

U.S. Department of Transportation Transportation Investment Generating Economic Recovery (TIGER) Grants

February 17, 2010

The U.S. Department of Transportation is proud to announce \$1.5 billion in TIGER Grant funding for over 50 high-priority, innovative transportation projects across the country. The projects, funded by the American Recovery and Reinvestment Act (ARRA), will create thousands of jobs all over the country and help get the economy back on track

The TIGER grant program targets major national and regional transportation projects that are in many cases difficult to pursue through other government funding programs. Selected projects must foster job creation, show strong economic benefits, and promote communities that are safer, cleaner and more livable.

The projects selected for TIGER grants are diverse. They range in size from under \$4 million to over \$100 million, and are found in both rural and urban communities from Alaska to Maine and Hawaii to South Carolina. The projects are distributed throughout 41 states and the District of Columbia.

Key Sectors for Investment

Major investments are being made in a number of key sectors of the economy, including:

Freight Rail: Eleven national freight projects will help get freight off America's highways and onto rail. This investment will make our roads safer, the air cleaner, reduce traffic congestion and decrease our reliance on foreign oil.

Road and Bridge Repair: Thirteen highway infrastructure projects will make critical repairs to roads and bridges that are in dire condition. These projects include bridge repairs in Michigan, Indiana and Oklahoma and road work in Texas, Vermont and California.

Community Livability: Twenty-two livability projects are aimed at giving Americans more choices about how they travel and improving access to economic and housing opportunities in their communities. This includes new transit options in Arizona, Louisiana and Nevada.

The TIGER program takes a new, common-sense approach to investing scarce federal resources on transportation projects of national significance. Unlike other federal transportation programs, TIGER funds are open to all types of projects, from roads and bridges to transit and rail. In order to receive funding, each project must show how it will help the United States meet its national goals, most importantly growing and rebuilding the economy.

Background

In 2009 Congress created the new \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program in the American Recovery and Reinvestment Act of 2009 (ARRA) to fund transportation projects that “have a significant impact on the Nation, a metropolitan area, or region.” Since then, the TIGER program has been allocated another \$600 million for fiscal year 2010, meaning at least one more round of project awards will be made.

The TIGER program has generated huge enthusiasm nationwide. The U.S. DOT received nearly 1,400 applications requesting more than \$57 billion from every state and hundreds of communities across the U.S. Projects eligible for TIGER funding include highways, bridges, transit, passenger and freight rail, and port infrastructure.

Because projects must have a national or regional impact, states, regions and communities have worked together toward transportation solutions that have a significant impact on their transportation networks and in many cases would have been difficult to finance through existing formula programs. For the first time, federal funds are breathing life into a range of creative and cooperative proposals from States, regional planning agencies, local governments and public-private partnerships.

Project Evaluation

To review the nearly 1,400 TIGER grant applications received, the U.S. DOT created a unique, multimodal review process involving staff from every specialty within the Department. Each project was evaluated for its ability to help the nation achieve five simple but very important goals:

- A state of good repair for our existing transportation facilities;
- Enhanced economic competitiveness;
- Safer streets and communities;
- Environmental sustainability; and
- Enhanced community livability.

The TIGER evaluation process also relied on rigorous analytical work, including cost-benefit analysis. Projects that scored well against these criteria were considered for funding.

Transparency, Accountability and Performance Review

The U.S. DOT will track the performance of the TIGER projects and their contributions to economic recovery and our long-term goals. These projects represent significant transportation investments that align multi-modal project designs to forward critical national goals.

SELECTION CRITERIA

Each of the projects selected for TIGER discretionary grant funding provides long-term benefits that will have a significant impact on the Nation, a metropolitan area or a region and contributes to National efforts to create jobs and business activity. TIGER selection criteria include:

1. Long-Term Outcomes

- a. **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- b. **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- c. **Livability:** Improving the quality of living and working environments and the experience for people in communities across the United States.
- d. **Sustainability:** Improving energy efficiency, reducing dependence on foreign oil, reducing greenhouse gas emissions and benefitting the environment.
- e. **Safety:** Improving the safety of U.S. transportation facilities and systems.

2. Job Creation & Economic Stimulus

Quickly creating and preserving jobs and stimulating rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

3. Innovation

Using innovative strategies to pursue the long-term outcomes outlined above.

4. Partnership

Demonstrating strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

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| 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 |
| Downtown Dallas Streetcar | TX | \$ 23,000,000 |
| Quonset Wind Energy & Surface Transportation Project | RI | \$ 22,300,000 |



| Project Name | State(s) | TIGER Grant Amount |
|---|------------|--------------------|
| 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 |
| 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 |

 **TIGER Discretionary Grant Program**



TIGER



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.

TIGER Discretionary Grant Program
TIGER



CENTRAL



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:

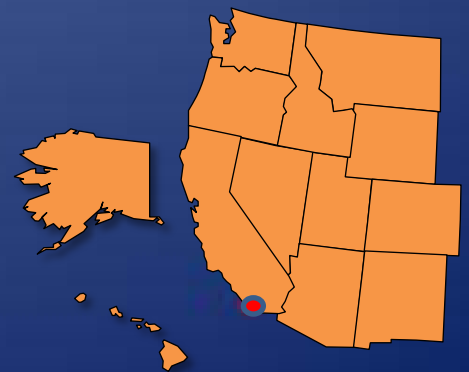
The project will fund a critical interchange linking I-805 in San Diego to the new SR-905 highway now under construction. Once complete, the project will provide a direct 6-lane highway link to the Otay Mesa Port of Entry at the Mexican border, with reduced grades and improved shoulders. Otay Mesa is 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