenance activities. The reconstructed bridge —Tulsa’s first multimodal crossing—will accommodate highway, high-speed intercity and commuter rail, and pedestrian and bicycle traffic.

### Highlights:

- Upgrades an I-244 bridge structure currently ranked as one of the five worst bridges on Oklahoma’s State-Owned Interstate Bridge System Inventory
- Provides a variety of multimodal options and is critical to support Tulsa’s planned commuter rail line

### Project Benefits:

The project will improve the condition of the existing bridge facilities and minimize operations and maintenance expenditures. The region’s economic competitiveness will be enhanced by significant improvements for both truck and rail freight movement over the Arkansas River. The I-244 project, with its key multimodal elements, is critical to Tulsa’s proposed transit-oriented development plans. Without this bridge, a planned commuter rail line linking Tulsa’s Central Business District and Tulsa’s West Bank areas is unable to proceed.



SOUTH





**Name:** New Orleans Streetcar - Union Passenger Terminal/Loyola Loop

**Location:** New Orleans, LA

**Sponsor:** Regional Transportation Authority

**Total Cost:** \$45,000,000

**TIGER Funding:** \$45,000,000

### Project Description:

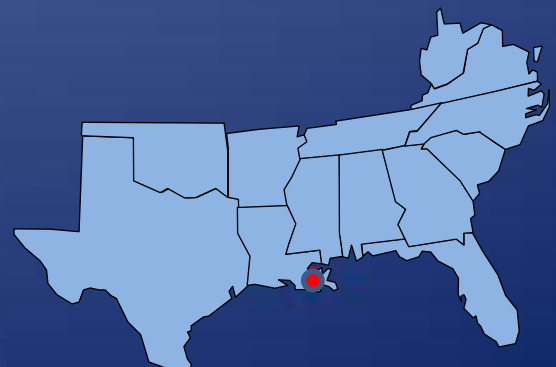
The Streetcar will run through New Orleans' central business district along Loyola Avenue from the Union Passenger Terminal to Canal Street, providing significantly improved connectivity between local transit services along Canal Street and the Union Passenger Terminal. The Terminal is a major southern hub for Amtrak, with three trains serving the station. The Loyola Avenue corridor is home to significant commercial and business activity, including the city's energy, government, healthcare and financial sectors in addition to many attractions and entertainment.

### Highlights:

- ❑ Provides mobility and connectivity, and increases transit options
- ❑ Expected to attract new investment along Loyola Avenue
- ❑ Encourages sustainable, pedestrian-oriented development and travel
- ❑ Average weekday ridership on the Regional Transportation Authority's system is currently approximately 35,400 riders

### Project Benefits:

The Union Passenger Terminal/Loyola Loop Streetcar increases the ability of the New Orleans central business district to attract development and redevelopment of under-utilized properties along Loyola Avenue and provides significantly improved transit options and choices for residents of the area traveling to and from the central business district.



SOUTH

The logo for the TIGER Discretionary Grant Program. It features a circular icon with a stylized 'T' and 'G' and the text 'RECOVERY.GOV'. Below this is the word 'TIGER' in large, bold, orange and black letters.

**Name:** Texas State Highway 161

**Location:** Irving & Grand Prairie, TX

**Sponsor:** North Texas Tollway Authority (NTTA)

**Total Cost:** \$1,300,000,000

**TIGER Funding:** \$20,000,000 to support a direct TIFIA loan of approximately \$400,000,000

### Project Description:

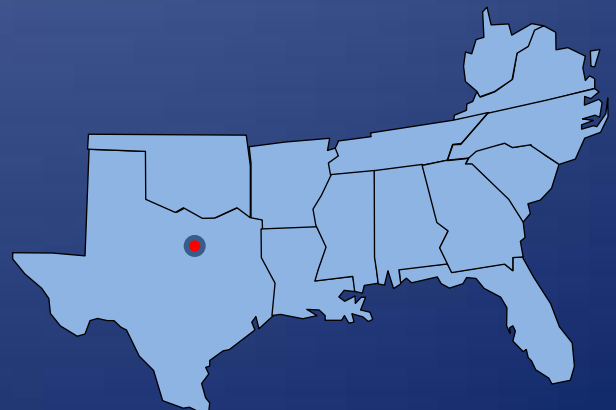
The project will improve the region's transportation network and level of service. Several phases are already under construction by the Texas DOT. The North Texas Tollway Authority intends to take over the project and complete and operate it. The project is located along the western boundary of Dallas County in a high-growth center of the Dallas-Ft. Worth Metroplex. This location, at the center of major intra-regional transportation, plays a role in the region's continued growth. Regional traffic management centers administered by the Authority and Texas DOT will link to an intelligent transportation system which will use real-time traffic flow and visual data to enhance mobility, reduce emissions and shorten incident response time.

### Highlights:

- ❑ Supports a direct Federal loan under the USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) program for up to one-third of the project's \$1.3 billion cost
- ❑ Completes the western portion of a second beltway around Dallas
- ❑ Utilizes congestion management to reduce delays and emissions

### Project Benefits:

The Project is included in the Dallas-Fort Worth Metropolitan Transportation Plan. It has been in previous metropolitan transportation plans as well, dating back to the 1950s. The project would use electronic toll collection to increase the capacity of this road and provide reliable and predictable levels of service. Congestion management technologies such as dynamic message signs will be used to reduce delays and emissions.



**SOUTH**

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Downtown Dallas Streetcar

**Location:** Dallas, TX

**Sponsor:** North Central Texas Council of Governments

**Total Cost:** \$58,000,000

**TIGER Funding:** \$23,000,000

### Project Description:

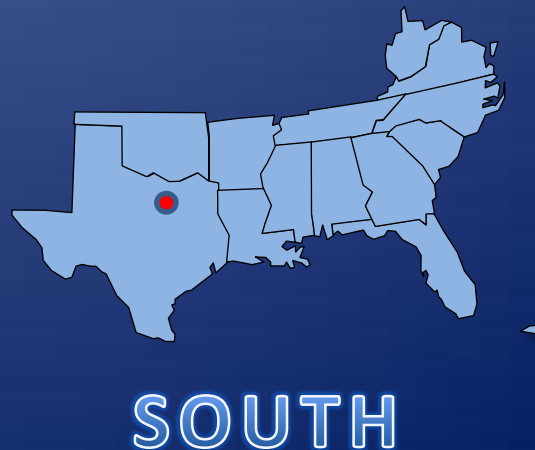
The proposed streetcar line originates in Downtown Dallas at Harwood and Main Street, continuing down Main Street to Houston Street through the largest job center in the North Texas area. The line has a stop at Union Station in Downtown Dallas, which provides access to the Dallas Area Rapid Transit Authority's Red/Blue Light rail lines and to Fort Worth via the Trinity Railway Express. It also includes stops at the Dallas Convention Center and Hotel, Trinity River Park (which will be among the largest urban parks in the United States), Methodist Medical Center, the Oak Cliff Gateway area and multiple residential areas.

### Highlights:

- ❑ Provides mobility and connectivity and increases transportation options in downtown Dallas, a city with more than 1.2 million people
- ❑ Links walkable, mixed use neighborhoods in the urban core with employment centers throughout the region

### Project Benefits:

This project will improve transportation within downtown Dallas by creating a seamless transit connection and providing a multi-modal link between jobs and residents. It specifically targets commuters in mixed use districts adjacent to downtown and will help create a transit network linking urban areas by providing multiple transportation alternatives.





# **I-85 CORRIDOR IMPROVEMENT PROJECT**

- Name:** I-85 Corridor Improvement and Yadkin River Crossing
- Location:** Rowan & Davidson Counties, NC
- Sponsor:** North Carolina Department of Transportation
- Total Cost:** From approximately \$374,000,000 to \$461,000,000
- TIGER Funding:** \$10,000,000, with optional innovative financing enhancements to support a direct loan for up to one-third of the project costs

### **Project Description:**

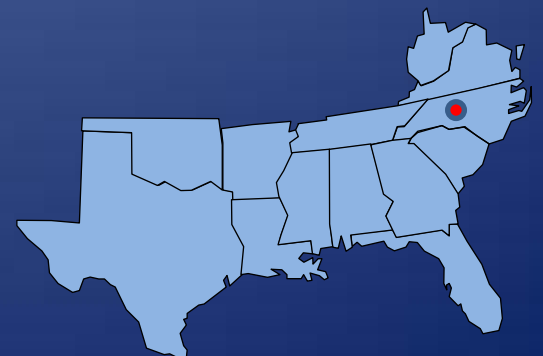
The project is located midway between Greensboro and Charlotte, NC. on I-85. It is the most direct interstate route between Atlanta, GA and Richmond, VA and carries a heavy volume of truck traffic. This portion of I-85 is one of the last remaining substandard segments between the South Carolina border and Durham, NC. The interstate has been widened to the immediate north and south of the project and completion of the project will remove the bottleneck between adjoining sections. The project sponsor for the I-85 Corridor Improvement and Yadkin River Crossing project will have the opportunity to work with the USDOT on an innovative financing approach, which would include a direct loan for the project through the USDOT Transportation Infrastructure Finance and Innovation Act credit assistance program.

### **Highlights:**

- ❑ Reconstructs seven miles of I-85, including highway, bridge and rail infrastructure, with replacement of three major, deteriorating structures over the Yadkin River
- ❑ Includes multi-modal improvements that enable an immediate 45 percent increase in freight and passenger rail speeds in the area
- ❑ Located in two economically distressed counties that have been disproportionately affected by the current fiscal environment

### **Project Benefits:**

The project will relieve congestion by removing a significant interstate bottleneck, providing improved military and evacuation routes, providing enhanced access and connectivity for area residents and businesses, and replacing structurally deficient and functionally obsolete bridges.



**SOUTH**

 **TIGER Discretionary Grant Program**



# **TIGER**



**Name:** I-95 Interchange & Access Project  
**Location:** Dillon County, SC  
**Sponsor:** South Carolina Department of Transportation  
**Total Cost:** \$360,000,000  
**TIGER Funding:** \$10,000,000, with optional innovative financing enhancements to support a direct loan for up to one-third of the project costs

#### Project Description:

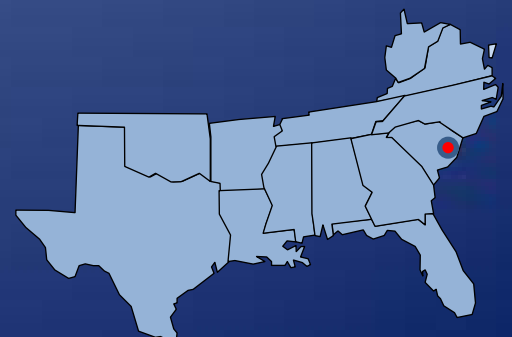
South Carolina is developing a new interstate highway from the coast of South Carolina to the North Carolina border, which will run through Marlboro, Dillon, Marion and Horry counties. The TIGER project is an 11-mile segment located in Dillon County where the new highway intersects with I-95, the major north-south East Coast interstate. The project sponsor for the I-95 Interchange & Access project will have the opportunity to work with the USDOT on an innovative financing approach, which would include a direct loan for the project through the USDOT Transportation Infrastructure Finance and Innovation Act credit assistance program.

#### Highlights:

- ❑ Provides significant travel time savings for drivers traversing the 11-mile segment to be improved by the TIGER discretionary grant
- ❑ Significantly improves safety by providing a controlled access interstate facility for travelers that are driving from I-95 to Myrtle Beach
- ❑ Creates jobs and economic activity in an area that has been economically depressed for many years

#### Project Benefits:

The project will significantly improve safety by segregating interstate traffic, including motorists travelling from I-95 to Myrtle Beach, from the local traffic, which is significantly slower. The project will improve economic competitiveness of the Myrtle Beach region and South Carolina by substantially improving interstate access for a major city that is currently not connected to the Interstate system. Ninety percent of Myrtle Beach visitors arrive by car, in an area that sees, on average, 100,000 visitors per day. With these improvements travelers from I-95 to Myrtle Beach will save as much as 25 minutes on this 65-mile trip.



SOUTH

 **TIGER Discretionary Grant Program**



**TIGER**





**Name:** U.S. 17 Septima Clark Parkway

**Location:** Charleston, SC

**Sponsor:** City of Charleston

**Total Cost:** \$146,300,000

**TIGER Funding:** \$10,000,000

### Project Description:

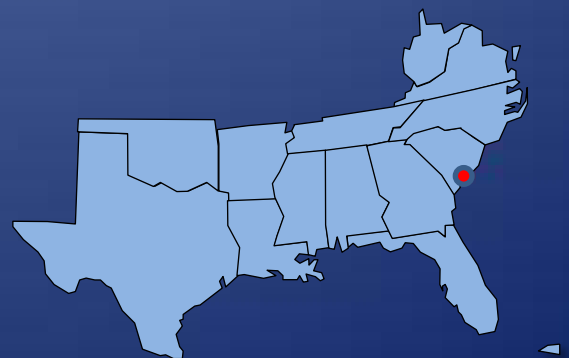
The project would redesign and reconstruct the Septima Clark Parkway (US-17) to include a storm water runoff system that would quickly shunt water into the nearby river. The roadway will be redesigned to improve highway accessibility, traffic efficiency and safety for vehicular and pedestrian traffic. The project also includes the introduction of intelligent transportation systems for more efficient traffic flow. TIGER funds will be used for the priority road improvements associated with the overall storm water management project.

### Highlights:

- ❑ Reconstructs US-17 to help alleviate flooding in downtown Charleston in the area of the US-17 and I-26 intersection during moderate to heavy rains
- ❑ Avoids disruptions to traffic, protects the infrastructure, and prevents damages to local businesses
- ❑ Improves safety by addressing the predominant cause of crashes in the area

### Project Benefits:

Improvements to the roadways, storm water drainage, conveyance and storage systems will prevent the frequent flooding of this highway. This project will benefit the city and region by providing a safe and efficient connection to jobs and development. LED signaling will also be introduced to improve pedestrian safety.



SOUTH





Name: Bella Vista Bypass

Location: Arkansas & Missouri

Sponsor: Arkansas State Highway and Transportation Department

Total Cost: \$358,100,000

TIGER Funding: \$10,000,000, with optional innovative financing enhancements to support a direct loan for up to one-third of the project costs

**Project Description:**

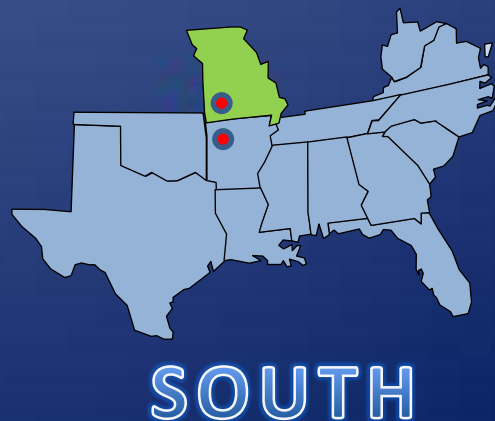
The project will create a 19-mile, access-controlled, 4-lane, partially tolled road around the City of Bella Vista in Northwest Arkansas and Southwest Missouri. The bypass will complete a link for I-49, connecting the Port of New Orleans with a number of interstates and improving the flow of goods to the Great Lakes and Canada. Major corporations and universities are located along this fast growing corridor. The proposed bypass would separate through traffic from local traffic and improve the movement of freight on a major north-south route. The project sponsor for the Bella Vista Bypass project will have the opportunity to work with the USDOT on an innovative financing approach, which would include a direct loan for the project through the USDOT Transportation Infrastructure Finance and Innovation Act credit assistance program.

**Highlights:**

- TIGER grant will support a direct Federal loan under the USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) program for up to one-third of the project’s \$358.1 million cost
- The construction of the Bella Vista Bypass will complete a critical link on 130-mile highway corridor connecting I-40 and I-44

**Project Benefits:**

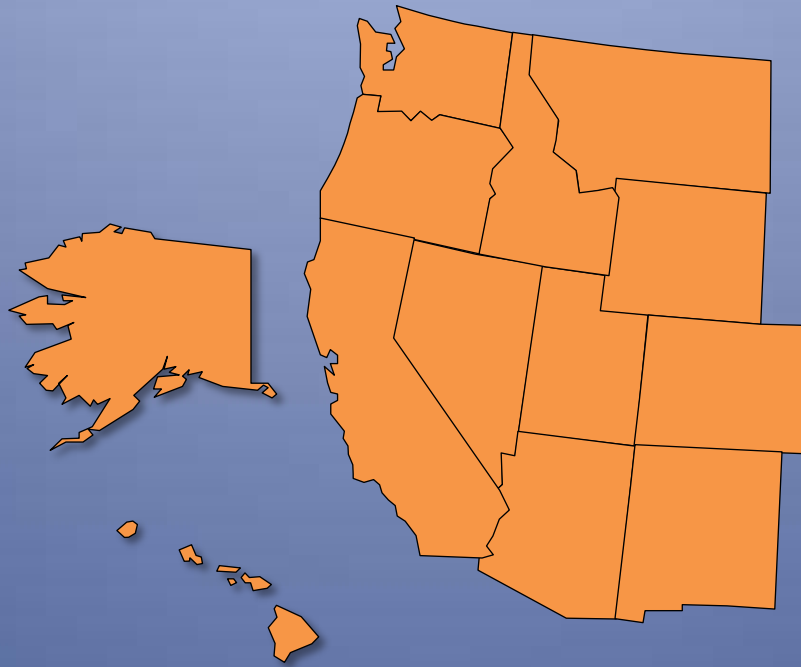
As a controlled-access facility, the Bella Vista Bypass will allow for the free flow of commercial vehicles. These improvements will encourage economic expansion and make the existing route through downtown safer.



 **TIGER Discretionary Grant Program**

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 **TIGER**



WEST



**Name:** Tucson Modern Streetcar

**Location:** Tucson, AZ

**Sponsor:** City of Tucson

**Total Cost:** \$150,100,000

**TIGER Funding:** \$63,000,000

### Project Description:

The project will construct a 3.9 mile modern streetcar line in the City of Tucson that connects the city's major activity centers, including the Arizona Health Sciences Center, the University of Arizona main campus, the Main Gate retail/entertainment area, the 4th Avenue retail/entertainment area, Downtown Tucson, the West End planned development, the El Rio Community Health Center and the Tucson Empowerment Zone. The TIGER grant will assist in funding track work and guide work construction; construction of stations, stops, terminals and support facilities; rights-of-way and land acquisition; and streetcar vehicles.

### Highlights:

- ❑ Attracts new investment and raises the value of existing properties
- ❑ Corridor planning has been well integrated with overall community planning and local share is more than 50 percent of the project costs
- ❑ Serves low-income and transit dependent populations; one-third of corridor residents are below the poverty level

### Project Benefits:

The project will support sustainable growth, provide new transit connections between major urban destinations (including the University of Arizona and downtown Tucson) and add much needed service frequency, hours and capacity. Approximately 10 percent of the region's residents currently live and/or work within walking distance of the modern streetcar route. This is one of the most transit-dependent areas in the region, with high concentrations of low-income populations, as well as a high number of residents with no access to an automobile.





**Name:** Doyle Drive Replacement

**Location:** San Francisco, CA

**Sponsor:** San Francisco County Transportation Authority and California Department of Transportation

**Total Cost:** \$1,045,000,000

**TIGER Funding:** \$46,000,000

### Project Description:

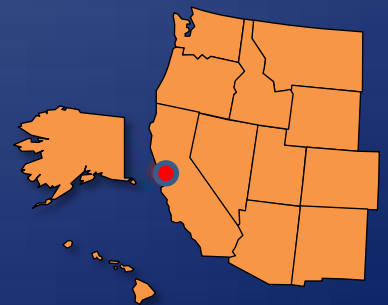
TIGER funds will close the gap in a \$1.045 billion financing package for the replacement of Doyle Drive in San Francisco County. The project will help create the new Presidio Parkway, which includes construction of a high-viaduct structure between the Park Presidio Interchange and San Francisco National Cemetery, maintenance of existing parking and improvements in pedestrian access. The project will improve an important commuter route for both highway and transit riders in an environmentally enhanced way and within the existing footprint.

### Highlights:

- ❑ Replaces a bridge rated by the Federal Highway Administration as the fifth worst bridge in the nation and the worst in California for structural sufficiency
- ❑ Improves seismic, structural and traffic safety on a bridge that poses significant safety and economic risks should an earthquake occur
- ❑ Transforms an unsafe and deteriorated road into one that is safe and reflects its setting within the largest urban national park in the nation.

### Project Benefits:

The Doyle Drive Replacement Project will improve the seismic, structural and traffic safety of Doyle Drive while remaining sensitive to the Presidio as a National Park. Built in 1936, the current highway no longer meets acceptable standards for withstanding earthquakes; its bridges and viaducts do not meet structural integrity standards; and it lacks capacity to safely handle the large volume of daily traffic .



WEST





**Name:** Alameda Corridor East: Colton Crossing  
**Location:** Colton, CA  
**Sponsor:** California Department of Transportation  
**Total Cost:** \$198,300,000  
**TIGER Funding:** \$33,800,000

### Project Description:

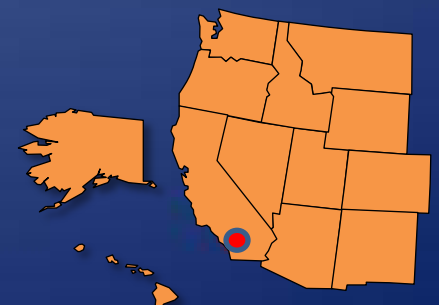
The project eliminates the mainline at-grade rail crossing of the Union Pacific Railroad and the BNSF Railway at Colton in San Bernardino County. This crossing is on the major east-west corridor for each of the two carriers, and at its peak in 2006 the crossing handled 129 trains a day. The trains that wait and queue behind the crossing create a major choke point for traffic moving to and from Southern California.

### Highlights:

- ❑ Addresses one of the most significant choke points for freight moving into and out of the California ports of Los Angeles/Long Beach
- ❑ Eliminates the need for trains to idle as they wait for a “crossing window,” accommodates future increases in passenger and commuter train service, and reduces delays for motorists at 24 rail-highway grade crossings affected by Colton Crossing railway congestion
- ❑ Leverages Federal investment with significant State and private railroad contributions
- ❑ The project is in San Bernardino County, an economically distressed area

### Project Benefits:

The project will reduce travel time, save on inventory costs and improve reliability for the movement of goods across the country. Approximately 40 percent of all containerized traffic entering or leaving the United States passes through the ports of Los Angeles and Long Beach. More than 60 percent of the volume from these ports is moved inland through the L.A. Basin and the vast majority of this volume moves via rail over Colton Crossing. The crossing is also of vital importance to California’s local economy, as 40 percent of its traffic is not port related.



WEST

 **TIGER Discretionary Grant Program**

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 **TIGER**

# California's Green Trade Corridor



**Name:** California Green Trade Corridor/Marine Highway Project

**Location:** Oakland, Stockton & West Sacramento, CA

**Sponsor:** Ports of Oakland, Stockton & West Sacramento

**Total Cost:** \$69,300,000

**TIGER Funding:** \$30,000,000

## Project Description:

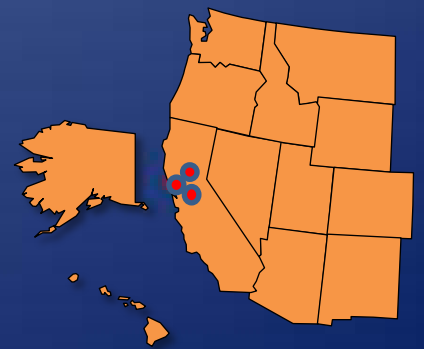
The project is a collaborative effort of three regional ports in California to develop and use a marine highway system as an alternative to existing truck and rail infrastructure. The Port of Oakland along with the inland Ports of Stockton and West Sacramento have formed a partnership to provide freight service via barge, primarily for consumer goods moving by ocean vessel and agricultural products grown in Central California.

## Highlights:

- Supports an innovative partnership to create a marine highway alternative for high-value freight in Northern and Central California
- Strengthens import and export markets and increases the economic competitiveness of California and the Nation
- Each of the three ports to be upgraded--Oakland, Stockton and West Sacramento--is in an economically distressed area

## Project Benefits:

The marine highway project will improve the quality of life for Northern Californians by reducing greenhouse gas emissions and air pollutants and relieving congestion and wear-and-tear on Northern and Central California's highways. The project will help reduce round-trip and overall truck miles traveled to and from distribution centers and port facilities in the area, with corresponding savings in fuel costs achieved by shipping goods by barge rather than exclusively by truck.



WEST

 **TIGER Discretionary Grant Program**



**TIGER**



**Name:** Otay Mesa Port-of-Entry I-805/SR-905 Interchange

**Location:** San Diego, CA

**Sponsor:** San Diego Association of Governments

**Total Cost:** \$449,000,000

**TIGER  
Funding:** \$20,200,000

### Project Description:

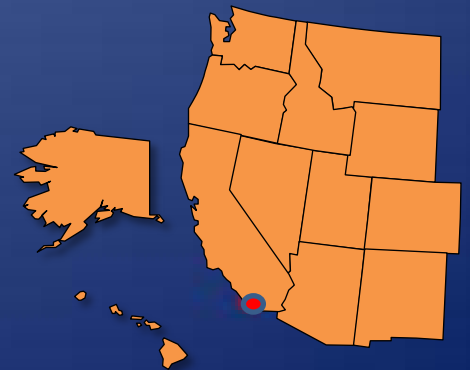
The project will fund a critical interchange linking I-805 in San Diego to the new SR-905 highway now under construction. Once complete, the project will provide a direct 6-lane highway link to the Otay Mesa Port of Entry at the Mexican border, with reduced grades and improved shoulders. Otay Mesa is the largest freight border crossing between California and Mexico. International freight will use the new highway instead of using heavily congested Otay Mesa Road. Construction of SR-905 began in April 2008 and the TIGER funds will be used to complete the final interchange, linking SR-905 with I-805. The TIGER grant is four percent of the total \$449 million cost of completing SR-905.

### Highlights:

- ❑ Provides last portion of funding needed for project with strong non-Federal funding
- ❑ Completes the “last mile” intermodal connector, which is critical to realizing the full benefit of the new SR-905 highway
- ❑ Provides substantially faster travel speeds, accommodates the movement of significantly more freight, improves safety and greatly reduces emissions

### Project Benefits:

Completing this Interstate connection is a high priority for reducing congestion at the border on a major international freight route. The project will improve efficiency and reliability in the movement of goods and services and will reduce border wait times. The project will also allow redevelopment of the local road currently used by freight traffic.



WEST

 **TIGER Discretionary Grant Program**



**TIGER**





Name: US 395 North Spokane Corridor – Francis Ave. to Farwell Rd. Southbound

Location: Spokane, WA

Sponsor: Washington State Department of Transportation

Total Cost: \$35,000,000

TIGER  
Funding: \$35,000,000

### Project Description:

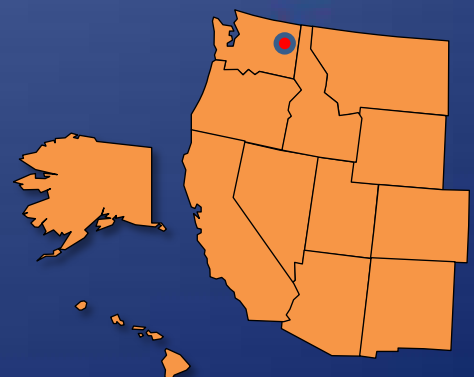
The project will build 3.7 miles of southbound US-395 from Francis Avenue to Farwell Road in Spokane County to complement the existing northbound lanes. The northbound lanes are currently being used in a limited fashion for both north and southbound traffic. The build-out of the southbound lanes will divert traffic onto this facility, which will alleviate traffic on local roads. The full project, once complete, will provide a necessary link between I-90 on the south end and existing US-2 and US-395 on the north end.

### Highlights:

- Takes freight and regional traffic off local roads by providing a divided, free-flow freeway facility
- Includes a parallel pedestrian/bike path, park-and-ride lots and preservation of right-of-way for high capacity public transportation

### Project Benefits:

The project will enhance safety by streamlining traffic flow and keeping traffic off local streets. The project includes community-preferred design features, has bike/pedestrian features, park-and-ride lots, and has the potential for transit. The project is shovel-ready and will quickly create jobs.



WEST

 TIGER Discretionary Grant Program



**TIGER**

**Name:** Mercer Corridor Redevelopment

**Location:** Seattle, WA

**Sponsor:** City of Seattle

**Total Cost:** \$221,400,000

**TIGER  
Funding:** \$30,000,000

## Project Description:

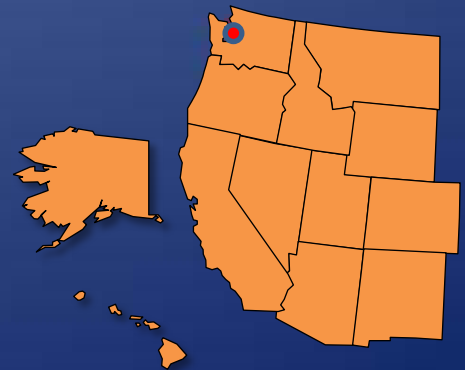
The project involves the reconstruction and realignment of the main roadway through the growing biotechnology hub in South Lake Union, connecting a number of urban centers to I-5 in Seattle. The project will build multi-modal improvements along Mercer and Valley Streets, including widening Mercer to create a two-way boulevard, reconstructing Valley Street as a local access street, providing new and wider sidewalks, improving connections to transit and adding bicycle lanes.

## Highlights:

- ❑ Provides accessibility for economically disadvantaged populations, senior citizens and persons with disabilities and links them to jobs, housing, shopping, services and recreation
- ❑ Reduces energy use and greenhouse gas emissions by creating a vibrant, walkable mixed-use urban community
- ❑ Eliminates six high-accident locations

## Project Benefits:

The project area is in extremely poor condition and in need of rehabilitation. The roadwork will reengineer a key bottleneck and will also upgrade the water, sewer and electrical infrastructure that serves the area. The project is fully integrated with Seattle's transit, bicycle and pedestrian plans, and it re-routes traffic flow and opens space for alternative transportation options and mixed-use development. The design criteria include innovative options for stormwater runoff, lighting and other project components. The South Lake Union development area is a pilot for Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND).



WEST

 **TIGER Discretionary Grant Program**



**TIGER**



## Regional Transportation Commission of Southern Nevada

**Name:** Sahara Avenue Bus Rapid Transit  
**Location:** Las Vegas, NV  
**Sponsor:** Regional Transportation Commission of Southern Nevada  
**Total Cost:** \$45,156,000  
**TIGER Funding:** \$34,400,000

### Project Description:

Sahara Avenue is a 17-mile major road running east-west through the heart of Las Vegas. The project will improve the efficiency and quality of transit service by converting existing breakdown lanes on Sahara Avenue to bus-only lanes, improving passenger amenities, increasing the use of off-board fare collection and expanding the corridor's Intelligent Transportation System infrastructure to improve both traffic and transit operations. The project will further bolster the Regional Transportation Commission's efforts to implement a comprehensive bus rapid transit (BRT) network by connecting directly to two other BRT routes.

### Highlights:

- ❑ Serves one of the heaviest employment centers in Las Vegas
- ❑ Connects directly to two other BRT routes and bus services in Las Vegas
- ❑ Significantly improves speed, reliability and efficiency of transit services with little or no impact on traffic capacity
- ❑ Planned operating service goes through areas with higher than average populations of disabled, elderly and low-income populations
- ❑ Las Vegas is an economically distressed area

### Project Benefits:

The project will improve mobility, connectivity and accessibility on a major commuter corridor in Las Vegas and help spur local economic growth. The Regional Transportation Commission expects to use project improvements to expand service frequency and coverage with no increase in either fleet size or net costs, due to faster service, operational efficiencies and projected increases in ridership. The project complements initiatives by the City of Las Vegas and Clark County to promote more intensive development along corridors that have more frequent transit service.



WEST





**Name:** Portland's Innovation Quadrant—SW Moody Street & Streetcar Reconstruction

**Location:** Portland, OR

**Sponsor:** City of Portland Bureau of Transportation

**Total Cost:** \$66,532,551

**TIGER Funding:** \$23,203,988

### Project Description:

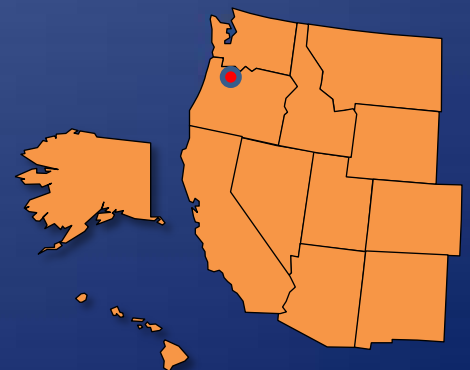
TIGER funds will be used to reconstruct SW Moody Avenue in the South Waterfront area. The project will elevate the roadway by 14 feet to cap contaminated soils. It will include three traffic lanes, dual streetcar tracks and pedestrian and bicycle facilities. The project will introduce infrastructure investment to support future development.

### Highlights:

- ❑ Reconstructs a critical connector that all traffic from the South Waterfront district must flow through to access the central business district
- ❑ Increases transportation options by incorporating three traffic lanes, double-track streetcar tracks and pedestrian and bicycle facilities
- ❑ Raising SW Moody Avenue's grade by 14 feet is an innovative way to facilitate brownfield redevelopment at adjacent properties without disturbing capped hazardous materials

### Project Benefits:

The project will facilitate economic activity by opening up large parcels adjacent to SW Moody Avenue for development and will incorporate additional transit options along SW Moody Avenue to help ensure the economic success of the South Waterfront district. This investment in roadway and streetcar facilities also supports the Portland-Milwaukie Light Rail extension and streetcar extensions including the Close the Loop line (connecting eastside and Westside streetcar lines) and the Portland-to-Lake Oswego lines.



WEST





**Name:** US-491 Safety Improvements  
**Location:** McKinley & San Juan Counties, NM  
**Sponsor:** Navajo Division of Transportation  
**Total Cost:** \$147,000,000  
**TIGER Funding:** \$31,000,000

**Project Description:**

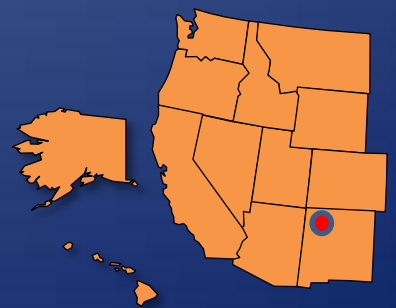
US-491 is the primary north-south highway in this extremely rural area of northwest New Mexico. The road connects the local Navajo Nation to other parts of New Mexico, Colorado, and the Four Corners area. It is a major trucking route with increasingly high volumes of commercial traffic. The full project will expand the width of US-491 over a corridor length of approximately 69 miles, constructing two new lanes adjacent to the two existing lanes. Additional safety improvements include constructing turn lanes for acceleration and deceleration in commercial and high-traffic areas, and improving intersections, signage, markings and drainage facilities.

**Highlights:**

- ❑ Improves safety and saves lives on one of the most dangerous routes in New Mexico
- ❑ Expands US-491, which is the life link for residents of this extremely rural area, providing access to emergency, medical, education, commercial and other vital services
- ❑ McKinley and San Juan Counties are economically distressed areas

**Project Benefits:**

The project improves safety, transportation efficiency, and potential economic development opportunities for the Navajo Nation and the state of New Mexico. The road has a history of traffic accidents and safety problems, which the project will address by providing two additional lanes and separating north- and south-bound traffic with a 46-foot median, among other improvements. Statistics indicate the fatality rate at the north portion of the corridor is about 3.6 times the state average, and at the south portion, about 2.2 times the average state rate.



WEST

 **TIGER Discretionary Grant Program**

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 **TIGER**

# U.S. 36 Managed Lanes/Bus Rapid Transit



**Name:** U.S. 36 Managed Lanes/Bus Rapid Transit

**Location:** Denver, CO

**Sponsor:** Colorado Department of Transportation

**Total Cost:** \$160,000,000 to \$260,000,000

**TIGER Funding:** \$10,000,000, with optional innovative financing enhancements to support a direct loan for up to one-third of the project costs

## Project Description:

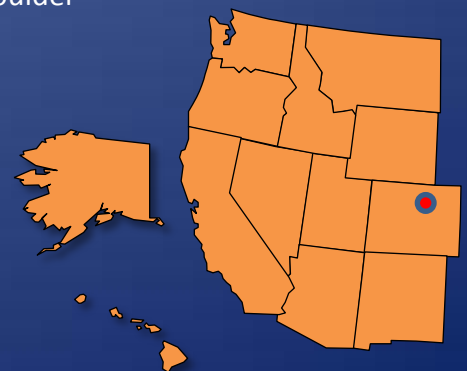
TIGER funds will be used to create the Managed Lanes/Bus Rapid Transit Project on a portion of U.S. 36 from Boulder to Denver. The project includes one managed lane in each direction on US-36; bus rapid transit operations for the corridor; a commuter bikeway; and an intelligent transportation system for toll collection and incident management. U.S. 36 is the only direct highway connection between Boulder and Denver and use of the corridor continues to expand rapidly with the area's continued growth. The highway currently carries between 80,000 and 100,000 vehicles daily, operating at close to 90 percent capacity. The project sponsor for the US-36 Managed Lanes/Bus Rapid Transit project will also have the opportunity to work with the USDOT on an innovative financing approach, which would include a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program.

## Highlights:

- ❑ Reduces congestion and encourages more energy efficient modes of transportation
- ❑ Utilizes ITS to improve operations and incident management on a congested highway
- ❑ Includes significant local funding

## Project Benefits:

Using managed lanes and bus rapid transit offers significantly improved operations and performance in the corridor without the addition of new general-purpose lanes. The project will reduce congestion, travel time, fuel consumption and emissions. It will also provide safety benefits and travel time savings to low-income families who use transit. The Denver to Boulder corridor is of great significance to the Denver Metropolitan area and the state of Colorado, as many industries are located along US-36.



WEST

 **TIGER Discretionary Grant Program**



**TIGER**

# HARBORS DIVISION

*Hawaii*

**Name:** Reconstruction of Pier 29 in Honolulu Harbor

**Location:** Honolulu, HI

**Sponsor:** Hawaii Department of Transportation

**Total  
Cost:** \$31,500,000

**TIGER  
Funding:** \$24,500,000

## Project Description:

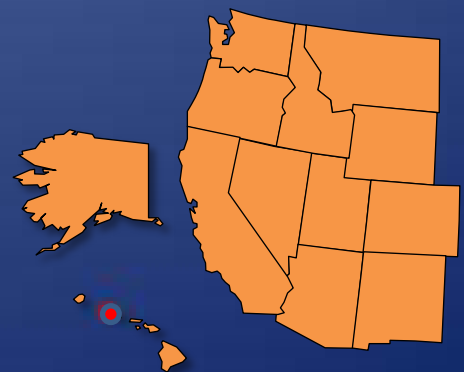
In 2008, the Pier 29 container yard at the Honolulu Harbor suffered structural failures, displacing the international carrier that used it. TIGER funds will reconstruct Pier 29, adding approximately 12 acres of upgraded cargo yard while also increasing efficiency and safety in Honolulu Harbor. Reconstructing Pier 29 will allow the international carrier that was displaced to return to Pier 29 from its current location in Pier 1 where working conditions are becoming increasingly congested and untenable.

## Highlights:

- ❑ Supports a primary mode of commercial transportation in Hawaii: 80 percent of all commercial goods in Hawaii are imported and 98 percent of these goods are received through the port
- ❑ Reconstructing Pier 29 improves operations at Honolulu Harbor; in 2008, Honolulu Harbor ranked 15th among North American ports

## Project Benefits:

Reconstructing Pier 29 will reduce truck traffic on busy and congested roadways in downtown Honolulu near Piers 1 and 2 by moving much of the traffic west towards the reconstructed Pier 29. Since Pier 29 is closer to Nimitz Highway and the primary inter-modal highway routes, reconstructing Pier 29 helps reduce fuel consumption and greenhouse emissions from cargo movements at Piers 1 and 2 in the downtown Honolulu area.



WEST

 **TIGER Discretionary Grant Program**



**TIGER**



Lake County Community Development Corporation

**Name:** Lake County Transportation Connectivity Project

**Location:** Lake County, MT

**Sponsor:** Lake County Community Development Corporation

**Total Cost:** \$16,262,070

**TIGER Funding:** \$12,000,000

**Project Description:**

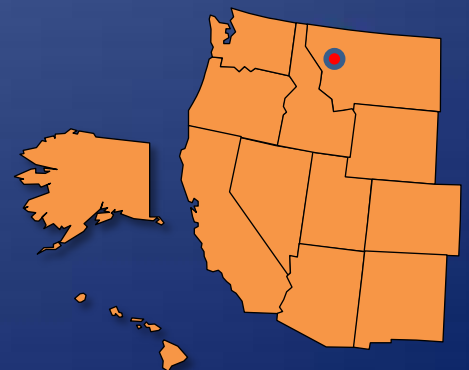
The Lake County Transportation Connectivity Project will upgrade city and county streets and roads, including Skyline Drive in the Polson area, and help further local efforts to provide safe routes between and within communities for pedestrians and cyclists as they travel to work and school and for other purposes. The project includes road paving and construction that will provide better connectivity throughout the Mission Valley portion of Lake County, in Northwest Montana. The project encompasses approximately 30 miles of the 70 mile length of Lake County that lies along US Highway 93. Lake County is a rural area that overlays most of the Flathead Indian Reservation.

**Highlights:**

- ❑ Partnership with the Confederated Salish and Kootenai Tribes, the Cities of Polson and Ronan, the Town of St. Ignatius and the Lake County Community Development Corporation, a community-based non-profit
- ❑ Supports investment in an economically distressed area

**Project Benefits:**

The project will increase the safety and transportation options of the predominately rural area by providing better connections for residents traveling to work, school or other destinations. The improvements are aimed at creating a safer and more convenient transportation system on facilities that are currently in need of improvements – Skyline Drive has been identified by the Montana DOT as a risk in its Safety Management Program. Skyline Drive has steep grades, sharp curves, a narrow roadway, and a narrow bridge. The project benefits all residents of Lake County and the Flathead Indian Reservation, including the Confederated Salish and Kootenai Tribes.



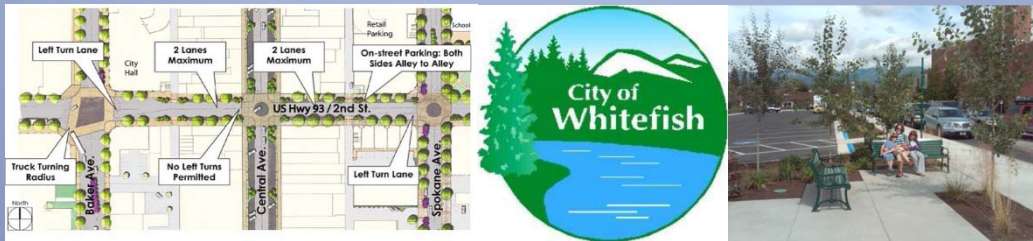
WEST

 **TIGER Discretionary Grant Program**

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 **TIGER**





**Name:** US-93/2<sup>nd</sup> Street Improvements

**Location:** Whitefish, MT

**Sponsor:** City of Whitefish

**Total Cost:** \$3,500,000

**TIGER Funding:** \$3,500,000

**Project Description:**

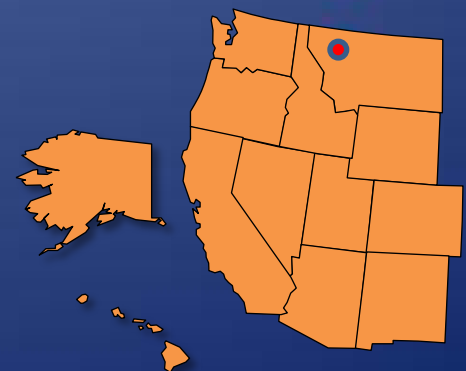
The project consists of improvements to US-93/2<sup>nd</sup> Street in downtown Whitefish. Key elements include a modern, coordinated traffic signal system, the addition of left turn lanes, ADA-compliant crosswalks and angled parking. The project will also do a curb-to-curb reconstruction of the roadway, during which the city will upgrade sewer and water lines.

**Highlights:**

- ❑ Supports a coordinated plan to improve the vitality of downtown, balancing the need to move significant volumes of traffic with the desire to maintain a pedestrian friendly, traditional small town main street and downtown
- ❑ Improves livability with a pedestrian-oriented streetscape
- ❑ Eases congestion with a modern traffic signal system
- ❑ Increases safety with ADA-compliant crosswalks

**Project Benefits:**

The project will revitalize existing infrastructure and is part of an overall plan for long-term economic growth in downtown Whitefish. The project will promote economic expansion by increasing the value of downtown properties. It also has strong livability and safety benefits and will manage downtown traffic. Improving traffic flow will also contribute to reductions in fuel consumption and greenhouse gas emissions.



WEST





**Name:** Beartooth Highway Reconstruction Project

**Location:** Park County, WY

**Sponsor:** Wyoming Department of Transportation

**Total Cost:** \$65,000,000

**TIGER  
Funding:** \$6,000,000

### Project Description:

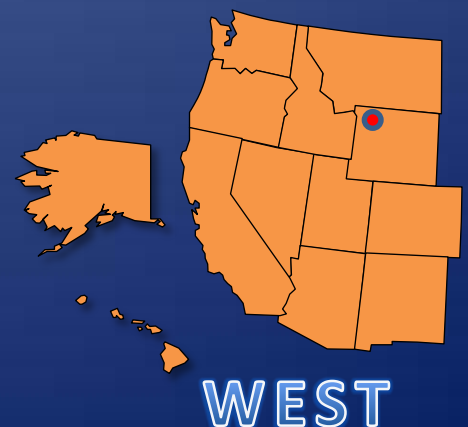
The full project on what is known as “America’s Most Beautiful Highway” involves the complete reconstruction of a seven-mile segment of a scenic highway in a rugged and remote area northeast of Yellowstone National Park within the Shoshone National Forest. The project includes full-depth pavement replacement, new and replaced bridges, and drainage improvements. TIGER funds will be used for a critical \$6 million portion of the project. Reconstruction will address several deteriorating or deficient elements: roadway surface, road alignment, travel lane width, shoulder width, bridges, drainage facilities, parking areas, pullouts, and access road intersections.

### Highlights:

- ❑ Reconstructs a segment of the Beartooth Highway which has not been rebuilt since its original construction in the 1930s
- ❑ Supports an “orphaned road,” which is not on Wyoming’s highway system; improving this segment requires extensive partnership and coordination
- ❑ Since 1994, FHWA has deemed this segment inadequate and substandard

### Project Benefits:

The project will have substantial safety benefits, create jobs, and have a positive impact on the regional economy. It also improves an important link on a scenic road that connects Yellowstone National Park to Wyoming and Montana communities.





**Name:** Auke Bay Loading Facility

**Location:** Juneau, AK

**Sponsor:** City & Borough of Juneau

**Total Cost:** \$14,840,000

**TIGER Funding:** \$3,640,000

**Project Description:**

TIGER will fund Phase II of the Auke Bay Loading Facility in Juneau, which includes an additional half-acre of storage, lighting, security gate and fences; a freighter loading facility and ramp; and a fisheries dock. The completed Phase I created a 1.75 acre gravel upland freight staging/storage area with highway access and a gravel loading facility. Phase I also installed a drive-down commercial fisheries dock and a freight loading facility dock.

**Highlights:**

- ❑ Improves freight transfer activities for Alaska communities that use barge and landing craft as primary marine services
- ❑ Many of the areas served by Auke Bay, which is in an economically distressed area, have high rates of poverty and several have predominately Native Alaskan populations

**Project Benefits:**

TIGER funding will provide the remaining dollars needed to bring the facility to full operating capacity. This will result in much needed improvements to the durability of the completed portions to minimize lifecycle costs, increase economic competitiveness and finish environmental mitigation. Auke Bay will improve transport options and promote greater competition among transport companies serving outlying communities that depend on the Juneau regional transport hub. The Auke Bay Loading Facility will help deliver government programs to remote communities and contribute to lower costs of living and improved living standards. The facility is important to serving the needs of the fishing community by reducing the need for long and dangerous voyages around Douglas Island to reach Juneau, and provides almost direct access to Juneau airport for fresh seafood exports. The freight transshipment service is particularly important to Alaskans because Seattle-based barge lines no longer serve several smaller communities near Juneau.

