



The Transportation Investment Generating Economic Recovery, or TIGER I and TIGER II Discretionary Grant programs, provide a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Congress dedicated \$1.5 billion for TIGER I and \$600 million for TIGER II to fund projects that have a significant impact on the Nation, a region or a metropolitan area. TIGER's highly competitive process, galvanized by tremendous applicant interest, allowed DOT to fund 51 innovative capital projects in TIGER I, and an additional 42 capital projects in TIGER II. Applications were evaluated through a competitive process by technical and professional experts at DOT, and project benefits were analyzed to ensure that limited funds were spent most effectively. The TIGER programs use rigorous, multi-modal selection criteria and the results of economic analysis to select projects and track the effectiveness of TIGER investments through focused project-specific performance measurement plans.

Identifying Outcomes

The TIGER programs enable DOT to examine a broad array of projects on their merits and compare the benefits of each. In fiscally constrained times, it's especially important to ensure that taxpayers are getting value for every dollar invested. In both rounds of TIGER, DOT received hundreds of applications for worthy projects to build and repair critical pieces of our multi-modal freight and passenger transportation networks. Applicants were asked to detail the benefits their project would deliver for five primary long-term outcomes, safety,

economic competitiveness, state of good repair, livability and environmental sustainability and were evaluated against these criteria. Applicants were also evaluated on contributions to economic recovery, a priority for DOT, as well as innovation and partnership.

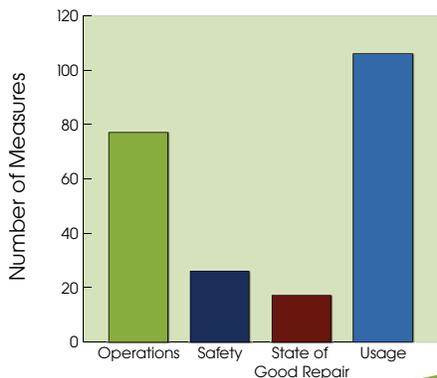


Double-stacking enables the National Gateway project to increase capacity without increasing its footprint

The competitive structure of the TIGER program and its broad eligibility allow DOT to avoid narrow, formula-based eligibility categories and fund large, multi-modal, multi-jurisdictional projects not funded through traditional DOT programs. The National Gateway Freight Rail Corridor project will increase the use of double-stack trains on a major CSX freight rail route connecting the Mid-Atlantic ports with markets in the Midwest through Ohio, Pennsylvania, West Virginia and Maryland. The project was highly rated under TIGER because of its potential to increase rail capacity, improve the efficiency of freight movement, truck congestion, and reduce maintenance and safety costs on the region's highway network. This project represents the kind of multi-modal, multi-jurisdictional public-private partnership that, while difficult to fund through existing programmatic structures, can be funded through TIGER because of its promise to substantially improve our transportation network.

The SW Moody Street project in Portland, OR, makes critical roadway improvements, adds double-track

TIGER I: Performance Measurement





Top Measures Collected

(by number of projects)

14	Annual Vehicle Crash Rates (Measured by Type and Severity)
11	Average Annual Daily Traffic (ADT)
11	Gross Tonnage
9	Gross Revenue
9	Transit Passenger Counts
9	Transit Service Levels
8	Bridge Condition (Sufficiency Rating)
7	Annual Non-Vehicle (Bike & Pedestrian) Crash Rates by Type/Severity
6	Transit Rider Characteristics
5	Average Annual Daily Truck Traffic (ADTT)
5	Average Bike/Pedestrian Trips
5	Average Monthly Bike & Pedestrian Users
5	Number of Container Lifts (TEU's)

streetcar lines, enhances bicycle and pedestrian facilities and facilitates redevelopment in former industrial areas while utilizing innovative construction techniques to avoid disturbing capped “brownfield” hazardous materials. While a project of such wide scope can be difficult to fund through DOT’s normal mode-specific formulas or might require funding from other Federal agencies, TIGER’s breadth of focus and multi-modal process enabled DOT to evaluate this project in its entirety.

Measuring Performance

In addition to focusing on outcomes in the project development process, the TIGER program has a strong focus on managing the performance of infrastructure investments during construction and tracking performance once the project opens for use. This focus is valuable for DOT, which is generally charged with monitoring compliance with eligibility and procedural requirements, rather than a project’s long term contributions to critical National objectives. For TIGER, each grantee collaborates with DOT in the development of a project-specific performance measurement plan, tracks and reports on the effectiveness of each investment in achieving the benefits promised in the application.

For the SW Moody Street project, Portland will measure the automobile, transit, bicycle and pedestrian usage in the area before construction and then track the changes in traffic congestion and transit usage for three years after the project is completed. With detailed post-construction data, DOT can examine how Portland’s new roads, streetcars and bicycle and pedestrian facilities change the way people move – a key outcome supporting the economic competitiveness, livability and sustainability benefits promised by the project – and determine how best to use future funds.

Freight projects like National Gateway track and report information about rail usage, truck traffic, and freight moved both before construction and then for three to five years after construction is completed. With detailed data about freight movements DOT can more effectively estimate the value of the project and target future investments to strengthen U.S. economic competitiveness.

TIGER’s use of a competitive, merit-based project selection process and broad project eligibility enables DOT to select transformative projects and track the effectiveness of the investments to ensure that our scarce resources are used for their best effect.



Portland’s SW Moody Street Project focuses on multiple modes of travel

