

# LADDERS OF OPPORTUNITY THROUGH THE TIGER 2014 DISCRETIONARY GRANT PROGRAM

The United States Department of Transportation distributed nearly \$600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program.

In selecting projects, Secretary Foxx prioritized the extent to which the proposed project strengthens access to opportunities through transportation improvements, consistent with the Ladders of Opportunity Initiative. The Department seeks to enhance long-term employment opportunities for all Americans by investing in transportation projects that better connect communities to centers of employment, education, and services, especially in economically distressed areas. The TIGER 2014 program gave additional consideration to projects that seek to strengthen opportunities to expand the middle class.

Transportation projects can have dramatic impacts on opportunity in a number of ways. They can:

- **Connect:** A multimodal transportation system provides people with reliable and affordable connections to employment, education, and other critical services. Planning transportation networks that provide low-cost reliable options enables more people to realize their economic potential and improves businesses' access to a diverse workforce.
- **Work:** Transportation projects create jobs, both in constructing projects and operating them. Through thoughtful workforce programs—built in partnership with industry, and with a focus on disadvantaged businesses—we can help more underserved people find and keep good jobs in the transportation sector.
- **Revitalize:** Transportation infrastructure can have a dramatic impact on neighborhoods and regions. It can provide support for healthy main street centers and direct more equitable business and residential developments designed to bring everyone closer to opportunities.

In this round of TIGER, the Department was able to fund numerous transportation projects focused on improving ladders of opportunity across cities, towns, and regions, including:

## *Capital Projects:*

The **Broad Street Bus Rapid Transit** in Henrico County, Virginia received \$24,900,000 to create a 7.6 mile long Bus Rapid Transit (BRT) corridor connecting Richmond with growth areas in Henrico County as well as 25 other local bus routes. The Broad Street BRT project will provide reliable service for the transit



dependent population in the economically distressed area. The project will connect area residents, 27 percent of whom live in poverty, with 77,000 opportunities for employment in the area, as well as education, retail, and services, while stimulating redevelopment in the corridor.

The **Vision Zero: Saving Lives and Providing Opportunity Project** in New York, NY received \$25,000,000 for the first phase of a comprehensive effort to reduce traffic related deaths and injuries in NYC, which on average occur once every 2 hours. This phase consists of a targeted 3-part safety improvement program in New York City; safe pedestrian access to schools, safe pedestrian access to transit, and safe bicycle access to jobs via completion of a trail system connecting distressed communities with employment centers. The program will utilize proven techniques to target communities in need as 80 percent of projects funds will be spent in areas eligible for HUD



U.S. Department  
of Transportation

**TIGER**

# LADDERS OF OPPORTUNITY THROUGH THE TIGER 2014 DISCRETIONARY GRANT PROGRAM

Community Development Block Grant funding.

The **Central Corridor Transit Enhancement and Job Access Project** in St. Louis, Missouri received \$10,300,000 to fill a 1.6 mile gap between two existing stations in MetroLink's transit system. The project will expand the Central West End LRT station, the busiest in the MetroLink system, create a new light rail stop—the Cortex Station, and build a bike trail to create a seamless connection to the regional Great Rivers Greenway trail network. Together these improvements will greatly enhance access to opportunity for the economically disadvantaged St. Louis area, especially non-drivers.

The **Central Omaha Bus Rapid Transit Project** in Omaha, Nebraska received \$14,960,000 to help construct an 8-mile bus rapid transit (BRT) system in Central Omaha that intersects with nearly every route in the



transit system to serve as the spine of the regional transit network. The BRT system will connect disadvantaged and economically distressed communities with centers of employment, education, and training, including the University of Nebraska, five fortune 500 companies, and the dense Midtown Crossing urban area.



The **M-1 Fixed Rail Streetcar Project** in Detroit, Michigan received \$12,200,000 to leverage \$88,750,000 in other investments—including a previous \$25,000,000 TIGER grant, to complete their downtown streetcar system, which will connect the downtown business district to the economic, cultural, civic, and entertainment assets along Woodward Avenue. This streetcar will run along one of the most heavily populated and thriving corridors in Detroit, which is home to 40 percent of the jobs in the City, as well as retail, entertainment, and services.

The **Bronzeville Bridge to Chicago's Lakefront** in Chicago, Illinois received \$18,760,000 to build the new 41<sup>st</sup> street bridge that will connect a new mixed-income housing project development with Burnham Park. Nearly 40 percent of Bronzeville households do not have a car, and 45 percent of residents have incomes below \$25,000. This project coordinates transportation with land use plans, to reconnect mixed income neighborhoods to surrounding communities through safe access to employment, education, and recreation opportunities.

The **Downtown Dahlonega Complete Streets Corridor Improvements Project** in Dahlonega, Georgia, received \$5,100,000 to revitalize downtown and connect neighborhoods to education, retail, and service centers. The project will build critical sidewalks, crosswalks, and facilities for bicyclists and pedestrians, improving access to an area where almost half of the block segments have no sidewalks at all. The project builds off of a planning effort funded partially by a TIGER II planning grant, and will enhance safety while promoting community revitalization.



U.S. Department  
of Transportation

**TIGER**



# LADDERS OF OPPORTUNITY THROUGH THE TIGER 2014 DISCRETIONARY GRANT PROGRAM



The **East 105<sup>th</sup>/East 93<sup>rd</sup> Transportation corridor Plan** in Cleveland, Ohio received \$400,000 to help complete a transportation plan for an 8 mile north-south corridor along East 105th and East 93rd Streets that is connected to the planned \$330 million Opportunity Corridor. The study/plan will focus on largely economically distressed neighborhoods characterized by low incomes, high poverty rates, poor building conditions, and health issues. This study will focus on improving transit,

## Planning Projects:

The **Makah Tribe Oil Spill Response Access Dock Plan** in Neah Bay, Washington received \$1,101,904 to aid the planning and design for a dock that will be used for oil spill prevention, a safe harbor, and as an emergency response base of operations for a remote area that has experienced an emergency every three to four months since 1999. The Makah Tribe, who is responsible for oil spill response in the area, is committed to using local members for construction projects and paying for job training and placement. The plan provides training and new employment opportunities for members of the community.



bicycle, and pedestrian facilities, while reshaping land use and development to foster economic opportunity and neighborhood revitalization along this corridor.

The **KC Workforce Connex Project** in Kansas City, Missouri received \$1,200,000 for a 4-part planning study/community engagement effort to improve job-housing connectivity via public transit. The plan will involve a thorough analysis of job access challenges and opportunities, studying existing and potential corridors, extensive public engagement and outreach, and technical tools and scenario planning to develop specific recommendations.

Only 17 percent of the jobs in the region are in the Central Business District, and only 18 percent are reachable via transit in 90 minutes or less. The plan will build on previous work completed under a 2010 HUD Sustainable Communities grant and a 2009 TIGER 1 grant to double the number of jobs accessible by transit in greater Kansas City.



U.S. Department of Transportation

**TIGER**