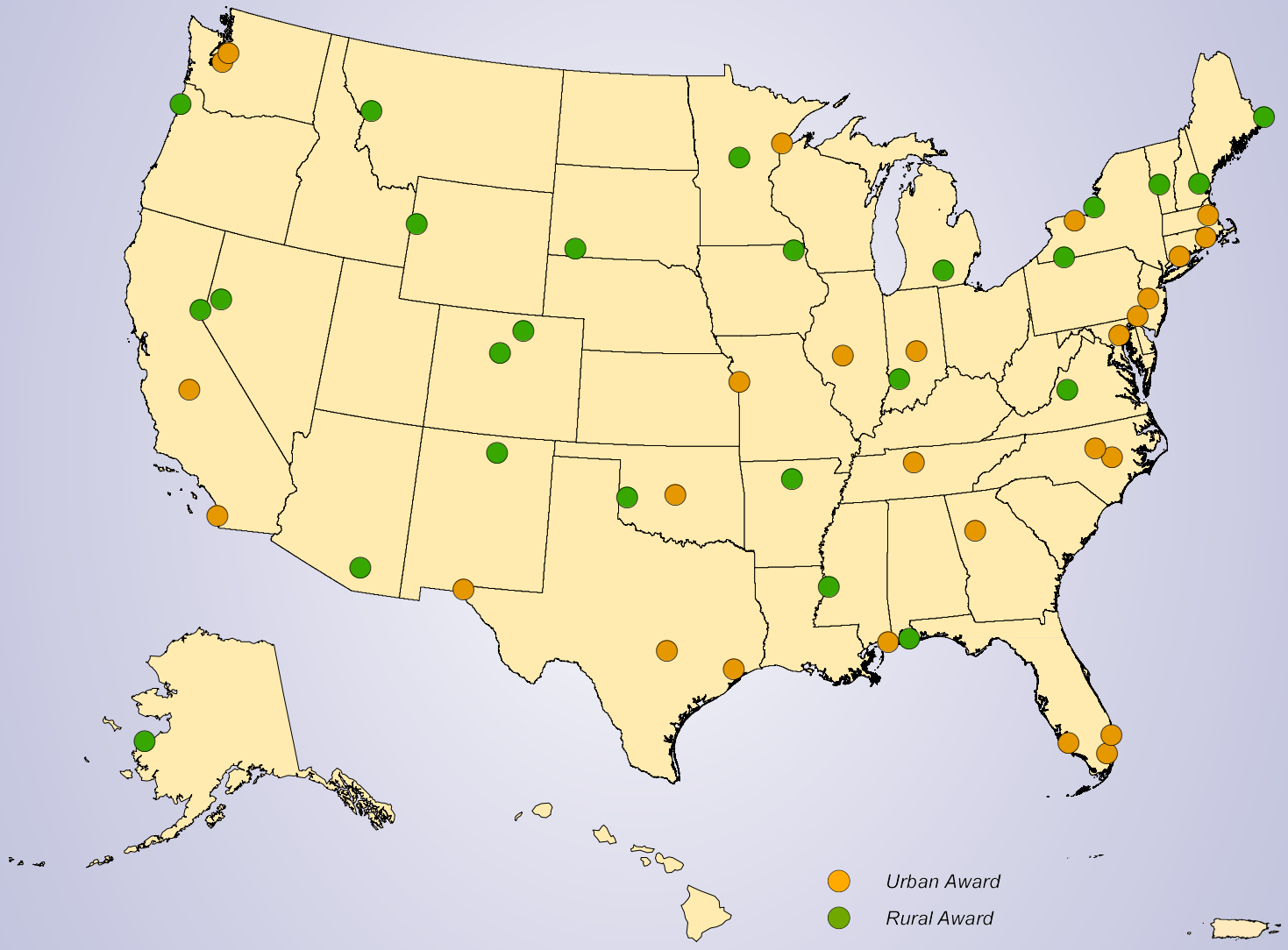
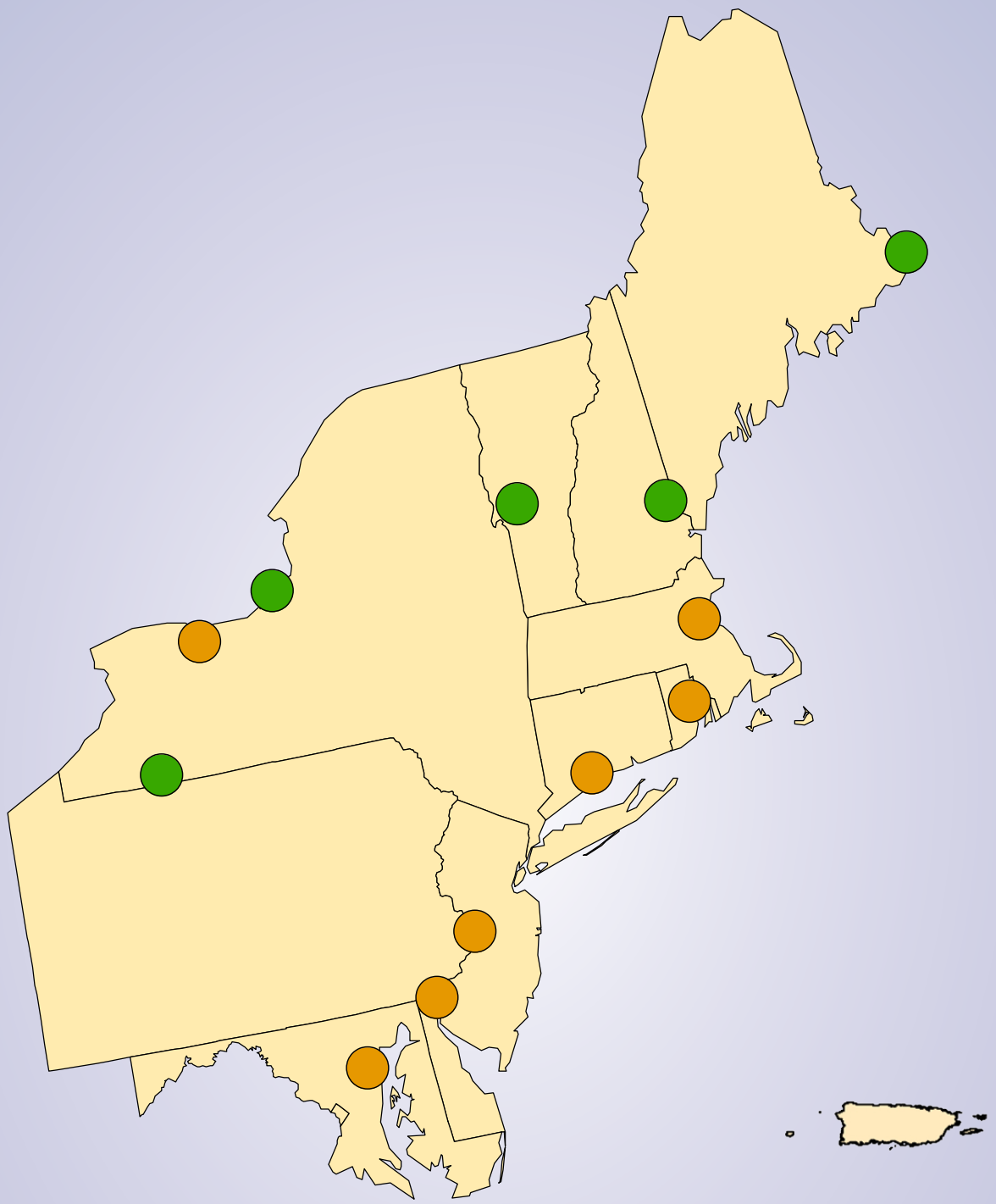
TIGER

2013 AWARDS



U.S. Department of Transportation



EAST

U.S. Department of Transportation

TIGER

STATE STREET STATION EXPANSION

Applicant/Sponsor: Connecticut DOT

Total Project Cost: $17,044,100

Grant Funding: $10,000,000

Project Description

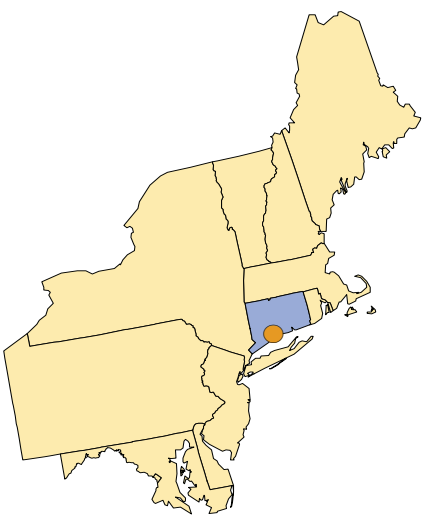
TIGER funds will construct a second platform and make other improvements to New Haven's downtown State Street rail station. The expansion of the rail line from 12 to 34 weekday trips will substantially improve transportation options for travelers between Springfield, Mass., Hartford and New Haven, Conn. With fast, frequent, rail passenger services operating approximately 18 hours-per-day, there will be substantial ridership increases and shifts from automobile travel to rail, primarily from the parallel highway, I-91.

Project Highlights

» Supports development of enhanced intercity passenger rail through construction of a second platform at New Haven's State Street Station. Improvements to State Street Station will support additional passenger rail service to downtown New Haven.

» Provides connectivity to the highest employment and most densely populated section of the city.

» Expands the station's ability to handle additional passenger rail services while reducing delays and congestion on the busy Northeast Corridor, enhancing the economic competitiveness of the entire region.



EAST

Project Benefits

These improvements will reduce congestion, enhance mobility by providing more transportation choices, reduce reliance on automobiles and lower energy costs. The addition of a second platform will eliminate a substantial amount of cross-over movements by trains, which will minimize delays and congestion on the Northeast Corridor. A second platform will also enable the station to continue operations in the event that a platform is closed for an emergency or repair.

U.S. Department of Transportation

TIGER

REHABILITATION OF WHARF UNIT 1 (BERTHS 5/6)

Applicant/Sponsor: Diamond State Port Corporation

Total Project Cost: $13,356,000

Grant Funding: $10,000,000

Project Description

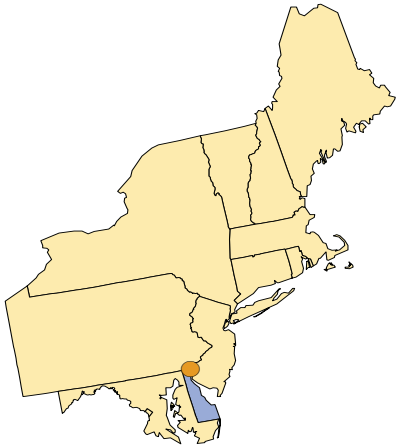
TIGER funds will be used to rehabilitate a wharf which serves 2 berths at the Port of Wilmington that is currently in a state of disrepair. The poor condition of this wharf prevents it from being used by all but the lightest cargo loads, severely limiting the efficiency of the Port of Wilmington. Repairs will include replacing deficient or missing piles, reinforcing deteriorated piles, and patching all concrete.

Project Highlights

» Extends the life of the original wharf unit at the Port of Wilmington, which was constructed in 1922 and last rehabilitated in 1977.

» Allows the port to attract an estimated 18 additional vessel calls per year.

» Designed to minimize environmental impacts on neighboring residential and recreational areas.



EAST

Project Benefits

This project will help to increase the capacity and maintain the productivity of a major east coast import and export destination. It will also reduce the long term maintenance costs of the port, preventing the loss of customers to alternative foreign ports. The rehabilitation project will also reduce the safety risks presented by the currently dilapidated wharf.

U.S. Department of Transportation

the port of WILMINGTON Delaware

TIGER

CONNECT HISTORIC BOSTON

Applicant/Sponsor: City of Boston

Total Project Cost: $23,043,700

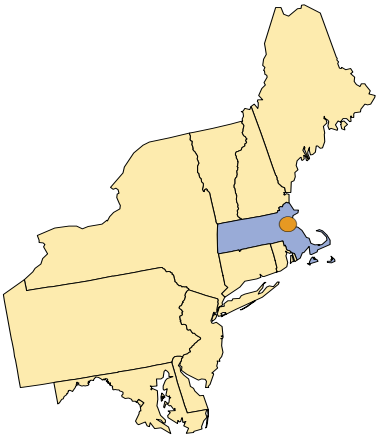
Grant Funding: $15,523,700

Project Description

TIGER funds will be used to increase the capacity of city streets, alleviate congestion on the roadways and transit system, support safe non-motorized travel, and enhancing the competitiveness and attractiveness of the region. This project reconstructs seven city streets as shared or complete streets, meaning that they are designed to be used for driving, bicycling, walking or public transportation, and constructs a protected two-way bicycle track connecting to transit, regional shared-use trails, and major employment and tourist destinations.

Project Highlights

- Increases capacity and mobility in Boston's highly congested road and transit networks by creating direct pedestrian and bicyclist links between critical transit centers, jobs, and residential neighborhoods.
- Improves pedestrian safety and accessibility, with wider sidewalks, shared use streets, and separated space for bicyclists.
- Expands capacity for bicyclists with dedicated bikes lanes, promoting use of this affordable transportation option and leveraging Boston's recent investment in its Hubway Bikeshare system.



EAST

Project Benefits

This project will enhance mobility by enabling more commuters to walk or bike to jobs and historic destinations. The street enhancements funded by TIGER will bring critically needed bicycle and pedestrian improvements to downtown Boston, which in many places has no bike lanes and where the sidewalks are dangerously narrow. New separated bike lanes will accommodate the growing number of Boston residents using bikes as a primary means of transportation, particularly as a result of Boston's bikeshare system. This project will also support growing tourism industries and the extensive new and planned development in downtown Boston, which require expanded sidewalk capacity for access.

U.S. Department of Transportation

TIGER

PORT OF BALTIMORE ENHANCEMENTS

Applicant/Sponsor: Maryland Port Administration

Total Project Cost: $29,153,000

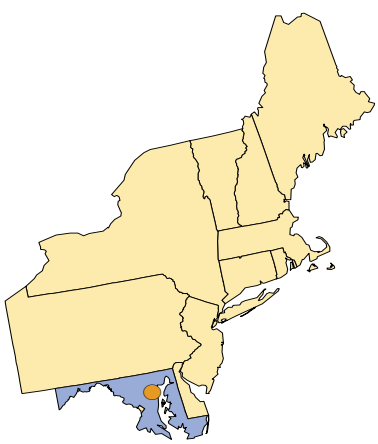
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to expand the handling capacity at the Fairfield Marine Terminal at the Port of Baltimore by filling in the obsolete West Basin. The project also includes the construction of a rail intermodal facility to handle expanded automotive export and imports. Dredge spoils from the nearby SeaGirt navigation channel will be innovatively reused to complete the project.

Project Highlights

- Creates 7.6 additional acres of storage and handling area which will allow the Fairfield Marine terminal to handle an additional 20,000 auto units annually.
- Expands the use of rail service to handle Roll on/Roll Off and automotive cargo at the Fairfield Terminal and nearby Masonville Terminal.
- Allows channel deepening to proceed for the SeaGirt Terminal Navigation Channel, which will allow new Post-Panamax container vessels to serve the Port of Baltimore.



EAST

Project Benefits

The Port of Baltimore project increases the competitiveness of U.S. auto exports by improving the efficiency of a major auto export terminal and reducing shipping costs and providing additional shipping options to auto exporters. The Port of Baltimore is the number one port for autos and roll-on/roll-off cargo. Increasing the volume of goods arriving and departing the port via rail also helps to reduce emissions and energy use. The innovative reuse of dredge spoils disposes of potentially environmentally damaging soil in a safe manner.

U.S. Department of Transportation

PORT OF BALTIMORE 1706

TIGER

EASTPORT BREAKWATER REPLACEMENT

Applicant/Sponsor: Eastport Port Authority

Rural

Total Project Cost: $11,000,000

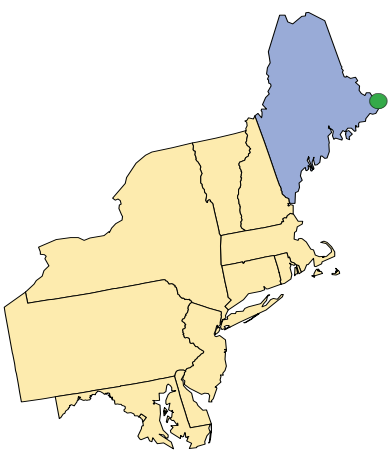
Grant Funding: $6,000,000

Project Description

TIGER funds will replace the dilapidated breakwater at the Port of Eastport and two of its pier sections, which serve as important economic anchors of the local and regional community. In addition to restoring the deteriorating infrastructure, this Fix-it-First project will increase berthing space to enable larger commercial and recreational vessels to service Eastport. The breakwater serves as an overflow facility for nearby Estes Head as cargo activity and bulk tonnage shipped through the port slowly increased in the past decade. This project will provide infrastructure improvements to facilitate continued export growth in the region.

Project Highlights

- Replaces the 50-year-old breakwater and extends it 100 feet to increase berthing space for large cargo vessels and U.S. Navy ships.
- Sustains competitive fishing and export activities associated with the breakwater, including pulp and paper, and retains current integration with summer tourism and festival activities that involve considerable cross-border economic activity.
- Supports the preservation of both the local and regional community as a gathering point for both trade and tourism.



EAST

Project Benefits

The Eastport Breakwater Replacement will help preserve the working waterfront culture of Southeast Maine, while strengthening port infrastructure and ensuring the long-term safety of its users. By replacing and enlarging the Breakwater, Eastport is increasing the Breakwater's functionality and looking to attract new customers to facilitate regional economic development. Preserving the Breakwater as an alternative to loading bulk cargo at Estes Head will support these goals as well as increase exports at adjacent ports.

U.S. Department of Transportation

EASTPORT PORT AUTHORITY

TIGER

NORTHCOAST RAIL CORRIDOR IMPROVEMENTS

Rural

Applicant/Sponsor: New Hampshire Department of Transportation

Total Project Cost: $2,000,000

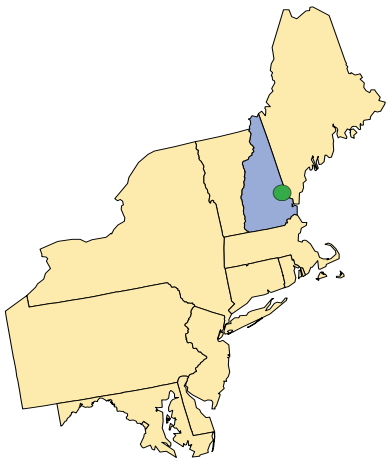
Grant Funding: $1,400,000

Project Description

TIGER funds will makes upgrades and repairs along 42 miles of mainline rail between Rollinsford and Ossipee, New Hampshire, which connect the region to the national rail network in Boston. The rail line is in poor condition and in need of repair, with some sections determined as unusable and unsafe. The project will also repair a .7-mile section of washed-out track and upgrade two grade crossings for safety reasons. The state and the New Hampshire Northcoast Railroad are providing financial support for the project.

Project Highlights

- Repairs portions of a 42-mile section of rail to allow for industry-standard 286,000 lbs. rail car shipments to travel the full length of the rail corridor.
- Increases capacity and efficiency of the rail network, which improves the economic competitiveness of the region.
- Offers cost and time savings for existing and new rail customers because the improvements will allow more cars to run at higher tonnages.



EAST

Project Benefits

The New Hampshire Northcoast Rail Corridor improvements offer Fix-it-First benefits to improve safety and reliability while increasing the speed of trains traveling through the corridor. Upgrading the rail line will improve the capacity and overall performance of the line while reducing lifecycle maintenance costs, and help ensure environmentally sustainable freight movement. The project builds on previous federal, state, local, and private investment in the corridor. The improvements will help the New Hampshire Northcoast Railroad maintain the growth in shipments it has experienced in recent years.

U.S. Department of Transportation

New Hampshire DOT Department of Transportation

TIGER

INNER LOOP EAST RECONSTRUCTION

Applicant/Sponsor: City of Rochester

Total Project Cost: $23,600,000

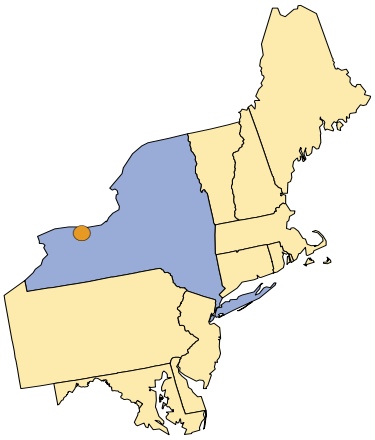
Grant Funding: $17,700,000

Project Description

TIGER funds will be used to transform an underutilized highway that cuts through Rochester's downtown into a traditional downtown boulevard, restoring the street grid and improving safety and livability. The project will convert the 8-12 lanes of expressway and frontage roads into a single two-lane street, with parking, a separated bicycle track and sidewalks. This project will remove this barrier to downtown revitalization and will enable residents to walk safely and conveniently on an appropriately-scaled city street. The project has strong support from partners including the City of Rochester, NYS DOT, Monroe County DOT, and the Genesee Transportation Council.

Project Highlights

- Opens nine acres of land for new development to create jobs in an economically distressed city.
- Eliminates the costs to maintain, rehabilitate or replace 4 lane-miles of underutilized expressway, 3 bridges and retaining walls.
- Improves pedestrian and bicyclist mobility and enhances safety through conversion of expressway to a low-speed city street.



EAST

Project Benefits

This project will replace an unnecessary high-speed, below-grade expressway with an at-grade, low-speed city street. The new street will restore connectivity and transform blighted, isolated neighborhoods into a livable community. The project improves mobility choices, enabling residents to walk or bike to nearby jobs and destinations that were previously separated by a freeway. Converting the freeway to a more appropriate and interconnected complete street is expected to catalyze investment and economic development in Rochester.

U.S. Department of Transportation

City of Rochester, NY

TIGER

WALKABLE OLEAN: COMPLETE STREETS TRANSFORMATION

Applicant/Sponsor: City of Olean

Rural

Total Project Cost: $8,850,000

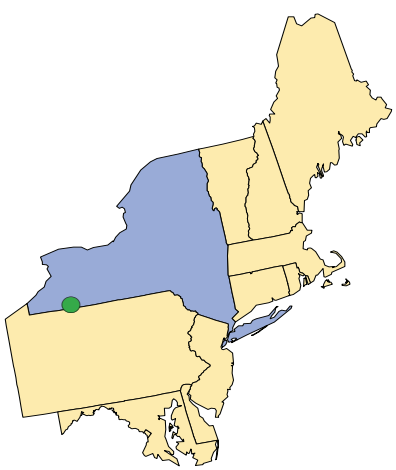
Grant Funding: $6,500,000

Project Description

TIGER funds will transform and repair the dilapidated and overly wide main road through Olean, NY into a calm, traditional boulevard, with a 7-foot buffered bike lane in each direction, a tree-lined median, and raised mid-block crosswalks. The current configuration of North Union Street includes four lanes and 15-foot diagonal parking on either side, for a total width of 82 feet. The project will reconstruct the current roadway, reducing the width, installing traffic-calming improvements, and replacing signal-controlled intersections with roundabouts. This project has widespread support from the public, business community, and local government officials.

Project Highlights

- Revitalizes the downtown central business district with traffic calming and streetscaping improvements, making the downtown friendlier to pedestrians.
- Reduces inaccessible areas by over 50% with the addition of green median in parking bays and enhances sustainability with sidewalk plantings that recycle rainwater.
- Improves safety by reducing vehicle travel speeds in areas where vehicles and pedestrians interact and where drivers and pedestrians need more time to make decisions.



EAST

Project Benefits

By constructing a more walkable downtown and main street, this project will provide more transportation choices and has the potential to decrease transportation costs, improve air quality by reducing greenhouse gasses, and promote public health. The project will enable the City to rebrand and revitalize downtown North Union Street which was last reconstructed in the 1970s and is approaching the end of its useful life.

U.S. Department of Transportation

TIGER

PORT OF OSWEGO: EAST TERMINAL INTERMODAL CONNECTOR

Applicant/Sponsor: Port of Oswego Authority

Total Project Cost: $3,277,000

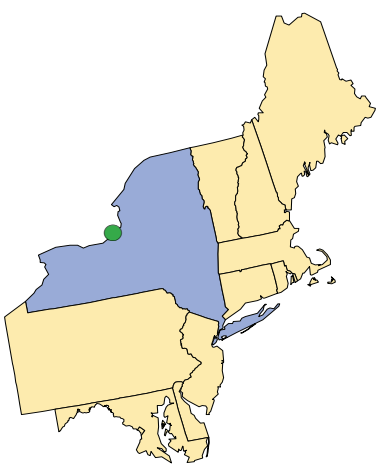
Grant Funding: $1,527,000

Project Description

TIGER funds will be used to construct a roadway, embedded with heavy rail tracks, connecting the Port's main East Terminal to a six-acre, secure open-storage area to accommodate increased freight traffic. The roadway connector will utilize the existing right-of-way to accommodate both truck and rail traffic. The project will also add two 1,500 foot side tracks which will expand the Port's rail car storage capacity by 67 percent.

Project Highlights

- Supports the expansion of a major aluminum producer that supplies the automotive industry.
- Corrects key safety challenges and operational inefficiencies by providing trucks an alternative route that is not through a residential area.
- Contributes to greater use of the Great Lakes and St. Lawrence Seaway system.



EAST

Project Benefits

This project will allow the Port of Oswego to continue to grow and serve critical industries including, aluminum, agriculture, and renewable energy. Rail freight shipments to the Port of Oswego have grown by 683% in the last several years and additional site storage is essential for the Port's future growth. The project is in line with the City of Oswego's Vision 2020 and is a high priority project for New York State's Regional Economic Development Council.

U.S. Department of Transportation

Port of Oswego Authority

TIGER

SEPTA-CSX SEPARATION PROJECT

Applicant/Sponsor: Southeastern Pennsylvania Transportation Authority

Total Project Cost: $36,300,000

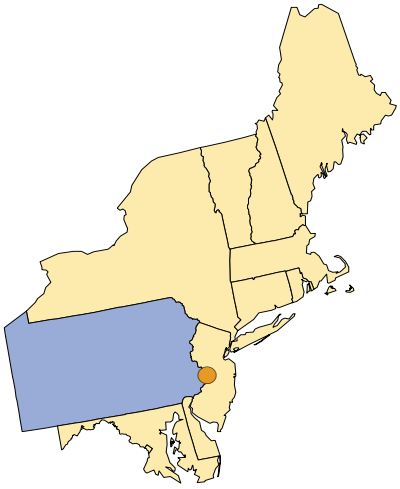
Grant Funding: $10,000,000

Project Description

TIGER funds will separate passenger and freight trains on Southeasten Pennsylvania Transportation Authority's West Trenton Regional Rail Line, which has the 3rd-highest ridership route in the region. The six-mile shared-use corridor is nearing capacity, carrying 20 freight trains per day and 57 commuter trains, and providing access to the Port of Philadelphia. The project involves separation of freight and passenger rail and the addition of a third track, providing congestion relief on a rapidly growing corridor.

Project Highlights

- Helps relieve congestion for the 3rd-highest transit ridership route in the region, thus saving valuable time for both passengers and freight.
- Reduces environmental emissions from a decrease in holding trains and an increase in operational efficiency.
- Increases transit in reliability and a decreases overall trip time.



EAST

Project Benefits

This project provides operational benefits to CSX, including reduced train congestion and need for trains to hold while waiting for a train to clear the track. SEPTA service will be faster and more reliable, encouraging transit use. SEPTA will no longer have to install equipment to conform to CSX's Positive Train Control, thus saving costs associated with installing "gauntlet" tracks at the Yardley and West Trenton Stations. This will allow ADA accessibility, while also allowing wide freight trains to pass through the stations.

U.S. Department of Transportation

SEPTA

TIGER

APPONAUG CIRCULATOR IMPROVEMENTS

Applicant/Sponsor: Rhode Island Department of Transportation

Total Project Cost: $33,590,966

Grant Funding: $10,000,000

Project Description

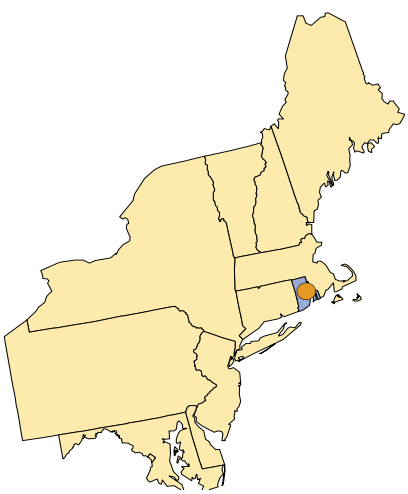
TIGER funds will improve the Apponaug Circulator in the City of Warwick, Rhode Island. This project will implement a new two-way road around the Apponaug Business District, replacing a one-way roadway that circles the city center. It was built in the 1970s as a temporary measure but still exists today. This includes two major routes, US Route 1 and State Route 117, which results in a large volume of traffic traveling through residential communities. The project will divert through-traffic away from the historic business and government center to the north and will also include streetscape improvements, including widened intersections, new sidewalks and a bike lane.

Project Highlights

» Allows the City of Warwick to pursue long-range plans for redevelopment of the area, while realizing significant traffic safety, efficiency and accessibility benefits.

» Reduces the 2020 traffic volumes along the main segment from an estimated 29,500 vehicles per day to approximately 5,000 per day.

» Roundabouts at five major nodes will improve traffic efficiency, movement and safety.



EAST

Project Benefits

The project will divert through-traffic around the heart of the district and incorporate pedestrian and bicycle accommodations that together, will vastly improve the region's commercial and redevelopment opportunities. It provides a long-term solution to the traffic congestion and use conflicts associated with the existing ineffective one-way circular roadway.

U.S. Department of Transportation

TIGER

WESTERN CORRIDOR RAIL REHABILITATION

Applicant/Sponsor: Vermont Agency of Transportation

Rural

Total Project Cost: $18,502,007

Grant Funding: $8,992,007

Project Description

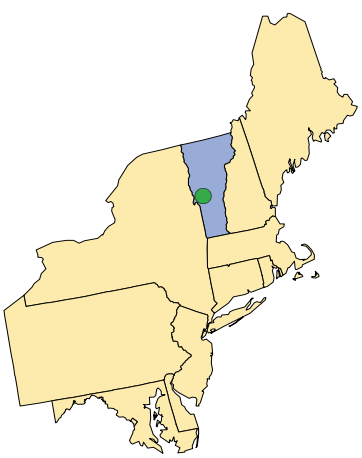
TIGER funds will be used to replace 9 miles of old jointed rail with continuously welded rail, as well as new surfacing, ballast, and ties. The project will bring a 20-mile segment of the Vermont Railway to FRA class III status, which will allow trains to carry heavier loads and operate at faster speeds safely.

Project Highlights

» Reduces annual maintenance on this publicly owned freight line by $7.5 million over the project life-cycle.

» Supports a rail line that handles exports to Canada.

» Completes repairs necessary for the safer movement of hazardous materials.



EAST

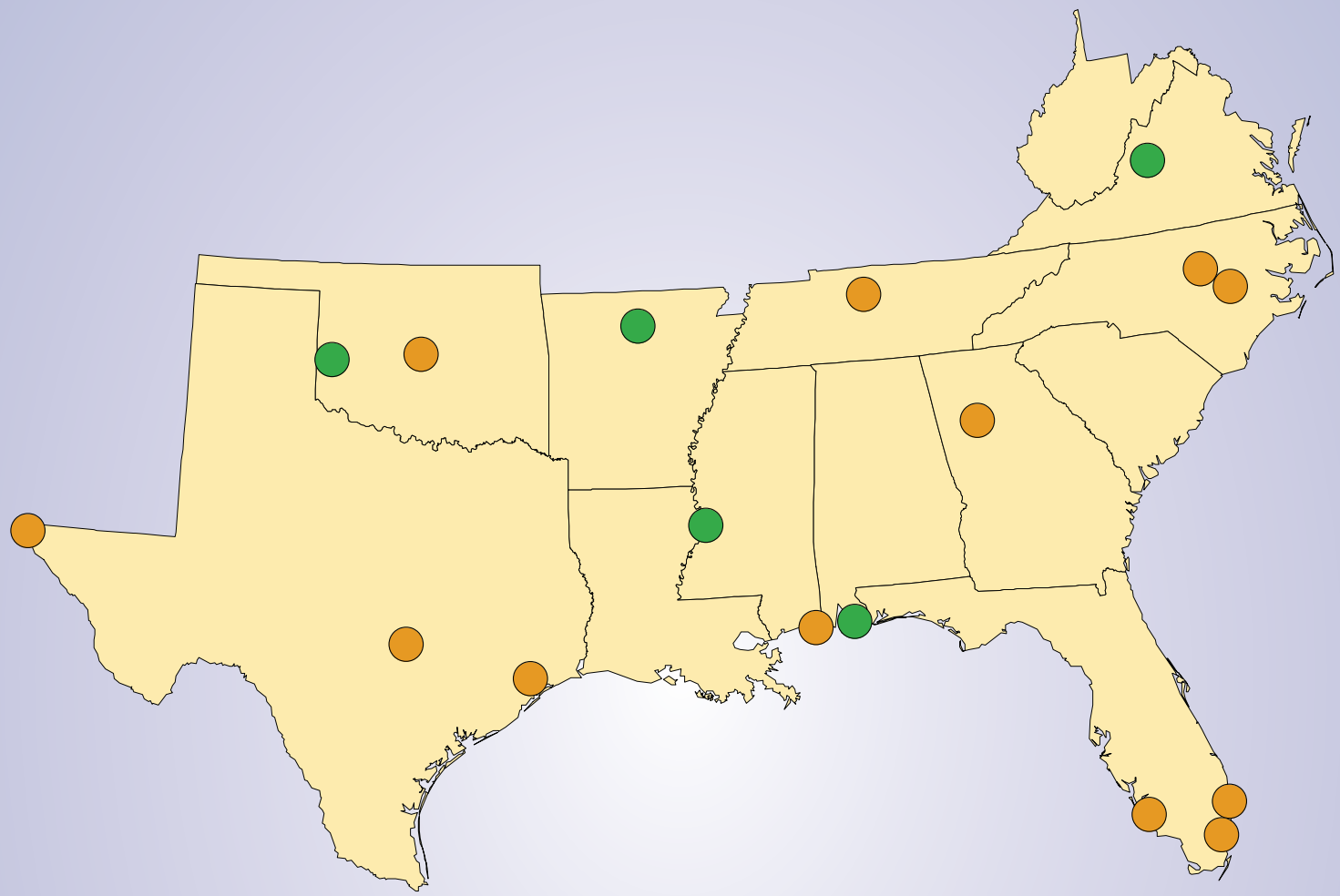
Project Benefits

The Project is critical to ensure cost-efficient shipper access to markets, including substantial export markets. Connecting to major international gateways ensures opportunities for Vermont and U.S. businesses, and quality jobs. The project results in an improved and safer rail route for the movement of hazardous materials, and is a key step in preserving Vermont's rail network functionality in linking with major regional and national rail routes.

U.S. Department of Transportation

VERMONT

TIGER



SOUTH

U.S. Department of Transportation

TIGER

FOLEY TRANSPORTATION REGIONAL INFRASTRUCTURE PEDESTRIAN SYSTEM (TRIPS)

Applicant/Sponsor: City of Foley

Rural

Total Project Cost: $6,334,383

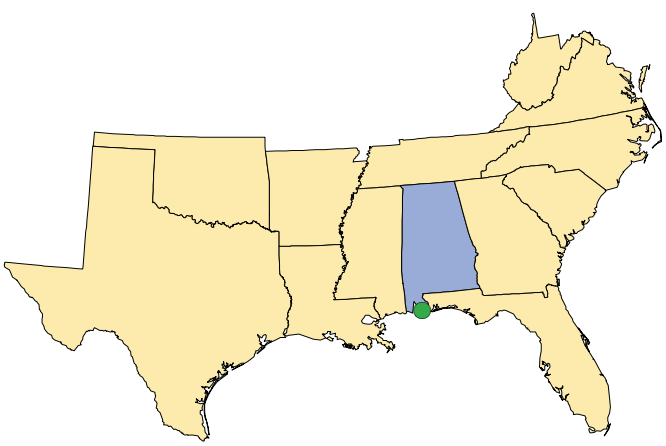
Grant Funding: $4,728,507

Project Description

TIGER funds will be used to reconstruct roadways in need of repair to support bike lanes and sidewalks. The project will also improve four intersections to support safety and build a pedestrian bridge. This project builds on Foley's complete streets policies to enhance safety, health, and quality of life. Through this grant, Foley is implementing the priorities of its city-wide Bicycle and Pedestrian Plan to enhance non-motorized transportation options.

Project Highlights

- Resurfaces deteriorating roads and provides continuous, safe transportation paths that connect residents to jobs and schools in economically distressed areas where one-third of the residents don't drive or own cars.
- Enhances safety through improvements such as crosswalks, signals, and separated bike lanes that will decrease pedestrian injuries and fatalities.
- Creates safe and more convenient connections to transit stops for pedestrians and bicyclists, expanding access to transit and promoting use of the existing transit infrastructure.



SOUTH

Project Benefits

These pedestrian and bicyclist facilities will help to increase mobility and roadway capacity without increasing lane miles in Foley, which is experiencing extreme population growth. The grant will increase the pedestrian facilities by nearly 15 miles, and will increase bike paths and shared use paths by 14.5 miles. Encouraging walking and biking will help Foley become a more vibrant community, revitalizing the local economy while reducing health care costs, and improving overall quality of life.

U.S. Department of Transportation

TIGER

HIGHWAY 92 ROADWAY IMPROVEMENT AND BRIDGE REPLACEMENTS

Applicant/Sponsor: Arkansas Department of Transportation

Rural

Total Project Cost: $6,200,000

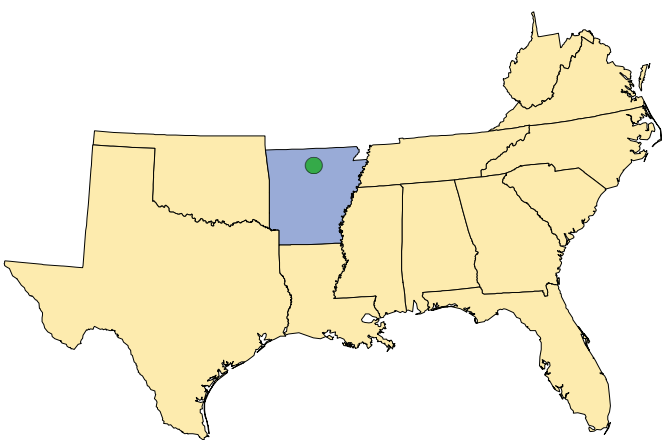
Grant Funding: $4,960,000

Project Description

TIGER funds will be used to resurface a section of Highway 92 and replace two weight-restricted bridges along the section in north central Arkansas covering Conway, Van Buren, and Cleburne Counties. Traffic along the project corridor has increased significantly over the last few years. Improving this corridor and removing the restrictions for use will increase future economic efficiency, growth, and stability in the region.

Project Highlights

- Removes commercial vehicle traffic from congested urban roads that currently have to detour into town to avoid the current weight restrictions on Highway 92.
- Improves the transportation network and provides increased employment opportunities for rural residents
- Enhances safety upgrading each bridges' foundation to meet current and future travel needs.



SOUTH

Project Benefits

Resurfacing the roadway and replacing two weight-restricted bridges will return this route to its original condition and will reduce associated long-term operations and maintenance costs. The improvements will provide a reliable and efficient transportation system for the natural gas, timber, and agricultural industries in the region.

U.S. Department of Transportation

TIGER

UNIVERSITY CITY PROSPERITY PROJECT

Applicant/Sponsor: Florida International University

Total Project Cost: $123,809,794

Grant Funding: $11,397,120

Project Description

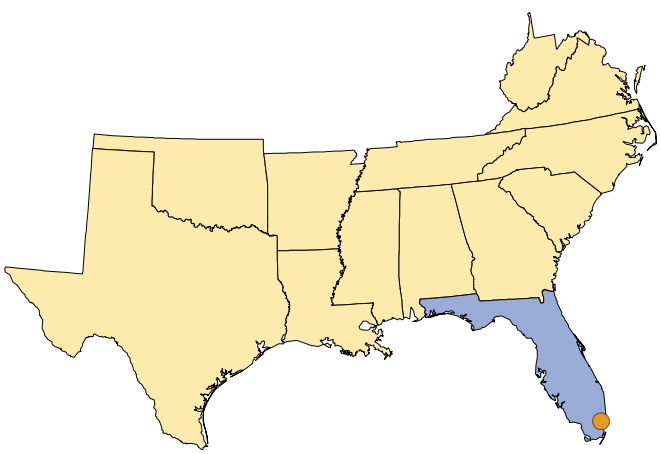
TIGER funds will be used to support an innovative package of technology, streetscaping and transit improvements to connect the town of Sweetwater with Florida International University (FIU). Together they will increase access to jobs on the FIU campus and link two portions of campus that are currently disconnected. TIGER funds will be used to construct a new pedestrian bridge over a busy arterial road. These infrastructure improvements will support the economic growth of a major public research university and an adjacent small city.

Project Highlights

» Utilizes innovative Intelligent Transportation System features to assist students, university staff, and community members to move efficiently to and through the FIU campus.

» Creates a complete street connection between two portions of the campus currently disconnected, including a new pedestrian bridge over a major street.

» Constructs complete streets improvements and campus walkways with a Boardwalk and Entry Plaza and Pavilion Project on campus.



SOUTH

Project Benefits

The project will facilitate transit use and safe pedestrian-oriented transit access via an advanced and comprehensive electronic wayfinding system. This unique and innovative combination of computing technology, transit station improvements, and pedestrian-oriented infrastructure will increase transit ridership and reduce congestion. This innovative approach to campus connectivity is a first-of-its-kind effort that serves as a model for other communities throughout the nation.

U.S. Department of Transportation

FIU FLORIDA INTERNATIONAL UNIVERSITY

TIGER

SOUTH FLORIDA FREIGHT & PASSENGER RAIL ENHANCEMENT

Applicant/Sponsor: Florida Department of Transportation

Total Project Cost: $47,255,000

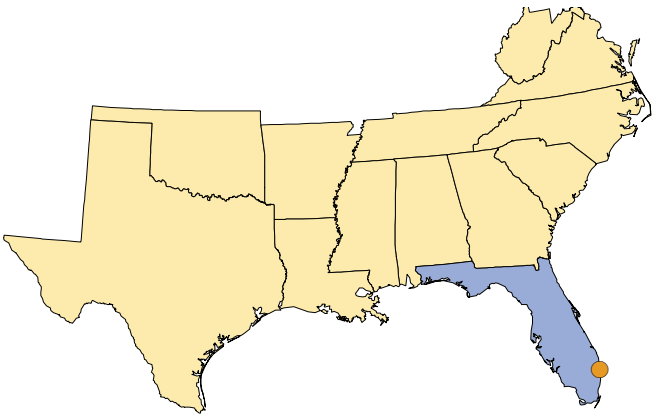
Grant Funding: $13,750,000

Project Description

TIGER funds will be used to better link Southern Florida's two major freight rail corridors to improve freight and passenger connectivity in the region. Through strategic, targeted investments, the project will allow freight traffic to more easily shift to the industrial South Florida Corridor railway corridor, which increases capacity for current and future passenger traffic on the Florida East Coast Railway corridor. The resulting mobility improvements will enable freight traffic to bypass downtown Ft. Lauderdale and West Palm Beach, creating additional capacity for regional commuter rail and planned intercity service.

Project Highlights

- Facilitates intermodal connectivity to major multi-modal freight centers and the business that use facilities including Miami International Airport and PortMiami.
- Increases passenger transportation choices by creating additional commuter and intercity passenger service.
- Improves safety and reduces noise impacts by rerouting traffic away from central business districts.



SOUTH

Project Benefits

The South Florida Freight and Passenger Rail project will upgrade deteriorated linkages and improve connectivity to create operational efficiencies between CSX, Florida East Coast Railway, Tri-Rail Commuter Rail, and the planned All-Aboard Florida Intercity Rail. The resulting flexibility will allow for more efficient freight routing and more competitive commuter and intercity travel options for the residents and visitors to South Florida. This project generates significant support from freight and passenger providers, Amtrak, and area planning organizations.

U.S. Department of Transportation

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TIGER

LEE COUNTY COMPLETE STREETS INITIATIVE

Applicant/Sponsor: Lee County Metropolitan Planning Organization

Total Project Cost: $13,210,918

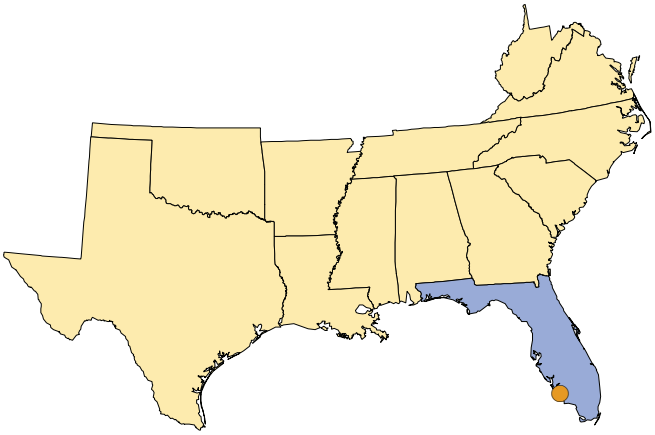
Grant Funding: $10,473,900

Project Description

TIGER funds will be used to support bicycle and pedestrian transportation connections throughout Lee County. This project will complete three sections of the regional trail network: the Tour de Parks Loop, the University Loop, and the Bi-County Connector.

Project Highlights

- Provides continuous, safe transportation paths that connect major employment centers, county residents and university students, and regional destinations directly to the central business district.
- Improves safety in an area that is among the most dangerous for bicyclists and pedestrians.
- Builds on the region's investment of almost 100 miles of bicycle and pedestrian transportation network since 2011 and recent Complete Streets policy.



SOUTH

Project Benefits

This project will create an integrated system of walking, bicycling, and transit facilities that connect major commercial, residential, and recreational facilities. Safety benefits will be significant due to the dedicated bike facilities and intersection improvements, so that bicyclists will not have to compete with vehicles in an active roadway lane. Of roadway crashes during 2000-2013 in Lee County, 22% involved injuries or fatalities to pedestrians or bicyclists, nearly double the national average. During this time period, 280 people died while walking or bicycling on Lee County's roadways. Additionally, this project was highlighted as part of the USDOT Spring Bike Summit.

U.S. Department of Transportation

TIGER

SOUTHWEST ATLANTA BELTLINE CORRIDOR TRAIL

Applicant/Sponsor: City of Atlanta

Total Project Cost: $43,241,289

Grant Funding: $18,000,000

Project Description

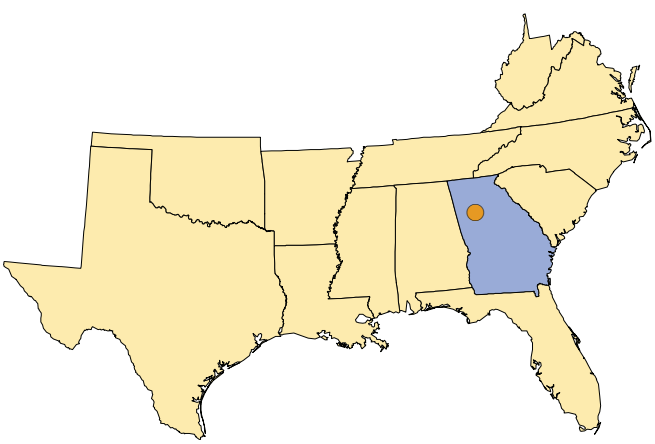
TIGER funds will be awarded for the construction of 2.5 miles of the 22-mile Atlanta Beltline Corridor, a system of trails, transit and parks circling downtown Atlanta and connecting more than 45 communities throughout the city and region. The City of Atlanta and Atlanta Beltline Inc. have already begun building the Atlanta Beltline project, which will serve SW Atlanta, an economically disadvantaged area home to a large environmental justice population.

Project Highlights

» Provides more transportation options to a significant number of Atlanta's 420,000 residents and improves linkages between job centers, neighborhoods, schools and green spaces.

» Expands the trail greenway system to help thousands more people in predominately minority and low income communities benefit from improved connections to transportation options that enhance livability and increase access to job centers.

» Offers pedestrians multi-use trails, reducing pedestrian and cyclist crash and fatality rates on roadways.



SOUTH

Project Benefits

This project will provide connections to bus routes, rail stations, schools, parks, and other recreational activities and includes constructing a new shared-use trail segment with accessibility improvements to cross streets. The project leverages the use of dilapidated infrastructure/brownfields and will help encourage investment and development opportunities throughout the beltline corridor. It will also use innovative stormwater approaches and renewable energy technology, including solar and hydraulic power generation.

U.S. Department of Transportation

Atlanta BeltLine

TIGER

PORT OF PASCAGOULA INTERMODAL IMPROVEMENT

Applicant/Sponsor: Jackson County Port Authority

Total Project Cost: $44,000,000

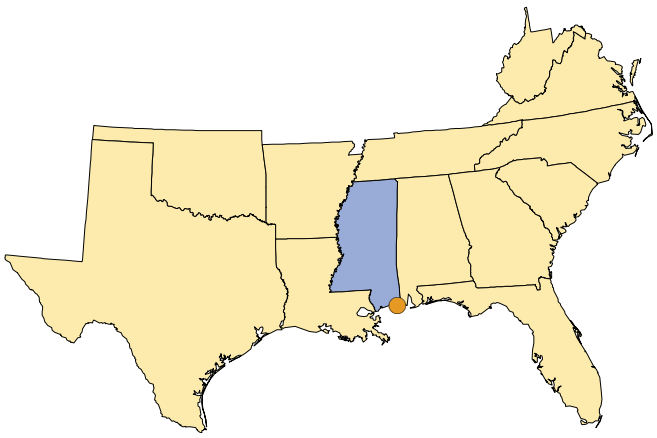
Grant Funding: $14,000,000

Project Description

TIGER funds will be used to upgrade the rail connection at the Port of Pascagoula Bayou Harbor to make the transportation of goods in and out of the Port more efficient. They will also be used to develop a modern facility for receipt, storage, and export of renewable energy resources. As part of the project, the Mississippi Rail Line, Mississippi Export, will be relocated from downtown Pascagoula, to a more direct, existing railroad right-of-way that will allow the closure of 16 rail crossings. The new alignment is in a less densely traveled area, which will eliminate daily automobile traffic delays from blocked crossings, while improving the efficiency and capacity of the rail interchange.

Project Highlights

- Facilitates a less expensive shipping option for a major renewable energy exporter.
- Increases safety and reduces delays by eliminating 16 grade crossings in downtown Pascagoula.
- Serves as a great example of public-private partnership between the State of Mississippi, Export Mississippi (the private railroad), the Port, and the TIGER program all contributing significant funding.



SOUTH

Project Benefits

The project benefits the people of Pascagoula by reducing potential safety hazards and delays at grade crossings. It also increases the productivity of the rail access route to the Port by reducing the the distance trains carrying exports to the port have to travel by 2 miles. The project will allow the growth of an export industry in an economically distressed area.

U.S. Department of Transportation

Port of Pascagoula
Mississippi's Largest Port

TIGER

I-20 MISSISSIPPI RIVER BRIDGE REHABILITATION

Applicant/Sponsor: Mississippi Department of Transportation

Rural

Total Project Cost: $4,250,000

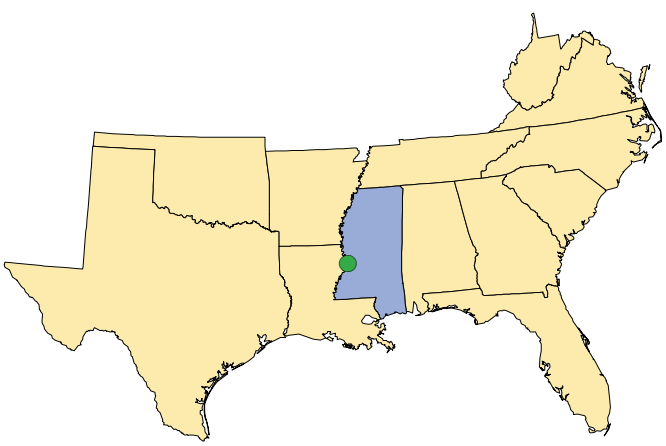
Grant Funding: $4,250,000

Project Description

TIGER funds will support the rehabilitation of the I-20/Vicksburg Mississippi River Bridge, which has experienced unanticipated stresses due to movement of the pier foundations. The funds will be used to improve the bridge truss and deck to withstand minor side-to-side movements (e.g. downstream movement of piers/foundation soils, minor barge strikes).

Project Highlights

- Saves travel time and freight and logistics costs, increases infrastructure and freight movement reliability and strength, if the bridge was closed.
- Uses advanced technologies to monitor bridge condition and incidents for more effective traveler and freight movement.
- Supports the partnership between Mississippi and Louisiana, which have common interests in and responsibilities for mobility and safety of this



SOUTH

Project Benefits

Completion of this project will ensure that this highly vulnerable infrastructure will be brought back to a state of good repair, and improve the safety, operability and resiliency of the transportation network. If this project was not undertaken, the deteriorating condition of the Interstate 20 Bridge would threaten the future efficiency and safety of two primary links in the nation's transportation system, with potentially catastrophic impacts to the regional and local mobility of goods and people and resulting in severe impacts to the economic growth of the Delta Region.

U.S. Department of Transportation

MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

TIGER

GOLDSBORO MAIN STREET REVITALIZATION

Applicant/Sponsor: City of Goldsboro

Total Project Cost: $21,900,000

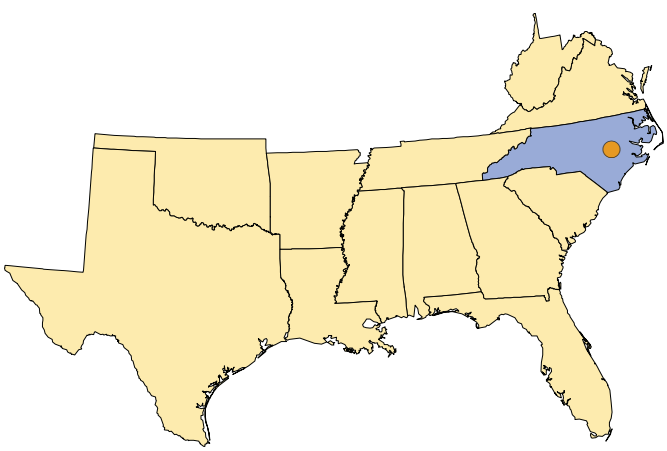
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to complete a package of transportation projects in the Goldsboro downtown area, including the Gateway Transit Authority Transfer Facility, a Walnut Street Connector Block, and streetscaping improvements around Union Station and Center Street. The project will reduce a large six-lane highway to a more traditional and appropriately scaled small town boulevard with wide sidewalks and bike lanes, in order to improve safety and livability.

Project Highlights

- Reconstructs streets in downtown Goldsboro to widen the sidewalks and the medians, introduce shade trees, and install bike lanes.
- Constructs a new Gateway Transit facility in a convenient, central location, to serve as a transfer point and administrative office for Gateway Transit Authority.
- Completes the renovation of the City of Goldsboro's historic Main St. corridor to address functional, aesthetic, and safety issues.



SOUTH

Project Benefits

This project builds on ongoing local economic development planning and investment in the historic downtown Goldsboro. The new Gateway Transfer Facility will provide a convenient and efficient transfer facility for local transit services and intercity bus services. The completion of the streetscape project for Center Street and other downtown streets will spur additional center city investment and help small businesses thrive.

U.S. Department of Transportation

CITY OF GOLDSBORO NORTH CAROLINA

TIGER

RALEIGH UNION STATION PHASE 1B

Applicant/Sponsor: City of Raleigh

Total Project Cost: $ 27,449,537

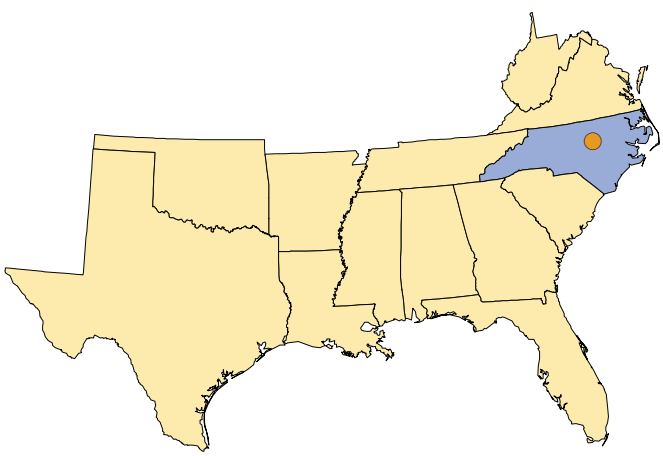
Grant Funding: $10,000,000

Project Description

TIGER funds will construct a full multi-modal station to support transit, commuter, and intercity rail service in downtown Raleigh. Funds will extend the platform to full functional length to serve passenger rail. Creation of a vehicle underpass will eliminate a grade crossing. Additional work will include track improvements adjacent to the station, signal work, and further track work.

Project Highlights

- Increases freight capacity by reducing current interruptions in service during passenger rail service.
- Creates economic competiveness through the support and development of an economic corridor that reaches from Maine to Alabama and Florida.
- Improves safety by building a vehicle underpass and removing an at-grade crossing.



SOUTH

Project Benefits

When fully developed, the Raleigh Union Station complex will provide convenient access to both train and bus modes with connections throughout the City of Raleigh for residents and visitors alike, to neighboring cities for commuters, and throughout the Southeast. This will promote alternative forms of transportation, leading to positive environmental benefits from reduced vehicle emissions, as well as an increase in rail capacity for both passenger and freight rail. Additional safety will result from the separation of a grade crossing at the station.

U.S. Department of Transportation

TIGER

OKC INTERMODAL TRANSPORTATION HUB

Applicant/Sponsor: City of Oklahoma City

Total Project Cost: $28,429,872

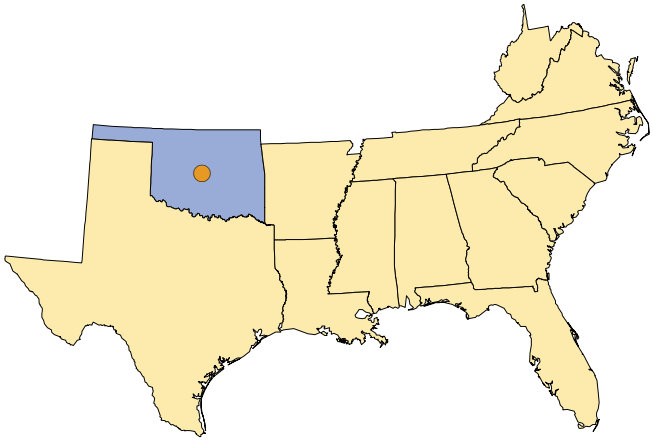
Grant Funding: $13,591,178

Project Description

TIGER funds will support the renovation of OKC's Santa Fe Depot facility to reinstate space for Amtrak passenger rail service, and to provide for access for future streetcar, light rail, and commuter rail services as well. Proposed improvements to the facility include several components: a common area in the rehabilitated Santa Fe Depot building; an Amtrak station area for ticketing, baggage, and waiting area functions; added streetscape and improved bicycle and pedestrian facilities oriented to Bricktown and Downtown; and improvements on E.K. Gaylord Boulevard to provide connectivity among the various travel modes, including the future streetcar.

Project Highlights

- Increases of the connection between alternative forms of transportation, including, walking, biking, and transit use.
- Creates a new transportation center and gateway for the Oklahoma City metropolitan area that provides personal transportation choices, enhances the image of public transportation, and serves as a catalyst for economic development.
- Leads to increased, positive environmental benefits due to the reduction of vehicle miles traveled and an increase in alternative forms of transportation.



SOUTH

Project Benefits

This project will rehabilitate a nearly-empty and underutilized station interior for use as a transportation icon for Oklahoma City. The Hub will connect various modes of transportation and will be an important focal point for the Oklahoma City regional transportation system. It will also revitalize a neglected part of Oklahoma City's urban core. In its current condition, the station is a detriment to existing train ridership due to the lack of adequate passenger facilities. The City has already augmented the Depot selection with improvements to the surrounding area including improved connections to the Bricktown district.

U.S. Department of Transportation

TIGER

ERICK TO SAYRE FREIGHT RAILROAD REHABILITATION

Applicant/Sponsor: Oklahoma Department of Transportation

Rural

Total Project Cost: $2,621,700

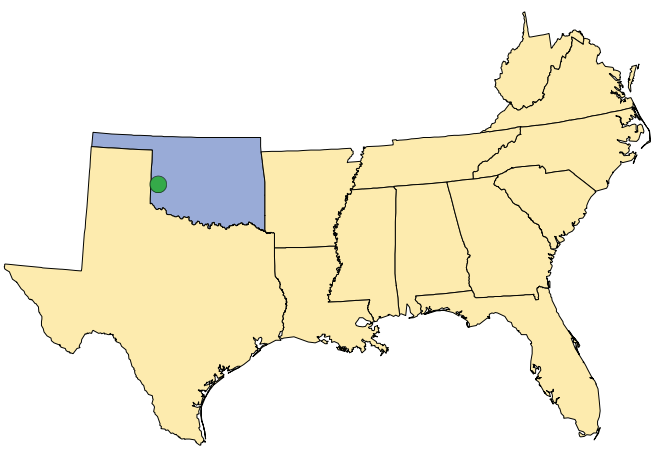
Grant Funding: $1,831,000

Project Description

TIGER funds will be used to repair 15 miles of state-owned track in rural western Oklahoma. The project will improve the existing, nearly unusable track to FRA Class 1 standard. Once completed, project managers will have installed 19,500 railroad ties, rehabilitated 17 grade crossings and upgraded two bridges along the route.

Project Highlights

- Reduces the safety risks in the transporting of hazmat and of crude oil shipments from the developing Anadarko Basin.
- Augments the benefits of the TIGER 2012 "Rolling Pipeline" project from Clinton to Sayre.
- Saves highway maintenance costs by diverting some truck traffic onto the rail system.



SOUTH

Project Benefits

The project extends the rail rehabilitation effort funded through TIGER 2012 an additional 15 miles, contributing to increased public benefits for both projects. The rail yard in Sayre is at capacity and can currently only assemble trains containing 60 cars for transportation east from Oklahoma. Once completed, 40 car trains that originate in Erick, will arrive in Sayre and an additional 60 cars can be added, improving capacity as individual trains move toward the East Coast.

U.S. Department of Transportation

TIGER

NASHVILLE TRANSIT SIGNAL PRIORITY SYSTEM

Applicant/Sponsor: Nashville Metropolitan Transit Authority

Total Project Cost: $19,246,400

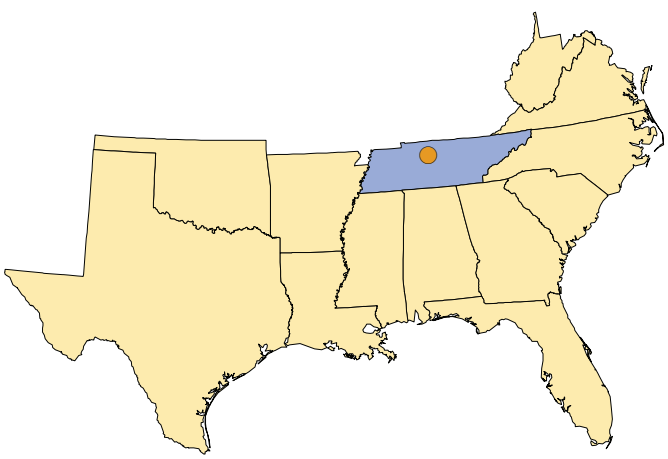
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to install equipment on buses and at all signalized intersections on high traffic corridors to give buses signal priority. In addition, the city will install new bus shelters, pedestrian improvements, and intelligent transportation systems (ITS) devices (such as real-time bus signs) throughout the transit system.

Project Highlights

- Promotes state of repair by replacing the current traffic control system, which is antiquated and in need of replacement.
- Enhances Bus Rapid Transit services through priority signalization and giving customers information about the bus service, such as real-time bus signs.
- Improves safety for transit users, pedestrians, and drivers.



SOUTH

Project Benefits

The new signal priority system will improve the economy of the area and enhance livability by increasing the convenience of transit services. The project will also allow for the expansion of the Bus Rapid Transit System currently in service. These enhancements will reduce congestion and emissions in the region. Innovations included in the project are the transit signal priority system and the real-time arrival kiosks to alert passengers when the next bus will arrive.

U.S. Department of Transportation

Nashville MTA

TIGER

MOVING CENTRAL TEXAS

Applicant/Sponsor: Capital Metropolitan Transportation Authority

Total Project Cost: $27,307,826

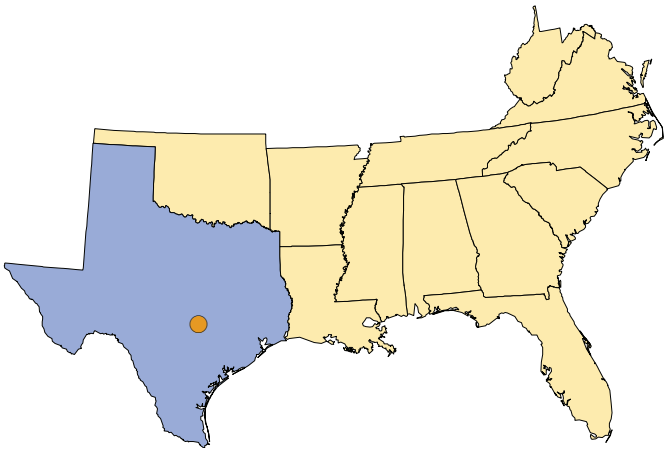
Grant Funding: $11,337,989

Project Description

TIGER funds will support a series of commuter and freight rail enhancements in central Texas. Project components will improve railways and signal timing to reduce vehicle delay and rail traffic congestion. The freight rail enhancements include the replacement of several bridges and rail rehabilitation and realignments that will improve speeds and safety. Commuter rail improvements include additional sidings and double tracking in the most critical areas.

Project Highlights

- Doubles freight capacity and reduces traffic congestion on the line.
- Reduces traffic congestion and improves reliability.
- Expected to increase ridership capacity by 15 percent and reduces commute times by five to ten minutes.



SOUTH

Project Benefits

These commuter and passenger rail improvements will improve operational efficiency by accommodating higher train speeds, reducing idling time, and allowing for more reliable movement. Serving passenger and freight on the same tracks will provide financial benefits and will help Austin maintain its status as a federal attainment area for air quality. The improvements will also reduce operation and maintenance costs. These system wide enhancements will more than double freight capacity, reduce traffic congestion and enhance safety through the transfer of cargo from a potential 200,000 heavy trucks to rail.

U.S. Department of Transportation

METRO

TIGER

NORTHGATE TRANSFER CENTER

Applicant/Sponsor: Sun Metro

Total Project Cost: $26,908,951

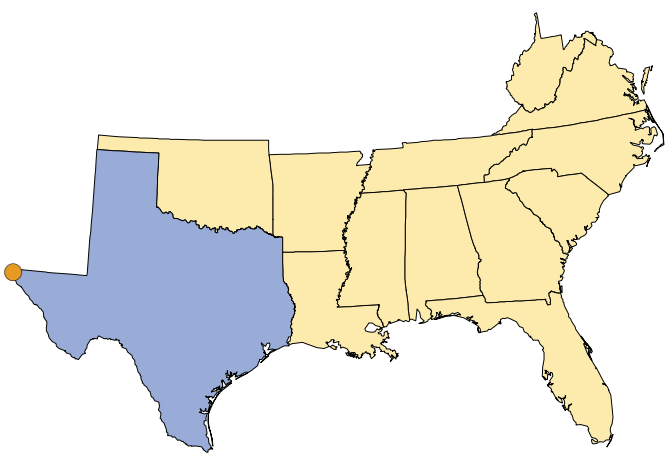
Grant Funding: $10,302,054

Project Description

TIGER funds will be used to construct a terminus for the soon to be completed Dyer Corridor Bus Rapid Transit (BRT) project – the Northgate Transfer Center. The project includes construction of a regional transit transfer center, a two-story parking and retail structure and reconstruction of Wren Avenue. The Northgate transit hub will also anchor a transit-oriented development project on the site of a former dilapidated suburban strip mall.

Project Highlights

- Provides a key hub for the northern El Paso region for commuting to downtown and connecting to other BRT routes.
- Increases economic development in an economically distressed area.
- Reduces congestion downtown by increasing the speed and convenience of transit by commuters.



SOUTH

Project Benefits

This project will increase ridership on the Dyer Corridor Bus Rapid Transit line by creating a safe and convenient location for riders to enter the transit system. This project will provide a key hub for the northern El Paso region for commuting to downtown, connecting to other BRT routes and spurring economic growth. Benefits also include reduced vehicle operating costs, travel time savings, and reduced emissions.

U.S. Department of Transportation

sunmetro

TIGER

PORT OF HOUSTON: BAYPORT WHARF

Applicant/Sponsor: Port of Houston Authority

Total Project Cost: $48,440,000

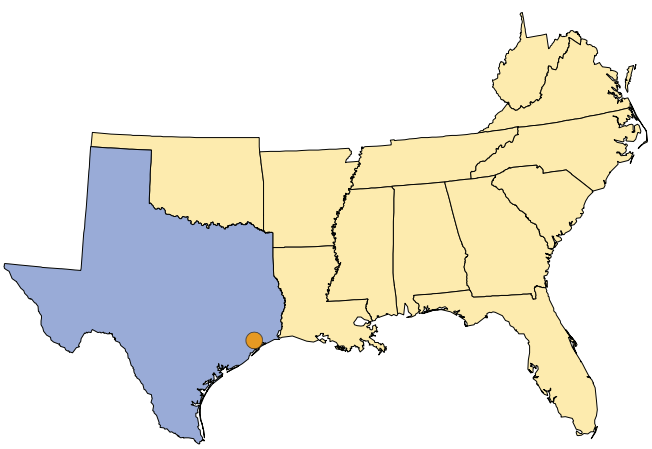
Grant Funding: $10,000,000

Project Description

TIGER funds will extend the Bayport Terminal's wharf from 3300 feet to 4000. The wharf will provide a stable platform against which container ships can be moored and support cranes that load/unload containers and the trucks which handle the container movement on port property. Following the completion of the wharf, the port intends to purchase 3 new electric, rail mounted gantry cranes to handle the increased volume of containers which will be utilizing the facility.

Project Highlights

- Increases the productivity of the Bayport terminal by reducing truck waiting and idling times an estimated 7.5 minutes per truck.
- Facilitates more efficient port operations, which reduces operational costs and generates economic benefits for the region.
- Increases container handling capacity to a growing port in a fast growing region.



SOUTH

Project Benefits

The project will allow the Bayport Container Terminal to handle over 2 million TEUs by 2025, helping to support international trade with more than 1000 ports in 203 countries. With the global shipping industry using ever larger container ships, the project will help the Port of Houston keep up with the trend. Productivity improvements and reduced delays and idling time for trucks is expected to lower port emissions and improve local air quality.

U.S. Department of Transportation

TIGER

DELTA FRAME BRIDGE

Applicant/Sponsor: Virginia Department of Transportation

Rural

Total Project Cost: $ 19,667,405

Grant Funding: $ 11,957,984

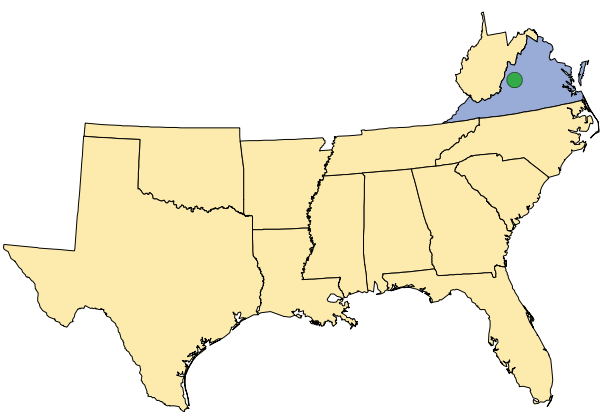
Project Description

TIGER funds will be used to rehabilitate the Lexington Delta Frame Bridges along I-64 in Rockbridge County, VA. The existing bridges carry an estimated 9,115 vehicles per day, and serve as the gateway to the Appalachian and Alleghany Highland regions. The project goals will provide a safer, long-lasting, river crossing, and protect this critical national asset.

Project Highlights

» The public will have newer bridges, requiring fewer repairs, resulting in a reduced long-term cost and a dependable structure to exchange goods and services across.

» Creates ladders of opportunity by reducing commute times, improving emergency response times, and fostering connections for tourism, family, and social ties across the river in several economically distressed communities.



SOUTH

Project Benefits

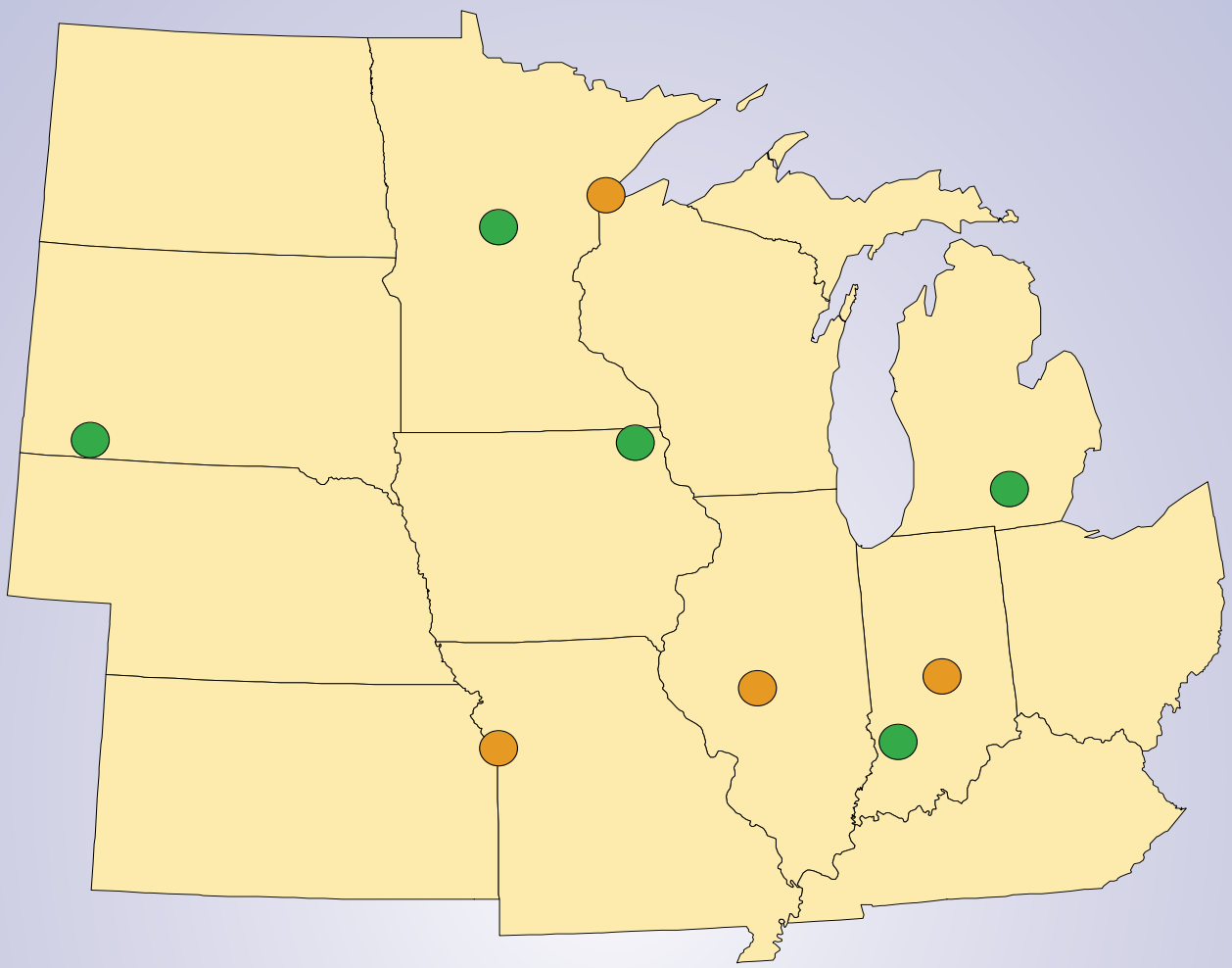
I-64 is a major freight transportation artery and is an important rail corridor. It links extensive terminal facilities in the Hampton Roads and Richmond areas to the rest of Virginia and the nation. I-64 provides the only interstate access to the port of Virginia, which includes three separate major port facilities in the Hampton Roads area. This project will ensure the bridges continue to serve as critical links joining the exchange of goods and services across the United States.

The project is highly innovative because it incorporates numerous techniques to minimize project cost, environmental impact, and schedule. These techniques include the use of 3D modeling techniques, lightweight concrete, and structural health monitoring methods to monitor the conditions of the bridges. These techniques were developed through a research study conducted by Virginia Tech.

U.S. Department of Transportation

VDOT Virginia Department of Transportation

TIGER



CENTRAL

U.S. Department of Transportation

TIGER

NORTHEAST IOWA'S LIVABLE RURAL COMMUNITIES

Applicant/Sponsor: Winneshiek County

Rural

Total Project Cost: $ 2,202,000

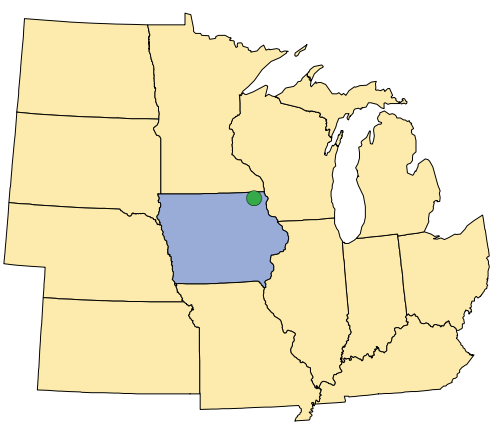
Grant Funding: $ 1,651,475

Project Description

TIGER funds will be used to reconstruct 2.5 miles of deteriorated, suburban two-lane road in the town of Decorah, Iowa, and the unincorporated area of Freeport, Iowa. This regional project replaces an aged, limited-use road with a multi-modal system of roads, bridges, and trails. It will provide alternative transportation options for small town and rural community members, students, and commuters. This project demonstrates strong collaboration among a broad range of participants from the public and private sectors.

Project Highlights

- Creates a structurally sound roadway that will reduce traffic congestion and extend the life of local transit buses.
- Provides access for pedestrians and bicyclists along routes where no lanes for walking or biking currently exist.
- Creates construction-related jobs and provides access to long-term employment opportunities.



CENTRAL

Project Benefits

This project will repair a main road in a rural area while creating a modern, multi-modal roadway that supports healthy living, downtown vibrancy, economic development and connectivity. The project provides a ladder of opportunity by directly serving low-income community members, including low income populations that live in multi-unit apartments, mobile home parks, single-family homes, and senior housing. By providing more transportation choices, this project more fully connects people to work, school, and commercial areas.

U.S. Department of Transportation

TIGER

SPRINGFIELD RAIL IMPROVEMENTS

Applicant/Sponsor: City of Springfield

Total Project Cost: $21,800,000

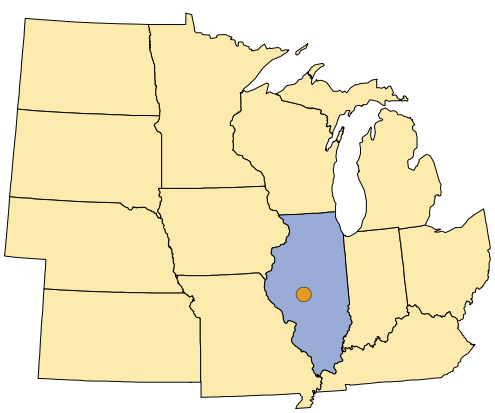
Grant Funding: $14,400,000

Project Description

This underpass is the first stage of the Springfield Rail Improvements Project, which is the central link in the Chicago to St. Louis High-Speed Rail Program. From 2007 to 2010, rail passenger ridership between Chicago and St. Louis increased 34 percent, with an average daily ridership in 2010 of approximately 1,760 passengers per day. The corridor is 284 miles long, the majority of which has a single track and cannot accommodate existing and projected freight and passenger train traffic. This causes freight bottlenecks, travel time delays, and the inability to increase passenger rail service.

Project Highlights

- Reduces car/train accidents by an estimated 80 percent and vehicle delays at rail crossings by 71 percent.
- Provides for redevelopment of the abandoned 3rd Street corridor and improves future development opportunities for the Springfield Medical District and downtown Springfield.
- Enhances safety and improves emergency access within Springfield.



CENTRAL

Project Benefits

The Carpenter Street Underpass is a beginning step toward double tracking the existing Chicago to St. Louis Union Pacific (UP) freight and Amtrak passenger corridor for increased 110-mile-per-hour passenger train frequencies. The Carpenter Street Underpass will improve safety by closing three at-grade rail highway crossings, while also improving emergency and health care access for thousands of northeast Springfield citizens to area hospitals and reducing highway travel delays.

U.S. Department of Transportation

TIGER

WHITE RIVER FREIGHT RAILROAD BRIDGE REPLACEMENT

Applicant/Sponsor: Indiana Department of Transportation

Rural

Total Project Cost: $13,845,820

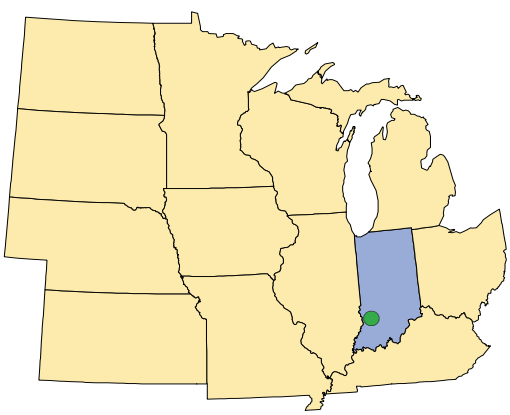
Grant Funding: $8,245,220

Project Description

TIGER funds will be used to replace a 110-year old obsolete steel bridge in Greene County, Indiana, that connects regional freight corridors. This project presents an opportunity to "fix it first" by bringing the fracture critical bridge, which is currently safety restricted for speed and weight, into a state of good repair. The Indiana Southern Railroad and the Indiana Rail Road Company, who primarily use the bridge, financially contributed to the project. Two major energy customers committed to fund additional track improvements after the bridge is rehabilitated.

Project Highlights

- Preserves and improves a key mobility link for energy, agricultural, manufacturing, and military operations.
- Improves network efficiency by supporting industry standard 286,000 lbs. railcars at speeds up to 40 mph. and removing clearance restriction for previously height-restricted railcars, such as double stack containers.
- Prevents bridge closure, which would force users to use less efficient and more costly alternative routings or modes.



CENTRAL

Project Benefits

Approximately 26,000 carloads are projected to traverse the bridge in 2013, but current weight and speed limits push freight traffic to more circuitous rail and truck routes. By maintaining existing bridge infrastructure in working condition, this project will generate benefits in transportation cost savings from avoided rail and truck diversions and associated fuel consumption, emissions reductions, safety improvements and maintenance cost reductions. The White River Bridge is located on the Department of Defense's Strategic Rail Corridor Network, and the replacement ensures inbound and outbound shipments to the Naval Support Activity Crane facility.

U.S. Department of Transportation

TIGER

INDYGO ELECTRIC BUS

Applicant/Sponsor: Indianapolis Public Transportation Corporation

Total Project Cost: $12,500,000

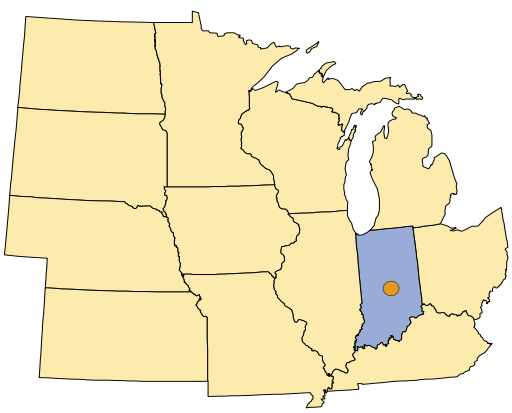
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to purchase 22 reconditioned transit buses that have been converted from diesel to zero-emission electric vehicles. The future maintenance/operating costs of the electric buses will be significantly cheaper as these buses use less expensive fuel and require less maintenance.

Project Highlights

- Stabilizes IndyGo's aging fleet and extends the life of older buses.
- Improves reconditioned buses by adding new air conditioning systems and auxiliary wiring.
- Results in major cost savings for the City through greatly increased fuel efficiency and reduced maintenance costs and mechanical wear.



CENTRAL

Project Benefits

Used throughout IndyGo's service area, these buses will be the first fully electric buses in service. They will offer the agency multiple benefits, including reductions in fuel and maintenance costs in and harmful emissions. The estimated cost of maintenance of the zero-emission bus will be just under one-fifth of the diesel powered bus. The reconditioned buses will improve the overall reliability of IndyGo's bus service, which has experienced increased ridership by nearly an 8% between 2011 and 2012.

U.S. Department of Transportation

City of Indianapolis

TIGER

KALAMAZOO TO DEARBORN RAIL IMPROVEMENTS

Applicant/Sponsor: Michigan Department of Transportation

Rural

Total Project Cost: $30,075,329

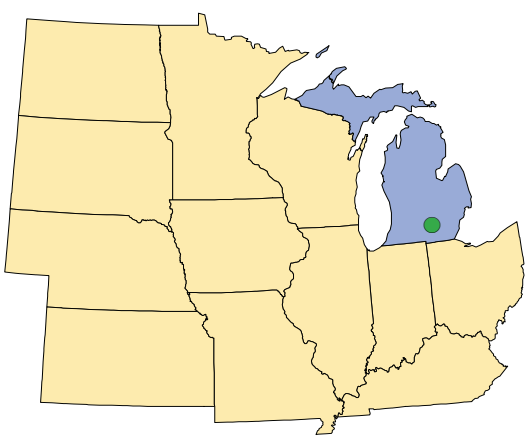
Grant Funding: $9,383,036

Project Description

TIGER funding will complete improvements in the Dearborn-Kalamazoo section of the designated High-Speed Rail corridor to enhance 110 mph operation. Tracks 1 and 2 will be upgraded to support speeds up to 110 mph between Kalamazoo and Battle Creek. Additionally, a second main line capable of operating at 110 mph will be constructed.

Project Highlights

- Increases average speeds by about 10 mph along the route, resulting in 8 minutes of time savings per trip.
- Includes the replacement of 26,100 ties, installation of 5 split-point derails, and the installation of 8,108 feet of concrete crossing panels at public and private roadway grade crossings.
- Improves freight operating efficiency and accessibility by connecting roadways and rail infrastructure to port facilities.



CENTRAL

Project Benefits

Key benefits include maintaining a state of good repair and improving existing service, yielding travel time savings and enhanced economic competitiveness. In addition to generating greater passenger connectivity, the project will improve the movement of freight through this vital commercial corridor by enhancing rail infrastructure for freight trains and reducing congestion on the highways.

U.S. Department of Transportation

TIGER

PORT OF DULUTH INTERMODAL

Applicant/Sponsor: Duluth Seaway Port Authority

Total Project Cost: 16,000,000

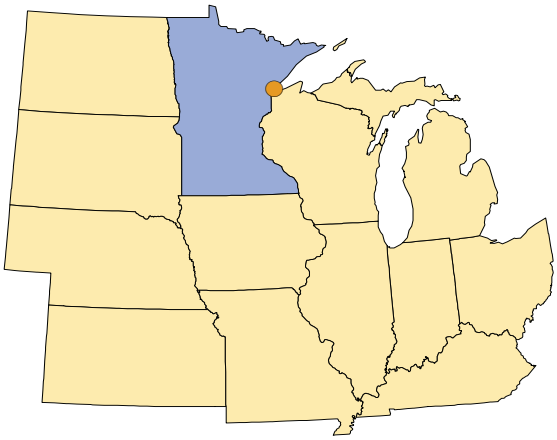
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to rebuild and expand a 28-acre general cargo dock at the Port of Duluth-Superior and connect the site to existing road and rail infrastructure. The project will transform underutilized Docks C & D, currently in deficient condition, into a fully functional intermodal facility to support existing industries and the growth of new commerce throughout the Midwest. The Minnesota Department of Transportation and the Port of Duluth also will provide financial support for the project.

Project Highlights

- Facilitates increased and improved freight flows in the Great Lakes, thereby reducing freight shipping costs and improving economic competitiveness of the region.
- Refurbishes a dock that is currently not structurally sound to support steel exports, paper and pulp production, and regular, long term container service on the Great Lakes.
- Improves operating efficiency and accessibility by connecting roadways and rail infrastructure to port facilities.



CENTRAL

Project Benefits

This project will upgrade Docks C & D at the Port of Duluth-Superior to serve growing intermodal freight movements by connecting water, road, and rail. The project will bolster the economic competitiveness of the region by increasing import and export capacity at the Port, and helping to promote increased U.S. exports via the Great Lakes – St. Lawrence Seaway. By connecting the Port of Duluth to the nation's highway and rail network, the project will facilitate more environmentally sustainable freight transportation.

U.S. Department of Transportation

THE CITY OF DULUTH MINNESOTA

TIGER

MINNESOTA RURAL ROADS ITS

Applicant/Sponsor: Minnesota Department of Transportation

Rural

Total Project Cost: $1,708,217

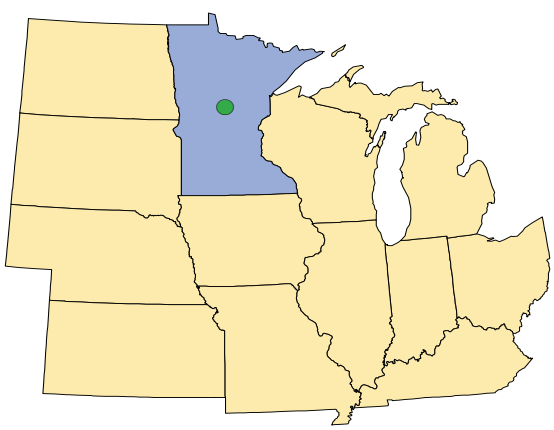
Grant Funding: $1,451,450

Project Description

TIGER funds will be used to install intersection conflict warning systems at 15 rural, stop-controlled intersections. Site locations are spread throughout half of the state. The proposed warning system will inform vehicles of intersections conflicts so drivers can better judge gaps in traffic. This program is the result of an extensive planning effort and part of Minnesota's Zero Death Safety Program.

Project Highlights

- Significantly reduces the potential for collisions at the intersections with the warning system.
- Showcases innovative uses of technology and flexible project delivery methods.
- Recently received a national award for using technology to support rural transportation safety goals



CENTRAL

Project Benefits

More than 15 cities will be impacted by the project. Based on the average daily traffic at these intersections located in these cities, drivers and passengers in more than 80,000 vehicles will experience the added safety and security offered by these systems on a daily basis. This innovative system provides a safe and affordable alternative to traditional traffic-control devices.

U.S. Department of Transportation

MINNESOTA DEPARTMENT OF TRANSPORTATION

TIGER

KANSAS CITY DOWNTOWN STREETCAR

Applicant/Sponsor: City of Kansas City

Total Project Cost: $102,500,000

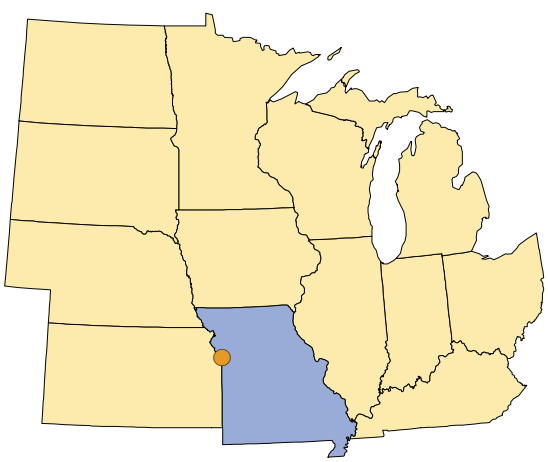
Grant Funding: $20,000,000

Project Description

TIGER funds will be used to connect the River Market area near the Missouri River to Crown Center/Union Station. The project supports continued revitalization of the Central Business District and Crossroads Arts District, connecting a number of the major downtown destinations. The Kansas City Downtown Streetcar will initially serve more than 65,000 downtown employees and 4,600 downtown residents, as well as 10 million annual visitors.

Project Highlights

- Funds the construction of 11 stations, spaced roughly every two blocks, operating at 10-minute intervals.
- Connects existing local bus services with the streetcar route through the downtown corridor.
- Allows double-tracking on the section from 20th Street to the southern terminus of the Kansas City Streetcar.



CENTRAL

Project Benefits

In the past decade, the Kansas City downtown region has experienced a resurgence and transformation into a vibrant cultural and economic center. Significant investments totaling nearly $6 billion from both private and public sources have stimulated economic growth and redevelopment. This project is expected to spur continued investment and growth along the corridor.

U.S. Department of Transportation

KANSAS CITY MISSOURI

TIGER

IMPROVEMENTS TO BIA ROUTE 2

Applicant/Sponsor: Oglala Sioux Tribe

Rural

Total Project Cost: $8,877,960

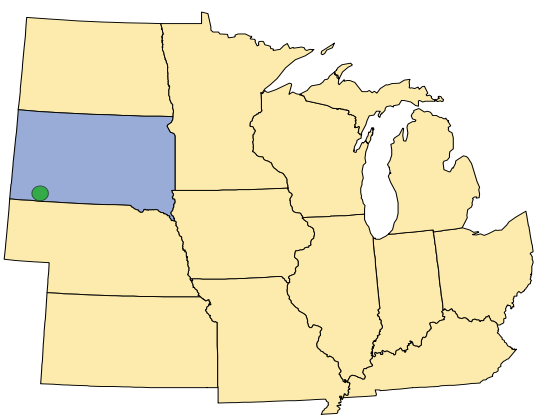
Grant Funding: $8,777,960

Project Description

TIGER funds will upgrade 17.6 miles of loose gravel road to a paved surface that will provide a critical arterial route in the Pine Ridge Indian Reservation, the second most economically distressed population in the United States. The project will include a designated bicycle lane, which will provide enough room for motor vehicles and bicyclists to share the road. This project is the result of a decade of planning studies and efforts to improve the transportation accessibility for this area.

Project Highlights

- Provides a higher level of connectivity to jobs, educational institutions and healthcare facilities in the reservation, and supports tourism to the reservation and the South Unit of the Badlands National Park.
- Improves safety and reduces fatalities and injuries on this stretch of highway, the majority of which is in poor condition.
- Utilizes innovative pavement materials to lengthen the road life.



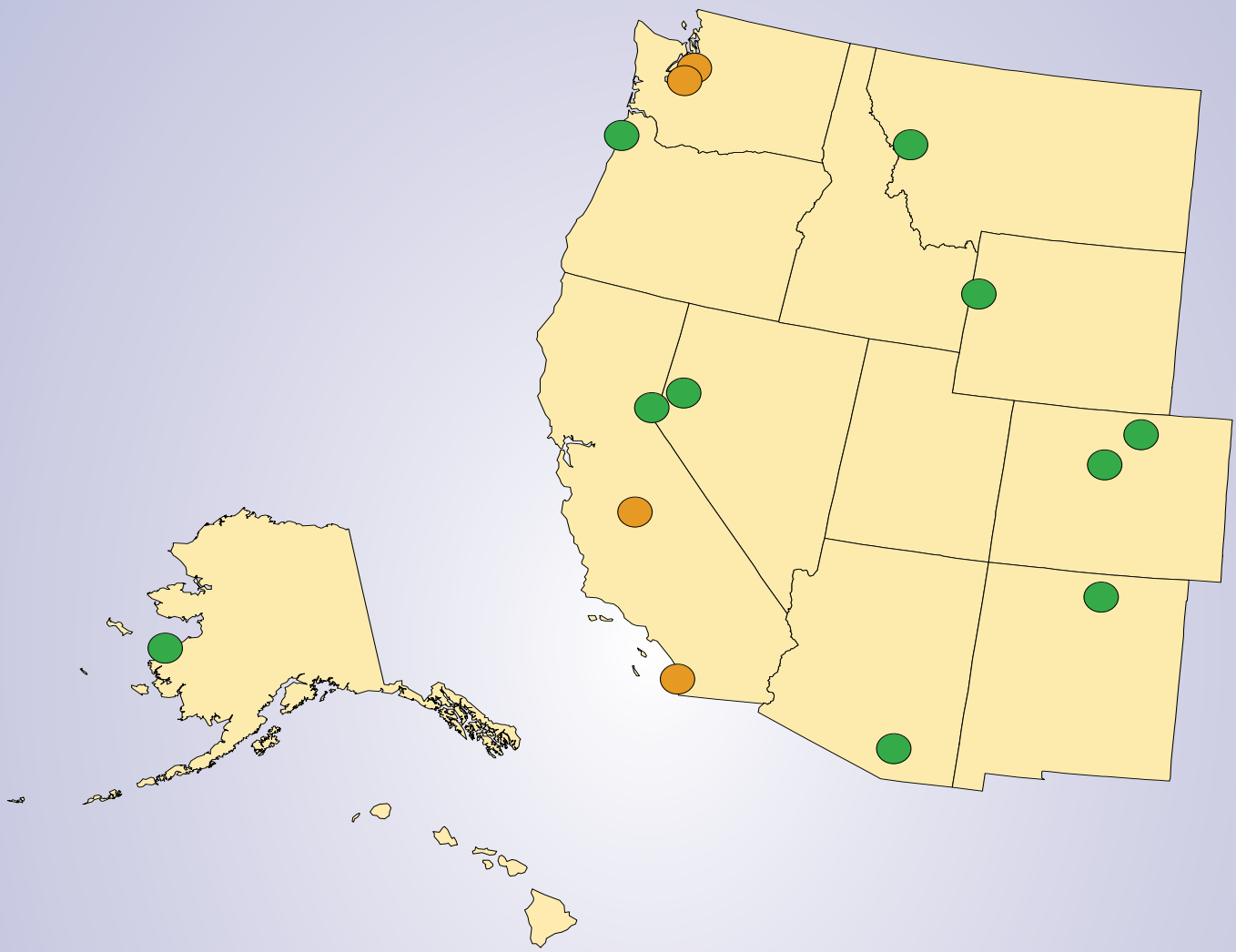
CENTRAL

Project Benefits

This project will enrich the quality of life for the residents by providing better connections to communities through a safe, efficient roadway that can be used by personal vehicle, public transit or bicycle. The project will create short-term construction-related jobs and facilitate access to long-term employment. This project will greatly benefit the Oglala Sioux community, a historically distressed and secluded community that has had difficulty building and maintaining its expansive territory.

U.S. Department of Transportation

TIGER



WEST

U.S. Department of Transportation

TIGER

ALAKANUK COMMUNITY STREETS IMPROVEMENT

Applicant/Sponsor: Village of Alakanuk

Rural

Total Project Cost: $5,200,000

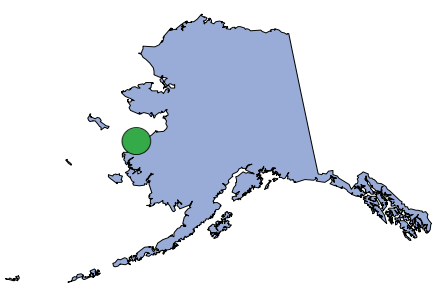
Grant Funding: $2,200,000

Project Description

TIGER funds will be used to pave almost three miles of gravel streets and earth roads in the Village of Alakanuk, Alaska. These repairs will enhance mobility and improve the quality of life in the village by making drainage improvements and reducing dust, eliminating a significant source of air pollution that coated the fish that residents dry in the sun. The project has regional and local community support, and is supplemented by a $3.2 million match. The project is part of a long range planning effort and has been listed as a priority for years in the region.

Project Highlights

- Enables an economically-distressed village on the north bank of the Yukon River to improve and maintain their road network in a state of good repair.
- Protects villagers' health and environment by reducing air pollution caused by dusty gravel roads.
- Improves access to materials brought in by barge to the community.



WEST

Project Benefits

The existing road network is isolated from any outside network and the community is only accessible via aircraft, boats, and snow-machines. The current road network within the village consists of gravel roads, boardwalks, and trails that are in poor condition. This project paves local roads and brings them into compliance with national design standards. This project would connect residents to the primary economic hubs of the community, including the village store, tribal and city offices, and health clinic.

U.S. Department of Transportation

TIGER

PORT OF TUCSON: CONTAINER EXPORT RAIL FACILITY

Applicant/Sponsor: Pima County

Rural

Total Project Cost: $13,054,575

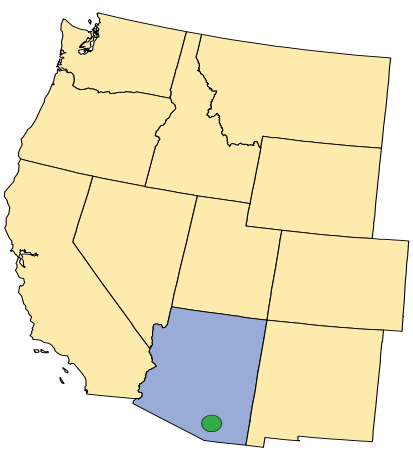
Grant Funding: $5,000,000

Project Description

TIGER funds will extend the Wilmot siding and install high-powered switches to eliminate the need to slow and stop arriving trains at the inland Port of Tucson Container Export Rail Facility. Currently, the Port is the only location in Arizona that can accommodate large loads such as pipeline or wind tower components, but unit trains must pass through a manual switching before entering the Port, creating delays on adjacent roadways and the Union Pacific mainline. By automating the switches for trains entering the Port, this project will reduce congestion and delays experienced by motorists and other trains. The project will also construct a double loop track at the Port so unit trains can simultaneously load and unload.

Project Highlights

- Reduces traffic delays and improve safety at nearby railroad crossings.
- Increases capacity for more environmentally efficient freight movement.
- Facilitates the innovative use of intermodal service for shorter distances by improving the operational efficiency of the freight system.



WEST

Project Benefits

The project increases economic competitiveness by improving rail access to the inland Port of Tucson. As intermodal and container traffic grows at the inland Port, the project will help provide a seamless transition for Sun Corridor businesses and exports to international markets through West Coast and Gulf Coast ports. The project augments an agreement to fill empty containers on site at the Port rather than return them empty to Midwest points of origin, offering manufacturing and commodity exporters a direct rail connection to the Ports of Los Angeles and Long Beach. It will also improve safety by eliminating congestion and delay as trains stop to enter Port facilities.

U.S. Department of Transportation

TIGER

FULTON MALL RECONSTRUCTION

Applicant/Sponsor: City of Fresno

Total Project Cost: $19,924,620

Grant Funding: $15,924,620

Project Description

TIGER funds will contribute to the reconstruction of the Fulton Mall in downtown Fresno as a complete street, meaning that streets are designed to be used for driving, bicycling, walking or public transportation. The reconstruction would occur over 11 city blocks and would reintroduce vehicle traffic lanes while maintaining bicycle and pedestrian accommodations.

Project Highlights

- Increases the economic competitiveness of an economically distressed area, where over 50% of residents are below the poverty line, by improving transportation choices and providing better access to businesses for employees and customers.
- Improves the deteriorating state of the current mall infrastructure and reduces ongoing maintenance costs through complete rehabilitation and transformation to a complete street.
- Better utilizes existing infrastructure and revitalizes the Main Street of the downtown business district, which will encourage retail sales and private sector investment.

WEST

Project Benefits

Fresno was one of seven cities selected by President Obama to participate in the Strong Cities, Strong Communities program in July 2011. These TIGER funds will support partnerships that have been built as a result of this initiative and increase economic opportunities in the city. Restoration of the street grid will allow the revitalization of the City's downtown core, setting up downtown Fresno and the region for success with connections to the new bus route and a planned high-speed rail station.

U.S. Department of Transportation

CITY OF FRESNO INCORPORATED 1885

TIGER

PACIFIC SURFLINER COASTAL RAILWAY BRIDGES

Applicant/Sponsor: San Diego Association of Governments

Total Project Cost: $25,200,000

Grant Funding: $14,000,000

Project Description

TIGER funds will be used to replace aging timber trestle railway bridges that have exceeded their 75-year service life, supporting intercity, commuter and freight rail services in the second busiest rail corridor in the nation. The passenger rail service on the corridor will act as an important feeder to the statewide high-speed rail system through connections in Anaheim, Los Angeles, and downtown San Diego.

Project Highlights

» Averts future speed restrictions related to deteriorating bridge conditions.

» Keeps the passenger rail system functioning efficiently, producing environmental sustainability benefits by encouraging travelers to use rail instead of heavily congested freeways between San Diego and the Los Angeles area.

» Provides greater reliability and efficiency for the 2.7 million people who travel the Los Angeles – San Diego – San Luis Obispo rail corridor annually.

WEST

Project Benefits

This project is of regional significance as it is needed to keep the nation's second busiest passenger corridor in operation and in a state of good repair. This is the only viable rail corridor connecting San Diego with the rest of the nation. Key project benefits include improved reliability, speed and safety.

U.S. Department of Transportation

TIGER

STATE ROUTE 89 RAILROAD UNDERCROSSING

Applicant/Sponsor: Town of Truckee

Rural

Total Project Cost: $11,252,644

Grant Funding: $1,500,000

Project Description

This project will provide a separate facility for bicycles and pedestrians, which must currently pass under a railroad track in an existing, narrow concrete arch tunnel with two travel lanes of traffic that is frequented by large trucks. This heavily matched project has been developed over the past several years in coordination with local and regional business, government, and environmental groups.

Project Highlights

- Provides more transportation choices and improves both local and interregional transportation access and connectivity.
- Creates an inter-regional bicycle and pedestrian connection between Lake Tahoe and Truckee, and expands the area's recreational opportunities.
- Improves safety for pedestrians, bicyclists, and motorists in an area where vehicle-pedestrian or vehicle-bicycle conflicts are common.

WEST

Project Benefits

The pedestrian tunnel will be ADA accessible and will contribute to broader traveler mobility by improving connections between residential and commercial areas. It will increase the vehicular traffic capacity of the existing tunnel by providing a safe alternative for pedestrians and bicyclists currently using the narrow shoulders of the existing tunnel. The project will also extend the serviceable lifetime of the tunnel by constructing drainage and roadway improvements.

U.S. Department of Transportation

TIGER

EISENHOWER/JOHNSON MEMORIAL TUNNEL FIRE SUPPRESSION

Applicant/Sponsor: Colorado Department of Transportation

Rural

Total Project Cost: $25,000,000

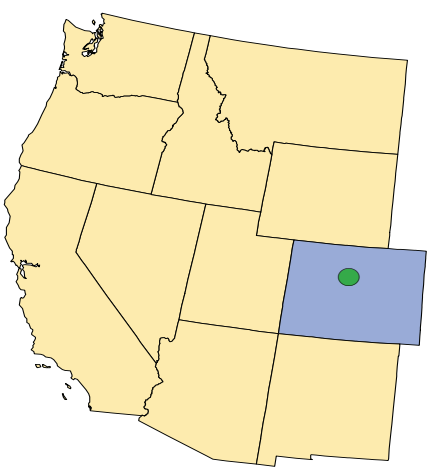
Grant Funding: $10,000,000

Project Description

TIGER funds will be used to install a Fixed Fire Suppression System in the Eisenhower/Johnson Memorial Tunnel, which carries I-70 under the continental divide in Colorado. Each year, two-to-three vehicle fires occur inside or in close proximity to the tunnel. The closures needed to assess the fire damage and make minor repairs last for hours and delay the 30,000 daily vehicles using this critical route, or force them to detour hundreds of miles. This innovative system will enable fire crews to rapidly extinguish fires within the tunnel and prevent major traffic delays.

Project Highlights

- Improves state of good repair, safety, and economic competitiveness with an innovative response to tunnel fires.
- Makes firefighting in the tunnel safer and easier for first responders and motorists and lowers the potential for secondary fires to spread within the tunnel.
- Reduces the need for major tunnel repair and traveler delays or detours that would result from a major fire in the tunnel.



WEST

Project Benefits

The Eisenhower/Johnson Memorial Tunnel is on an important commerce corridor that serves as a gateway to the Colorado Rocky Mountains. Fire incidents in the past have occurred both inside and in close proximity to the tunnel, and result in lengthy delays or detours due to tunnel closures. Should the tunnel close due to a fire incident, the detour is 200 miles long. The new fire suppression system will enhance the safety of the traveling public and help prevent lengthy detours.

U.S. Department of Transportation

TIGER

GREAT WESTERN FREIGHT IMPROVEMENT

Applicant/Sponsor: Town of Windsor

Rural

Total Project Cost: $2,790,185

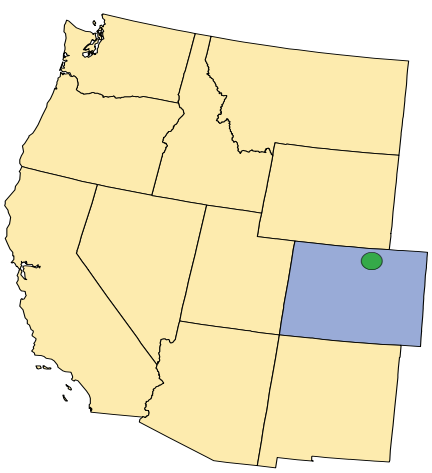
Grant Funding: $2,790,185

Project Description

TIGER funds will establish an FRA-defined Quiet Zone through two main residential areas in the Town of Windsor, including constructing and adding safety measures at ten public grade crossings. Increases in local railroad activity levels and the rapidly expanding residential and industrial community surrounding the railroad line have resulted in noisy rail activity in the town. In addition to alleviating noise concerns, the project promotes safety by reducing the likelihood of grade crossing accidents by upgrading crossing warning devices.

Project Highlights

- Reduces impact of rapidly increasing freight activity on neighboring communities.
- Improves safety by upgrading warning devices for at-grade crossings.
- Implements technology to help effectively and efficiently manage projected increases in carload volumes.



WEST

Project Benefits

The establishment of the Quiet Zones will reduce safety conflicts and eliminate noise pollution due to train horns in the growing community, thereby improving the quality of life for Town of Windsor residents. Currently, the Great Western Railroad Company must sound locomotive horns at ten residential crossings, often late at night or early in the morning, which creates long-term disturbances for residents. This project will substantially reduce the noise pollution and improve safety in the area and offers a model for minimizing the negative outcomes on communities of growing freight activity.

U.S. Department of Transportation

TOWN OF WINDSOR COLORADO

TIGER

MISSOULA TO LOLO TRAIL

Applicant/Sponsor: Missoula County

Rural

Total Project Cost: $5,480,363

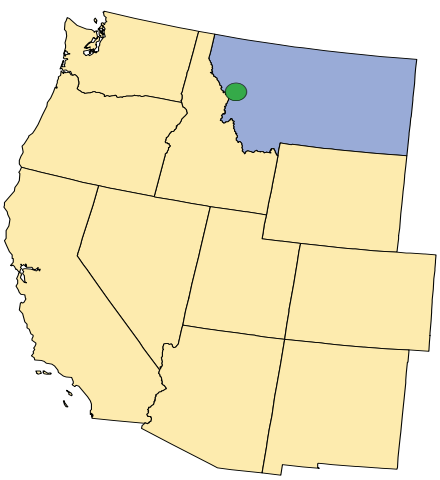
Grant Funding: $4,580,363

Project Description

TIGER funds will be used to construct a seven-mile bicycle trail running parallel to US Route 93 to connect the city of Missoula with the town of Lolo. The proposed route connects two regional bicycle trail networks that currently can only be traversed by on-highway travel. The project partners are strongly supported by public health and economic development agencies.

Project Highlights

- Creates a separated and safe alternative for cyclists and pedestrians.
- Improves transportation options and safety for children, seniors, and the community at large.
- Bolsters the long-distance bicycle touring industry, an important economic driver in Missoula.



WEST

Project Benefits

The project will enhance accessibility and encourage broader use of travel options by completing the missing seven-mile link to a larger trail of over 50 miles in length. In the past 20 years, there have been at least 3 fatalities and 9 injuries as a result of vehicle collisions involving bicycles and pedestrians on this 7-mile segment. Of these incidents, 2 of the fatalities and 4 of the injuries would have been avoided if there was a separated path.

U.S. Department of Transportation

MISSOULA COUNTY MONTANA

TIGER

TAOS PUEBLO VETERANS HIGHWAY

Rural

Applicant/Sponsor: Taos Pueblo

Total Project Cost: $ 3,454,627

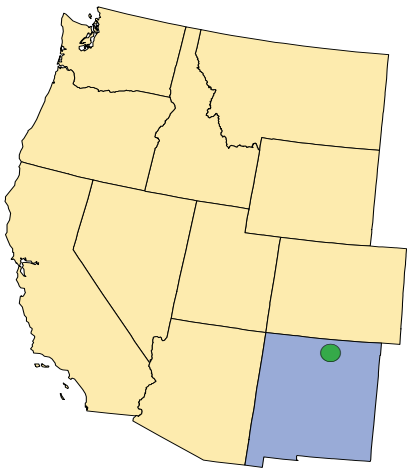
Grant Funding: $ 3,290,121

Project Description

TIGER funds will reconstruct two miles of a two-lane highway from Taos to Taos Pueblo. The road is in poor condition, having been originally constructed about 60 years ago and repaved 25 years ago. As the main artery into and out of Taos Pueblo lands, the road connects Taos Pueblo residents to jobs, and also provides access for the thousands of visitors who come each year to visit the ancient Village of Taos Pueblo, a designated U.S. National Historic Landmark and a United Nations World Heritage site.

Project Highlights

- Enables workers to travel to jobs in the community, vendors to deliver goods, and disadvantaged business enterprises to conduct business in this economically distressed area.
- Improves the traditional irrigation system to enhance the flow of water that re-charges the Taos Pueblo Buffalo Pasture, a 600-acre mountain desert wetland.
- Upgrades the roadway striping and signage to improve safety and deter crashes.



WEST

Project Benefits

This project will ensure that the numerous vendors that provide essential goods and services to the Pueblo businesses, tribal operations, and schools will be able to rely on the Veterans' Highway for deliveries in a safe and timely manner. This project will also create numerous short-term jobs in an economically distressed area. Through this project, current conditions will be remedied and advanced deterioration will be avoided.

U.S. Department of Transportation

TIGER

PELICAN POINT ROADS

Applicant/Sponsor: Pyramid Lake Paiute Tribe

Rural

Total Project Cost: $3,049,513

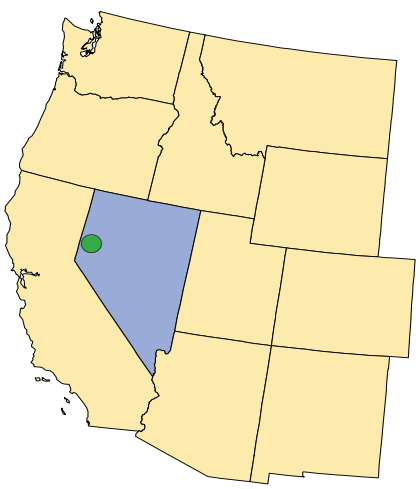
Grant Funding: $2,949,513

Project Description

TIGER funds will relocate an intersection, construct secondary access roads, and build parking and day-use recreational facilities at a popular recreation site on land administered by the Pyramid Lake Paiute Tribe. The project will have a significant, positive impact on economic development in the area, using low impact development techniques to address stormwater runoff.

Project Highlights

- Improves facilities, thereby increasing the use of the area, improving the local economy and economic growth for the Tribe.
- Constructs a user-friendly access point, which will provide adequate signage and safe intersections.
- Enhances storm water management that would otherwise flood the area by incorporating detention and retention basins to catch the "first flush" of precipitation events.



WEST

Project Benefits

Outdoor recreation is a primary driver of the Reservation economy. Over 150,000 visitors come to Pyramid Lake each year. The Pelican Point recreation improvements will provide the tribe revenue and increased opportunities for employment for low-income and unemployed members of the Pyramid Lake Paiute Tribe. The Pelican Point access road and parking area are designed to drain to retention and detention facilities. This design technique is known as low impact development. In the case of the Pelican Point project, storm water will be directed to the retention and detention facilities and will percolate into the earth, which acts as a natural filter, thus cleaning the storm water before it reaches the groundwater table and ultimately Pyramid Lake.

U.S. Department of Transportation

SUMMIT LAKE PAIUTE TRIBE
AGAI PANINA TICUTTA

TIGER

PORT OF GARIBALDI WHARF REVITALIZATION

Applicant/Sponsor: Port of Garibaldi

Rural

Total Project Cost: $6,697,893

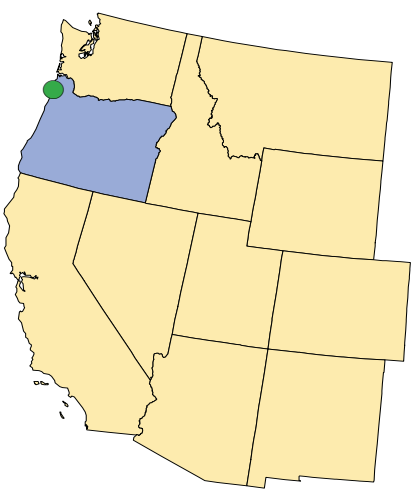
Grant Funding: $1,474,761

Project Description

TIGER funds will be used to rebuild an unsafe, structurally deficient wharf and Commercial Avenue to enhance marine/highway intermodal access and construct pedestrian and surface transportation safety improvements. This reconstruction project will increase the Port of Garibaldi's ability to handle multimodal cargo, as well as retain and attract new businesses. In addition to TIGER funds, the project will receive support from ConnectOregon, the U.S. Department of Commerce, the U.S. Department of Agriculture, the Oregon Business Development Department, and the Port of Garibaldi.

Project Highlights

- Preserves the wharf structure and direct intermodal access between designated marine and state highways.
- Facilitates diversification of local economy by supporting the development of emerging commercial industries, including fish and food processing.
- Improves near-shore environmental habitat in the Tillamook Bay National Estuary.



WEST

Project Benefits

The integration of wharf reconstruction with surface vehicular and pedestrian and water access improvements allows the Port of Garibaldi to rehabilitate the deteiorated wharf and address safety concerns, while preparing Garibaldi for new economic development. The project is intended to recreate a modern, attractive, and fully functional working wharf to provide a basis for long-term economic recovery of a rural, distressed community. The surface transportation improvements will improve connectivity to the wharf for workers and visitors.

U.S. Department of Transportation

TIGER

TACOMA TRESTLE REPLACEMENT

Applicant/Sponsor: Sound Transit

Total Project Cost: $54,740,000

Grant Funding: $10,000,000

Project Description

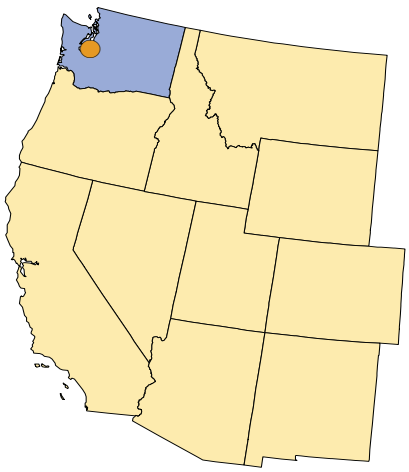
TIGER funds will be used to replace a 100-year old single-track wooden trestle and bridge with a modern double-track structure, doubling capacity and improving reliability and travel time for the Sounder and Amtrak Cascades passenger rail services, which have seen increased ridership in recent years . Rail capacity expansion is needed for both passenger rail and freight rail. Sound Transit will provide 71% non-federal match for this request, some of which is from voter-approved sales and use taxes to fund transportation improvements.

Project Highlights

» Enables Amtrak to add two round trips in the Seattle-Portland high-speed rail corridor, and Sound Transit to add another four round trips to its Seattle-Lakewood commuter rail service.

» Reduces traffic on the I-5 corridor by 5.5 million trips or 39 million vehicle miles traveled per year by providing an alternative means of transportation.

» Adds freight capacity on the Tacoma Rail line, contributing to economic growth and supporting Pierce County, the City of Tacoma and the Port of Tacoma.



WEST

Project Benefits

The new and expanded trestle and bridge will support expansion of passenger rail service for both commuter rail and high-speed rail in the designated 466-mile Pacific Northwest High Speed Rail Corridor. Strong ridership on Amtrak Cascades and Sounder commuter rail is demonstrated by 3.4 million annual riders already using passenger rail as their mode of choice. By 2030, commuter rail in the corridor is expected to serve nearly 5 million annual riders, removing 113 million passenger miles from the congested I-5 corridor.

U.S. Department of Transportation

TIGER

I-90 TWO WAY TRANSIT AND HOV

Applicant/Sponsor: Sound Transit

Total Project Cost: $223,000,000

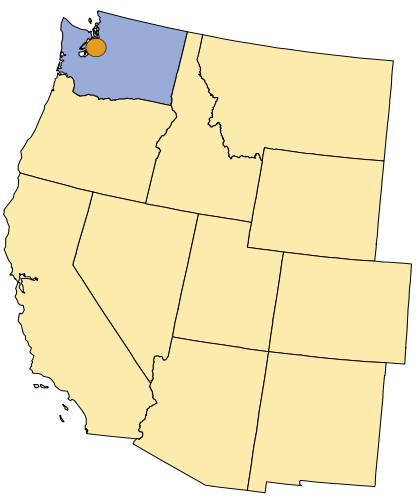
Grant Funding: $14,000,000

Project Description

TIGER funds will be used to add eight miles of high occupancy vehicle (HOV) lanes along the I-90 floating bridge and enhance fire suppression systems in tunnels along the corridor, which connects Seattle and Bellevue/ Mercer Island. The project will provide dedicated HOV lanes in each direction to supplement the two existing reversible HOV lanes, providing improved service times for HOVs and transit users throughout the day.

Project Highlights

- The project connects to over 300,000 jobs in the I-90 corridor.
- Reduces delay for HOV and transit users by approximately 85%.
- Builds state-of-the-art fire/life/safety and seismic improvements on the nationally significant I-90 floating bridge and tunnels.



WEST

Project Benefits

This project significantly improves transit and HOV reliability using existing right-of-way, without widening the I-90 floating bridge. Over the longer term, this project prepares I-90 for future light rail service also without widening the floating bridge. The project will also replace the fire/life/safety systems located in the Mt. Baker tunnels connecting to the I-90 Floating Bridge and will make a number of seismic retrofits that will improve the earthquake resistance of the floating bridge.

U.S. Department of Transportation

TIGER

JACKSON INTERMODAL CONNECTIVITY

Applicant/Sponsor: Town of Jackson

Rural

Total Project Cost: $52,799,985

Grant Funding: $8,000,000

Project Description

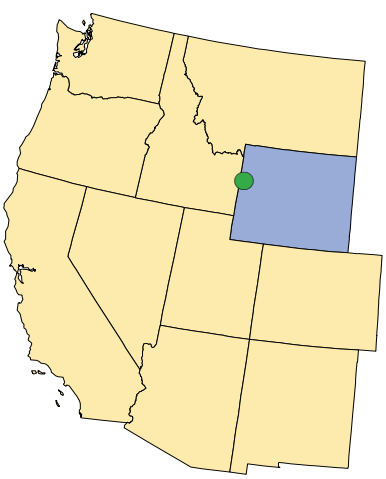
TIGER funds will support the construction of three projects, including a new regional bus transit facility featuring maintenance, fueling garages and administrative offices, and two pathways connecting to the new transit facility. There are numerous local investments from a combination of public and private sources, contributing a total of $24.8 million of the $52 million project.

Project Highlights

» Increases transportation options for lower-income residents and connects them with the regional job center.

» Constructs bicycle-pedestrian facilities to complete critical missing links in the pathway system and connect the transit facility to the valley-wide multimodal system.

» Builds a LEED-certified Silver transit facility. Which will be the first LEED-certified transit facility in the state of Wyoming and the greater Yellowstone region.



WEST

Project Benefits

The project establishes a seamless connection between different travel modes from the transit center and creates a range of transportation choices in a connected network. The project will also help the bus fleet maintain a state of good repair, as the current bus fleet is stored outdoors year-round, which shortens vehicle life and adds to vehicle maintenance and operating costs. By constructing an indoor storage and maintenance facility for the bus fleet, maintenance costs will decrease significantly. Additionally it will support a bike share system that will be funded through a public-private partnership, and stations will be co-located with bus stops and at the new intermodal transit center.

U.S. Department of Transportation

TIGER