



UNITED STATES
DEPARTMENT OF TRANSPORTATION

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**Secretary LaHood Announces More Than 70 Innovative Transportation Projects Competitively Funded Under TIGER II
Requests Top \$19 Billion for \$600 Million Program**

Forty-two capital construction projects and 33 planning projects in 40 states will share nearly \$600 million from the U.S. Department of Transportation's popular TIGER II program for major infrastructure projects ranging from highways and bridges to transit, rail and ports, Secretary Ray LaHood announced today.

Transportation Investment Generating Economic Recovery (TIGER) II received nearly 1,000 construction grant applications for more than \$19 billion from all 50 states, U.S. territories and the District of Columbia.

The tremendous demand for TIGER II project dollars follows a similar demand for TIGER I project dollars. On February 17, 2009, the Department announced 51 grant awards from nearly 1,500 applications for TIGER I grants nationwide. The TIGER I requests were for almost \$60 billion worth of projects, 40 times the \$1.5 billion available under that program. TIGER I dollars were made available under the American Recovery and Reinvestment Act of 2009.

"These are innovative, 21st century projects that will change the U.S. transportation landscape by strengthening the economy and creating jobs, reducing gridlock and providing safe, affordable and environmentally sustainable transportation choices," said Secretary LaHood. "Many of these projects could not have been funded without this program."

Roughly 29 percent of TIGER II money goes for road projects, 26 percent for transit, 20 percent for rail projects, 16 percent for ports, four percent for bicycle and pedestrian projects and five percent for planning projects.

An example of projects funded is \$47.6 million to the City of Atlanta to construct a new streetcar line connecting many of the most important downtown residential, cultural, educational and historic centers, demonstrating the Department's commitment to improving quality of life in major metropolitan areas.

TIGER II also provided \$20 million to the New Hampshire Department of Transportation to replace the deteriorating Memorial Bridge that connects Portsmouth, NH, with Kittery, ME. The bridge is at the end of its service life and has a bridge sufficiency rating of six out of 100. Safety concerns recently required a maximum three-ton weight restriction on the bridge, causing all truck traffic to be detoured. The project demonstrates the Department's commitment to bringing the nation's aging road and highway infrastructure to a state of good repair.

In addition, TIGER II funds are being used to support a \$546 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan for the Los Angeles County Metropolitan Transportation Authority to build the Crenshaw/LAX Light Rail Line, a key piece of Mayor Antonio Villaraigosa's 30/10 initiative to construct 12 major transit projects in 10 years rather than 30, exemplifying the Department's commitment to bold, regional transportation projects that create jobs in the short term while reinvesting in long term economic competitiveness and livability.

Under TIGER II, more than \$140 million is reserved for projects in rural areas.

As a competitive program, TIGER II is able to fund the best projects from around the country. Using merit-based evaluation criteria allows the Department of Transportation to address some of the nation's most critical challenges like sustainability and economic competitiveness.

This marks the first time that the U.S. Departments of Transportation and Housing and Urban Development (HUD) have joined together in awarding grants for localized planning activities that ultimately lead to projects that integrate transportation, housing and urban development. Almost 700 applicants sought up to \$35 million in TIGER II planning grants and up to \$40 million in HUD Sustainable Community Challenge Grants. HUD's funds can be used for localized planning efforts, such as development around a transit stop and zone or building code updates and improvements. The two Departments, along with assistance from the Environmental Protection Agency and the U.S. Department of Agriculture, participated in the evaluation of the planning grant applications.

To ensure the important investments made by the Recovery Act continue, President Obama recently announced a comprehensive infrastructure investment plan that would be front-loaded with \$50 billion to expand and renew America's roads, railways and runways. To learn more about President Obama's infrastructure investment plan, [click here](#).

TIGER II grants were awarded to projects that have a significant impact on the nation, a region or metropolitan area. The projects chosen demonstrate their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and/or enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gave priority to projects that are expected to create and preserve jobs quickly and stimulate rapid increases in economic activity.

A complete list of capital grant recipients can be viewed at: <http://www.dot.gov/docs/tiger2grantinfo.pdf>

A complete list of planning grant recipients can be viewed at: <http://www.dot.gov/docs/tiger2planninggrantinfo.pdf>

Briefing Room

AND THE WINNERS ARE...

TIGER II Grant Listings of 75 State and Local Transportation Projects

Capital Grants

PROJECT	STATE(S)	TIGER II GRANT
Atlanta Streetcar	Ga.	\$47,667,777
Tower 55 (Fort Worth)	Texas	\$34,000,000
South Park Bridge Replacement (Seattle)	Wash.	\$34,000,000
Sugar House Streetcar (South Salt Lake City)	Utah	\$26,000,000
Port of Miami Rail Access	Fla.	\$22,767,000
Memorial Bridge Replacement (Portsmouth, NH & Kittery, ME)	N.H., Maine	\$20,000,000
Crenshaw/LAX Light Rail TIFIA Subsidy (Los Angeles)	Calif.	\$20,000,000
Route 10 Safety Improvements	W.Va.	\$17,000,000
Niagara Falls Rail Station	N.Y.	\$16,500,000
New Haven Downtown Crossing	Conn.	\$16,000,000
Reconstruct MRC Railroad	S.D.	\$16,000,000
Port of Los Angeles West Basin Railyard	Calif.	\$16,000,000
Dilworth Plaza and Concourse Improvements (Philadelphia)	Pa.	\$15,000,000
Razorback Regional Greenway (Benton & Washington Counties)	Ark.	\$15,000,000
Minor Grade Separation	N.D.	\$14,130,000
Ann Arbor Bridges	Mich.	\$13,900,000
Cook Bay Rail Line (Cook, Douglas, Lane Counties)	Ore.	\$13,573,133
Northwest Tennessee Port (Lake County)	Tenn.	\$13,000,000
Steel Point Roadway Improvements (Bridgeport)	Conn.	\$11,159,493
Aroostook Rail Preservation	Maine	\$10,546,436
Port of Providence Electric Cranes	R.I.	\$10,500,000
University - Cedar Rapid Transit Station Improvements	Ohio	\$10,500,000
Great Plains Freight Rail	Kan., Okla.	\$10,230,597
East Bay Pedestrian and Bicycle Network	Calif.	\$10,200,000
Meadowlands Adaptive Signal System	N.J.	\$10,008,056
Fordham Transit Plaza (Bronx)	N.Y.	\$10,000,000
Central Pennsylvania Rail and Road Expansion	Pa.	\$10,000,000
Parramore BRT (Orlando)	Fla.	\$10,000,000
Moline Multimodal Station	Ill.	\$10,000,000
Warehouse District Complete Streets Project (Peoria)	Ill.	\$10,000,000
Des Moines Multimodal Hub	Iowa	\$10,000,000
San Bernardino Airport Access	Calif.	\$10,000,000
West Vancouver Freight Access	Wash.	\$10,000,000
Port Manatee Marine Highway	Fla.	\$9,000,000
Staples North/South Corridor	Minn.	\$7,650,000
Freight Rail Reactivation & Rehabilitation (Dawes & Sheridan Counties)	Neb.	\$4,923,509
Woodside Boulevard Complete Street Initiative (Halley)	Idaho	\$3,500,000
Electric Vehicle Corridor (Statewide)	Ore.	\$2,000,000
Waterloo Station Improvements	Ind.	\$1,820,100
Moscow Intermodal Transit Center	Idaho	\$1,500,000
State University Drive Complete Streets Project (Peach County)	Ga.	\$1,491,490
East Foster Wells Road Extension (Franklin County)	Wash.	\$1,010,000

Planning Grants

PROJECT	STATE(S)	TIGER II GRANT
US-14 Underpass (Barrington)	Ill.	\$2,800,000
Newark Train Station Improvement Plan	Del.	\$2,250,000
Oakland Army Base Infrastructure Master Plan	Calif.	\$2,000,000
Canal Crossing *	N.J.	\$1,964,400
Sheridan Expressway Corridor	N.Y.	\$1,510,171
Aloha-Reedville Study and Livable Community Plan *	Ore.	\$1,500,000
Bike/Ped Trail Design	N.M.	\$1,470,000
Denver TOD Program - Strategic Implementation *	Colo.	\$1,155,872
Grand Boulevard: Removing Barriers to Livable Communities	Calif.	\$1,097,240
Claborne Corridor Plan *	La.	\$1,072,000
Downtown Madison Intermodal Terminal	Wis.	\$950,000
Augusta Sustainable Development Implementation Program *	Ga.	\$908,307
Asheville NC East Riverside Sustainable Multi-Modal Neighborhood	N.C.	\$850,000
Allegheny Riverfront Green Boulevard Planning *	Pa.	\$825,000
South Shore Commuter Railroad Realignment Study	Ind.	\$800,000
Linking the Rural Regions of Five Counties in Maine	Maine	\$770,988
Downtown Dahlonega Complete Streets Corridor Improvements	Ga.	\$720,069
Ranson Charles Town Corridor Revitalization *	W.Va.	\$708,500
Lexington Multi-Modal Transportation Station Area Plan	N.C.	\$700,000
Owasco River Multi-modal Trail Corridor Plan	N.Y.	\$590,000
Broad Street Road Diet	S.C.	\$456,000
Colorado Sustainable Main Streets Initiative	Colo.	\$395,600
Greater Downtown OKC Transit Circulator Environmental Assessment	Okla.	\$378,000
Building Livability in Pontiac: Planning for Connectivity between the Downtown, Neighborhoods and Transit	Mich.	\$300,000
Bridge Boulevard Corridor Redevelopment Plan *	N.M.	\$262,500
Saint Paul Complete Streets Plan	M.N.	\$250,000
Linking Greenville's Neighborhoods to Jobs and Open Space *	S.C.	\$235,000
Parkview Gardens: a Sustainable and Accessible Neighborhood *	Mo.	\$150,000
Downtown St. Albans Streetscape Improvements	Vt.	\$125,000
Hull Street Corridor Revitalization *	Va.	\$100,000
Highway 13/Maguire Street Corridor Study *	Md.	\$90,000
Randolph County Housing & Transportation Plan *	W.V.	\$85,250
Village Center Street, Transit and Infrastructure Improvement Planning Study	Mo.	\$85,000

* Joint HUD/DOT Planning Grant
None shaded areas rural projects

Source: U.S. Department of Transportation

TIGER Grant Recipients Showcase Innovation in Both Rural and Urban Communities

October 20, 2010

By Stephen Lee Davis

Program's merit-based project selection is a model for next transportation authorization



The U.S. Department of Transportation today announced a second round of competitive grants for innovative transportation projects that address economic, environmental and travel issues. The 75 projects announced today under the TIGER grant program, funded by \$600 million in the USDOT budget, meet a broad array of challenges, including:

- Bridge replacements or reconstruction in Seattle, WA; Portsmouth, NH; Kittery, ME; and Ann Arbor, MI to ensure users in urban and rural areas are safe and communities can stay connected via these crucial arteries.
- The creation of a new streetcar line in downtown Atlanta, building a vital rail link in Los Angeles' transit network, and the rebuilding of a busy transit station in Cleveland to offer vital transportation options to residents.
- Investments in freight transportation including \$10.5 million for new port cranes in Providence, R.I. and \$16 million to rebuild a rail line connecting two towns in South Dakota to move agricultural goods more efficiently, resulting in lower transportation costs, less wear on local roads, reduced fuel consumption, and additional long-term jobs.
- \$16 million to remove an under-used freeway and restore an urban boulevard in downtown New Haven, Conn. that will generate 2,000 construction jobs and 1,000 permanent jobs while catalyzing new development, enhancing economic competitiveness and making downtown more livable.

Peoria, Illinois received \$10 million to help transform a city street from a dangerous arterial to a complete street safe for all users, a type of project that can be difficult to fund with traditional funds from the current federal transportation law. "I know things are tough at the federal and state level but they're almost overwhelming for us at the local level," said Peoria Mayor Jim Ardis.

"This transportation investment will do exactly what it is intended to do: generate economic recovery," he added. "It will create much needed jobs during the construction phase, but also hundreds of jobs from the private development resulting from this investment to make a complete, safe, livable street in Peoria. Without these kinds of focused investments from the federal government, local government could not possibly afford to make the same investment."

"Almost all of these projects have two things in common," said James Corless, the director of Transportation for America. "They all will create desperately-needed jobs while building critical transportation infrastructure, and they have a hard time getting funded under the outdated structure of the current federal transportation program,"

“Just like the \$1.5 billion in grants from earlier this year, these projects in communities across the country will create good paying jobs, spur local economic development, and keep our metro and rural areas connected,” Corless added. “Once again, the administration is responding to the demand for funding that can help make communities of all sizes more livable, more competitive and more connected.”

A complete list of TIGER (Transportation Investments Generating Economic Recovery) recipients can be found here on the DOT website: <http://www.dot.gov/affairs/2010/dot18810.html>

Project applications had to show multiple benefits, with priority given to these criteria: 1) that projects improve the condition of existing facilities and systems, 2) contribute to the economic competitiveness of the U.S. over the medium- to long-term, 3) improve the quality of living and working environments for people, 4) improve energy efficiency, reduce dependence on foreign oil, reduce greenhouse gas emissions and benefit the environment, and 5) improve public safety.

As in the first round funded by the stimulus, U.S. DOT received overwhelming demand for the limited amount of money, receiving more than 1,000 applications totaling nearly \$19 billion for just a \$600 million pot.

“Competition breeds innovation and bottom up collaboration – two things we desperately need more of in our federal transportation program,” said Corless. “The Congress should follow the lead of their constituents clamoring to build these sorts of projects and authorize the surface transportation program along similar lines to support innovation and ensure that each transportation buck creates multiple bangs, in communities of all sizes.”