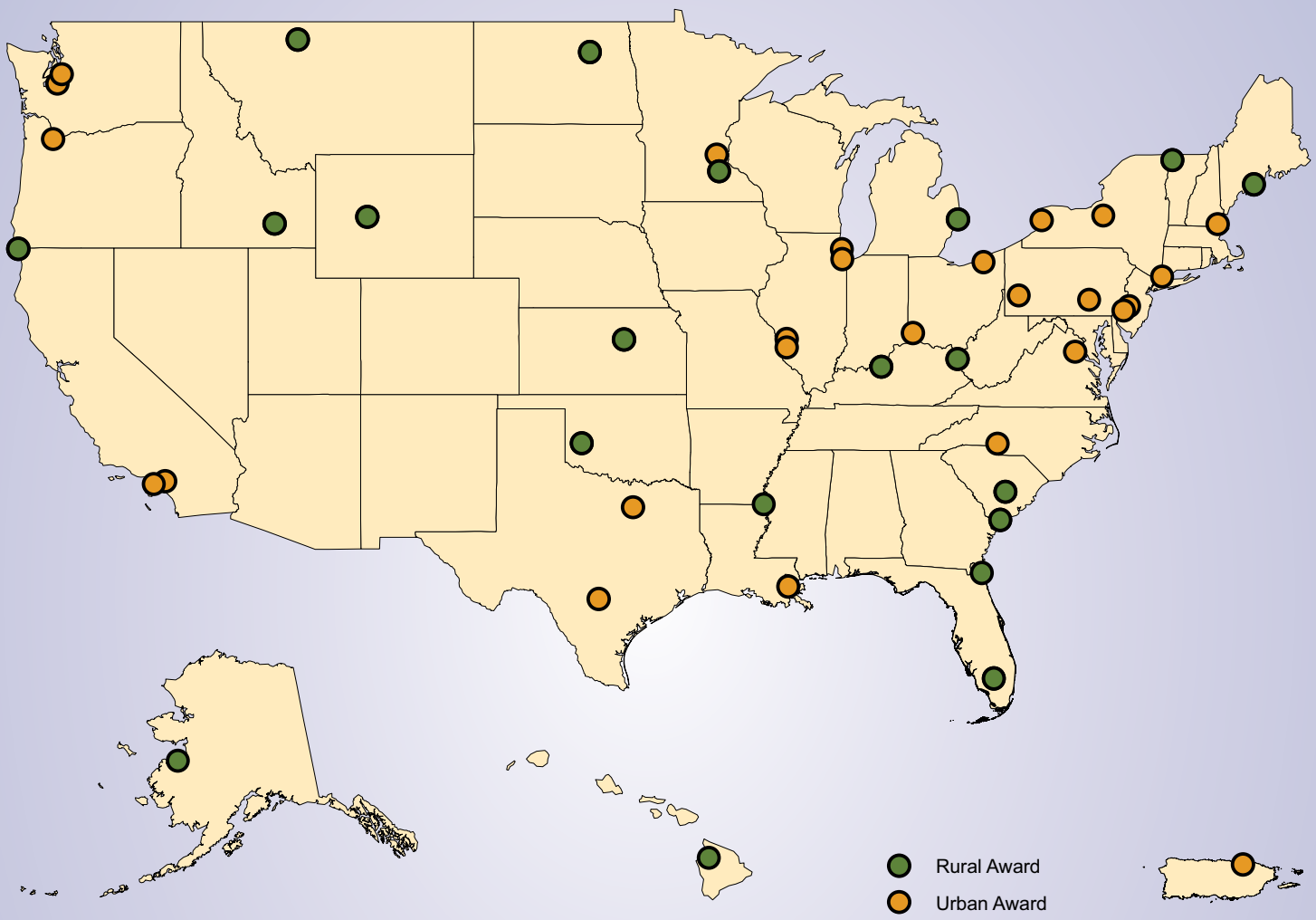
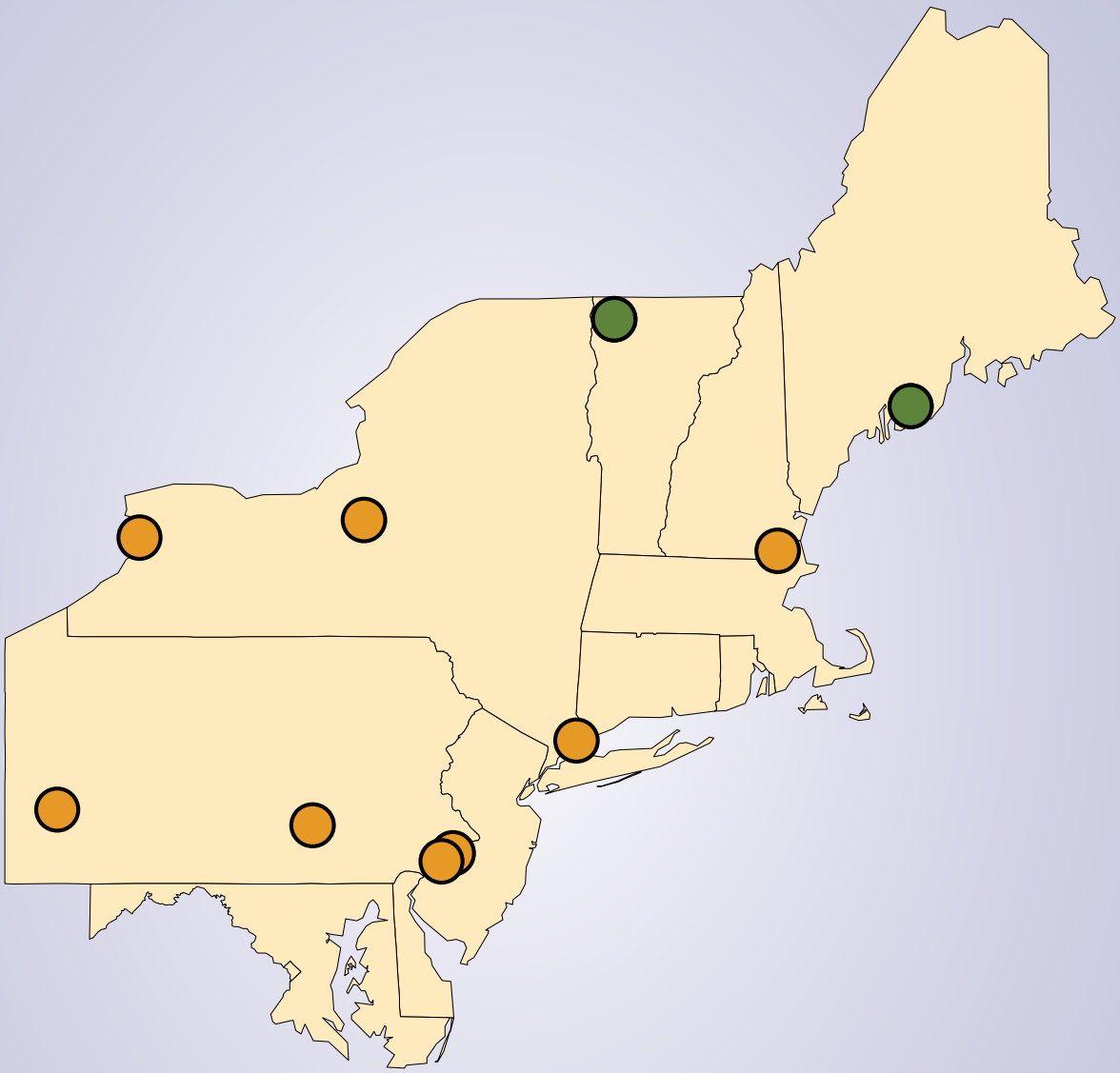


FY2011 TIGER GRANTS

Project Name	State(s)	FY11 TIGER Grant
Chicago Blue Line Renewal & City Bike Share	IL	$20,000,000
I-95 HOT Lanes	VA	$20,000,000
St. Louis CityArchRiver Revitalization	MO	$20,000,000
State Route 91 Corridor Improvements	CA	$20,000,000
South Jersey Port Rail Improvements	NJ	$18,500,000
LYNX Blue Line Capacity Expansion	NC	$18,000,000
Sellwood Bridge Replacement	OR	$17,700,000
Port of Long Beach Rail Realignment	CA	$17,000,000
Port of New Orleans Rail Yard Improvements	LA	$16,738,246
Buffalo Main Street Revitalization	NY	$15,000,000
I-5 Lewis-McChord Area Congestion Management	WA	$15,000,000
Rutherford Intermodal Facility Expansion	PA	$15,000,000
Westside Multimodal Transit Center	TX	$15,000,000
Alton Regional Multimodal Station	IL	$13,850,000
Saddle Road Improvements	HI	$13,500,000
Boundary Street Redevelopment	SC	$12,635,000
Mayfield Transit Station	OH	$12,503,200
I-95/US-301 Interchange Improvement	SC	$12,100,000
Prichard Intermodal Facility	WV	$12,000,000
Muldraugh Bridges Replacement	KY	$11,558,220
Cincinnati Streetcar Riverfront Loop	OH	$10,920,000
Kennebec Bridge Replacement	ME	$10,810,000
Stamford Intermodal Access	CT	$10,500,000
IL 83 (147th Street) Reconstruction	IL	$10,438,000
Caparra Interchange	PR	$10,000,000
Carrie Furnace Flyover Bridge	PA	$10,000,000
Dames Point Intermodal Container Facility	FL	$10,000,000
Devils Lake Rail Improvements	ND	$10,000,000
IMPaCT Philadelphia	PA	$10,000,000
Merrimack River Bridge Rehabilitation	MA	$10,000,000
Minneapolis Transit Interchange Construction	MN	$10,000,000
South Link: Sea-Tac Airport to South 200th Street	WA	$10,000,000
Syracuse Connective Corridor	NY	$10,000,000
Northern Montana Multimodal Hub	MT	$9,998,910
Mississippi River Bridges ITS	MS/AR/LA	$9,814,700
17 Mile Road	WY	$8,233,700
Oklahoma Freight Rail Upgrade	OK	$6,756,580
Solomon Rural Rail Upgrade	KS	$6,568,095
DART Orange Line Extension	TX	$5,000,000
Snake Road Improvement	FL	$3,700,000
Smiths Creek Road & Bridge Reconstruction	MI	$3,650,000
US 101 Smith River Safety Corridor	CA	$2,500,000
City of American Falls Complete Streets	ID	$2,300,000
St. Albans Main Street Reconstruction	VT	$2,088,496
Northfield Multimodal Integration	MN	$1,060,000
St. Michael Community Streets	AK	$1,000,000

= Rural Project



EAST

SOUTH JERSEY PORT RAIL IMPROVEMENTS

Applicant/Sponsor: South Jersey Port Corporation

Total Project Cost: $157,550,000

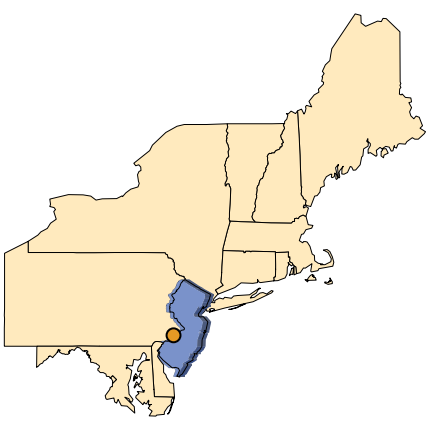
Grant Funding: $18,500,000

Project Description

This project will repair DelAir Bridge, linking the rail networks of Pennsylvania and New Jersey. This major connection will be repaired to accommodate the transport of industry-standard 286,000 lb. rail cars and enhance freight movement throughout the northeast region. This project is part of a larger effort to repair the rail network from the DelAir Bridge to the Port of Salem, including the ports of Paulsboro and Camden, which must be significantly upgraded to accommodate the anticipated increased demand in rail and port traffic.

Project Highlights

- Encourages safe expansion of rail traffic throughout central and southern New Jersey
- Supports economic competitiveness by accommodating existing shipments and encouraging new shipments over the bridge



EAST

Project Benefits

The DelAir Bridge accommodates freight traffic from all over southern and central New Jersey. The repair of that bridge means that it will have the capacity to safely handle the growth in freight movements, which is anticipated to increase to over 152,000 car loads annually. The repairs will support expansion of development and growth in rail and freight traffic regionally and nationally. Shipments over the DelAir Bridge to the Ports of South Jersey are anticipated to support the burgeoning development of the off-shore wind energy industry. In addition, Conrail, which is a wholly owned subsidiary of CSX and Norfolk Southern, is contributing $12.5 million to the project. This accounts for more than 37% of the total project cost.

U.S. Department of Transportation

South Jersey Port Corporation SJPC

TIGER

BUFFALO MAIN STREET REVITALIZATION

Applicant/Sponsor: City of Buffalo, New York

Total Project Cost: $40,000,000

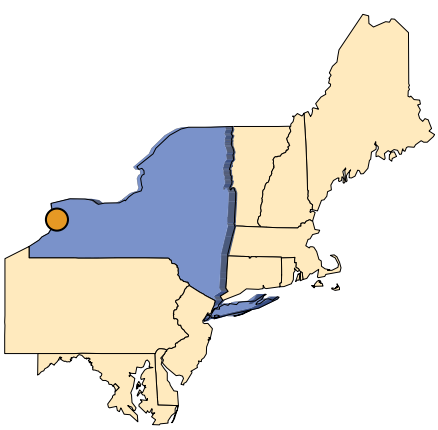
Grant Funding: $15,000,000

Project Description

This complete streets project will help safely reintroduce vehicle traffic to Main Street in downtown Buffalo and improve transit stations along the corridor. It will also fund major streetscape improvements to revitalize and reorient economic growth downtown.

Project Highlights

- Restores two-way traffic on Main Street by allowing vehicles to share lanes with the light rail trains
- Enhances existing light rail stations with real time audio and visual transit information displays
- Provides visibly distinct pedestrian crosswalks at all intersections, reconnects streets, and improves paving, landscaping, and street furnishings



EAST

Project Benefits

The project is part of a larger initiative to revitalize the historic downtown by improving transportation connectivity, reinvesting in streetscaping, and encouraging retail growth. The city has already seen retail growth occur as a result of rebuilding and opening other downtown one-way streets to two-way traffic. This project builds on those successes while strengthening connectivity for all modes of transportation.

U.S. Department of Transportation

TIGER

RUTHERFORD INTERMODAL FACILITY EXPANSION

Applicant/Sponsor: Pennsylvania Department of Transportation

Total Project Cost: $60,500,000

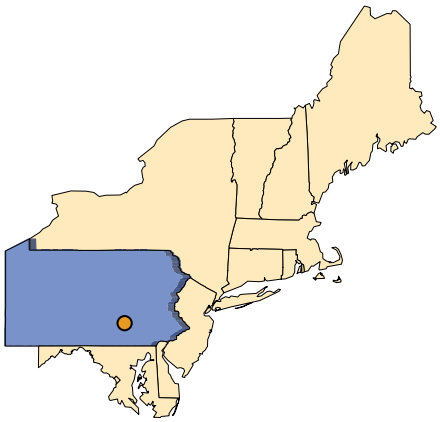
Grant Funding: $15,000,000

Project Description

The project expands the Rutherford Intermodal Facility to accommodate an additional 125,000 lifts per year and enables the facility to keep pace with growing freight traffic demand in the Harrisburg area. The project includes track work, expansion of parking access, and the construction of cranes to increase capacity. This facility site on the Crescent Corridor is a central point for freight from cities in 12 states, including Chicago, Memphis, and Atlanta. The project will also reduce highway truck traffic along those corridors.

Project Highlights

- Reduces Carbon emissions by 1.8 million tons
- Saves 162 million gallons of fuel over 30 years
- Increases the loaded trains expected to start or terminate in Harrisburg to 50 per day



EAST

Project Benefits

Currently, one third of all the miles traveled on Pennsylvania's interstate system are traveled by large trucks. With freight demand projected to increase in the area, the congestion, roadway wear and tear, and safety risks will also increase. Expanding rail freight capacity reduces the amount of freight transported on these highly congested roadways. This rail capacity expansion will benefit freight shippers as well as all other highway users.

U.S. Department of Transportation

pennsylvania DEPARTMENT OF TRANSPORTATION

TIGER

KENNEBEC BRIDGE REPLACEMENT

Applicant/Sponsor: Maine Department of Transportation

Total Project Cost: $24,900,000

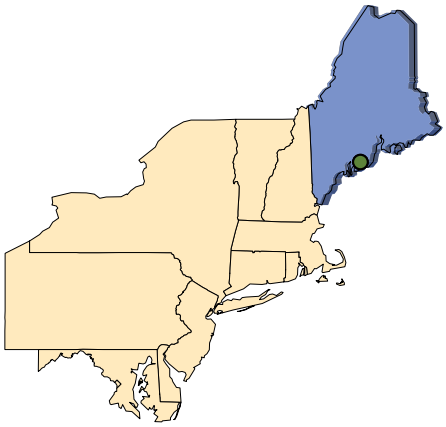
Grant Funding: $10,810,000

Project Description

The Maine Department of Transportation will reconstruct the Kennebec Bridge, which carries State Route 197 over the Kennebec River between Richmond and Dresden. The project will bring the roadway corridor back to a state of good repair with the construction of a new long-lasting, high-level fixed span bridge to replace the current swing span bridge. The new design will accommodate car and truck traffic as well as bicycles and pedestrians.

Project Highlights

- Provides reliable access and regional mobility for highway and marine traffic
- Enhances access for non-drivers and persons with disabilities and enhances safety for bicyclists and pedestrians
- Improves load capacity and design to reduce accidents and injuries



EAST

Project Benefits

The project will replace the existing 80-year-old bridge, eliminating the need to address several deficiencies, including vertical clearance, structural fractures, and insufficient load capacity. The project will ensure that residents of Richmond and Dresden have continued accessibility and mobility, and the new bridge will allow for Americans with Disability Act (ADA) compliant travel lanes for pedestrian and bicycle use. Additionally, the project will ensure that the Kennebec River remains navigable for marine traffic, including U.S. Coast Guard icebreakers that maintain access during the winter.

U.S. Department of Transportation

MaineDOT

TIGER

STAMFORD INTERMODAL ACCESS

Applicant/Sponsor: City of Stamford

Total Project Cost: $38,750,000

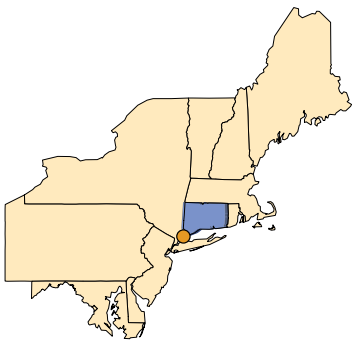
Grant Funding: $10,500,000

Project Description

This project will construct two pedestrian bridges over the train tracks, pedestrian ramps, and train platform weather shelters at the Stamford Transit Center (STC). The project will also enclose an outdoor area on the north end of the station in order to increase the station's overall capacity. The station's passenger drop-off area and sidewalks will be widened, and new bike lanes will be constructed on approaching roads along with safety improvements.

Project Highlights

- Improves capacity and reliability for an overburdened transit hub
- Supports economic development near the station
- Enhances safe, non-motorized access to the station



EAST

Project Benefits

STC, a major hub between New York and New England serves 1,000 buses and 225 commuter trains daily. The station's original design was not intended to accommodate the 30,000 passengers that pass through it every weekday.

The project will make train platforms more accessible and less congested, expand station capacity, and improve safety on surrounding streets. By increasing the station's capacity and improving its accessibility, the project will improve its long-term performance, reliability, and cost-competitiveness. The enhancements will improve the overall user experience for current and future passengers; provide commuters with affordable, efficient transportation alternatives; and alleviate vehicle congestion by reducing regional vehicle miles traveled by a projected 19 million miles . Finally, the station improvements will complement the anticipated $3.5 billion in economic development planned near the STC.

U.S. Department of Transportation

TIGER

MERRIMACK RIVER BRIDGE REHABILITATION

Applicant/Sponsor: Massachusetts Bay Transportation Authority

Total Project Cost: $43,000,000

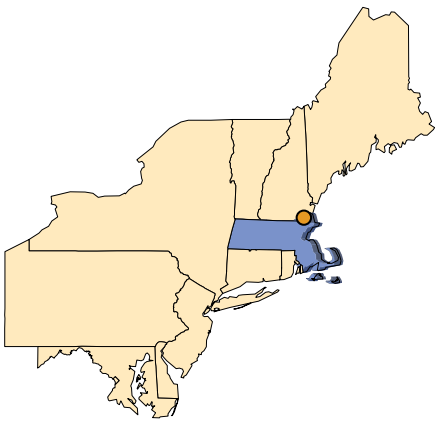
Grant Funding: $10,000,000

Project Description

The Merrimack River Bridge Project will repair and reconstruct three bridges that provide an integral connection from Boston to Haverhill and other northern locations.. The bridges carry two railroad tracks over the Merrimack River in the city of Haverhill and serve as an important corridor for passenger service -- including the MBTA Commuter Rail - Haverhill Line and Amtrak's "Downeaster" train -- and Pan Am freight service.

Project Highlights

- Improves speed and reliability for a commuter rail line serving over 10,000 riders per day
- Allows full 286,000 lb. rail cars to traverse the bridge, which is currently limited to only 263,000 lb. rail cars



EAST

Project Benefits

Passenger train speeds will increase from 15 mph to 40-60 mph, and freight trains speeds will increase from 5 mph to 30 mph. This will improve overall travel time between Portland, Haverhill, and Boston. The improvements will help expand Downeaster service from five round trips per day to seven round trips per day. With fewer operational conflicts between the Downeaster, MBTA, and freight trains, reliability and on-time performance will also improve.

U.S. Department of Transportation

Massachusetts Bay Transportation Authority

TIGER

SYRACUSE CONNECTIVE CORRIDOR

Applicant/Sponsor: City of Syracuse

Total Project Cost: $17,212,476

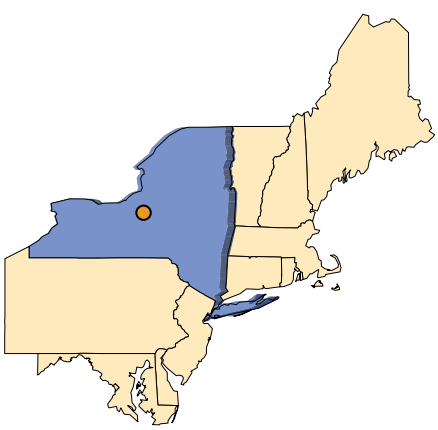
Grant Funding: $10,000,000

Project Description

This project will complete a project to create a corridor of complete streets that connect the Downtown and University Hill areas and provide cost-effective, sustainable improvements that will re-invigorate downtown economic competitiveness. The project will reconstruct 1.3 miles of the corridor, construct new multimodal facilities for bicycles, pedestrians, and transit services; enhance safety with traffic calming measures, improved signage systems, and enhanced intersection and street crossings; and introduce green infrastructure.

Project Highlights

- Reflects broad community outreach and an innovative partnership
- Leverages considerable investments in urban renewal and cultural amenities, particularly housing, business revitalization, and public art
- Promotes the installation of green infrastructure as part of the Syracuse Save the Rain project to manage stormwater runoff, reduce combined sewer overflows (CSOs), and improve health



EAST

Project Benefits

The success of an earlier phase of this project has demonstrated that businesses are willing to relocate to a revitalized downtown. The project will expand and improve access to affordable transportation options and enhance the traveler's experience with well-lit bus stops and easier access through better sidewalks. The project builds on extensive partnership that includes the City of Syracuse, Syracuse University, Central New York Regional Transportation Authority, utility provider National Grid, Onondaga County, New York State, and over 80 businesses and cultural institutions. It establishes critical links to hotels, universities, and medical, retail, and cultural sites, increasing the city's economic competitiveness.

U.S. Department of Transportation

Syracuse New York

TIGER

IMPACT PHILADELPHIA

Applicant/Sponsor: City of Philadelphia

Total Project Cost: $32,000,000

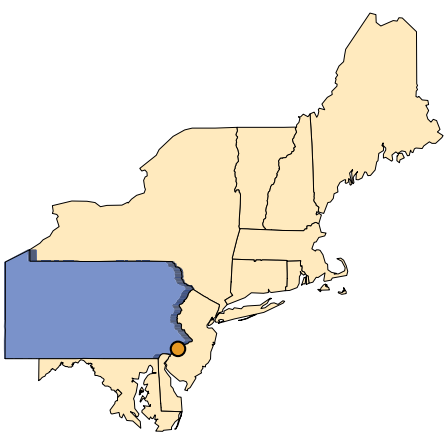
Grant Funding: $10,000,000

Project Description

This traffic signal prioritization project will upgrade more than 100 existing traffic controllers along three transit corridors (Castor/Oxford Avenues, Bustleton Avenue, and Woodland Avenue), covering approximately 15.72 miles in Philadelphia. The project will connect the controllers to the city's existing traffic management system via fiber optic cable and link to transit vehicles serving these corridors, maximizing traffic flow and running speeds. The project also includes upgrades to Americans with Disability Act (ADA) compliant ramps, installs traffic monitoring cameras and fiber-optic cable, replaces electro-mechanical traffic controllers, installs signal priority receivers and optical emitters, and installs pedestrian countdown signals at intersections along the corridors.

Project Highlights

- Smoothes traffic flow for transit vehicles on the corridors, improving connections to the SEPTA subway system
- Builds off of existing investments in traffic signal prioritization technology in Philadelphia, maximizing traffic flow and running speeds
- Upgrades pedestrian infrastructure, improving safety for all users



EAST

Project Benefits

The project improves the technology at intersections to improve traffic flow on the existing roads and deliver more predictable travel times for transit riders. The project builds on existing traffic signal prioritization investments made in Philadelphia. The project will improve an existing transit asset and making commute times more predictable, encouraging greater transit use.

U.S. Department of Transportation

City of Philadelphia
LIFE • LIBERTY • AND YOU™

TIGER

CARRIE FURNACE FLYOVER BRIDGE

Applicant/Sponsor: Redevelopment Authority of Allegheny County

Total Project Cost: $16,000,000

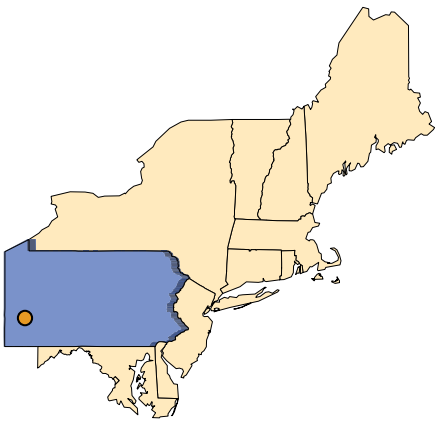
Grant Funding: $10,000,000

Project Description

The project will help redevelop a historic blast furnace site, which is designated as an environmental Brownfield, and connect it to a residential community. It will improve three railroad crossings on streets approaching Carrie Furnace and constructs a ramp from the Rankin Street Bridge to provide direct access to the redevelopment site. These access improvements will enable redevelopment of the Brownfield as a sustainable industrial and office park with an adjacent riverfront residential development and park.

Project Highlights

- Connects residents to an extensive network of biking and walking paths
- Eliminates an environmental Brownfield in an economically distressed community
- Bolsters the green economy with an "eco-industrial" park that will produce sustainable goods



EAST

Project Benefits

This project will promote safety and quality of life in Allegheny County by addressing dangerous railroad crossings and revitalizing the area. This redevelopment plan will remediate the degraded environment, preserving the historical furnace buildings as a recreational park and restoring access to the Monongahela River. This project provides access to a new mixed-use industrial, commercial and residential area and connects this site to existing communities and economic opportunities.

U.S. Department of Transportation

Allegheny County Economic Development — Coordinating Success

TIGER

ST. ALBANS MAIN STREET RECONSTRUCTION

Applicant/Sponsor: City of Saint Albans, Vermont

Total Project Cost: $2,705,496

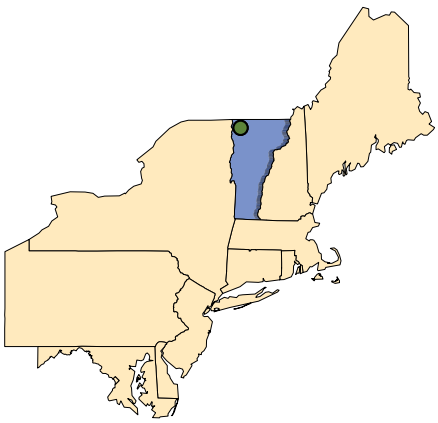
Grant Funding: $2,088,496

Project Description

The City of Saint Albans will reconstruct 1,600 feet of North Main Street. The project will provide new sidewalks, pedestrian and street lighting, storm water management, street paving, new transit stops, new bicycle markings and amenities, and reconstruction of parking and pedestrian crosswalks in full compliance with accessibility and safety standards.

Project Highlights

- Focuses on improving livability in the center of a small city by improving non-motorized transportation
- Links to Green Mountain Transit Authority service and Amtrak service at the St. Albans Rail Station
- Builds on substantial community planning efforts



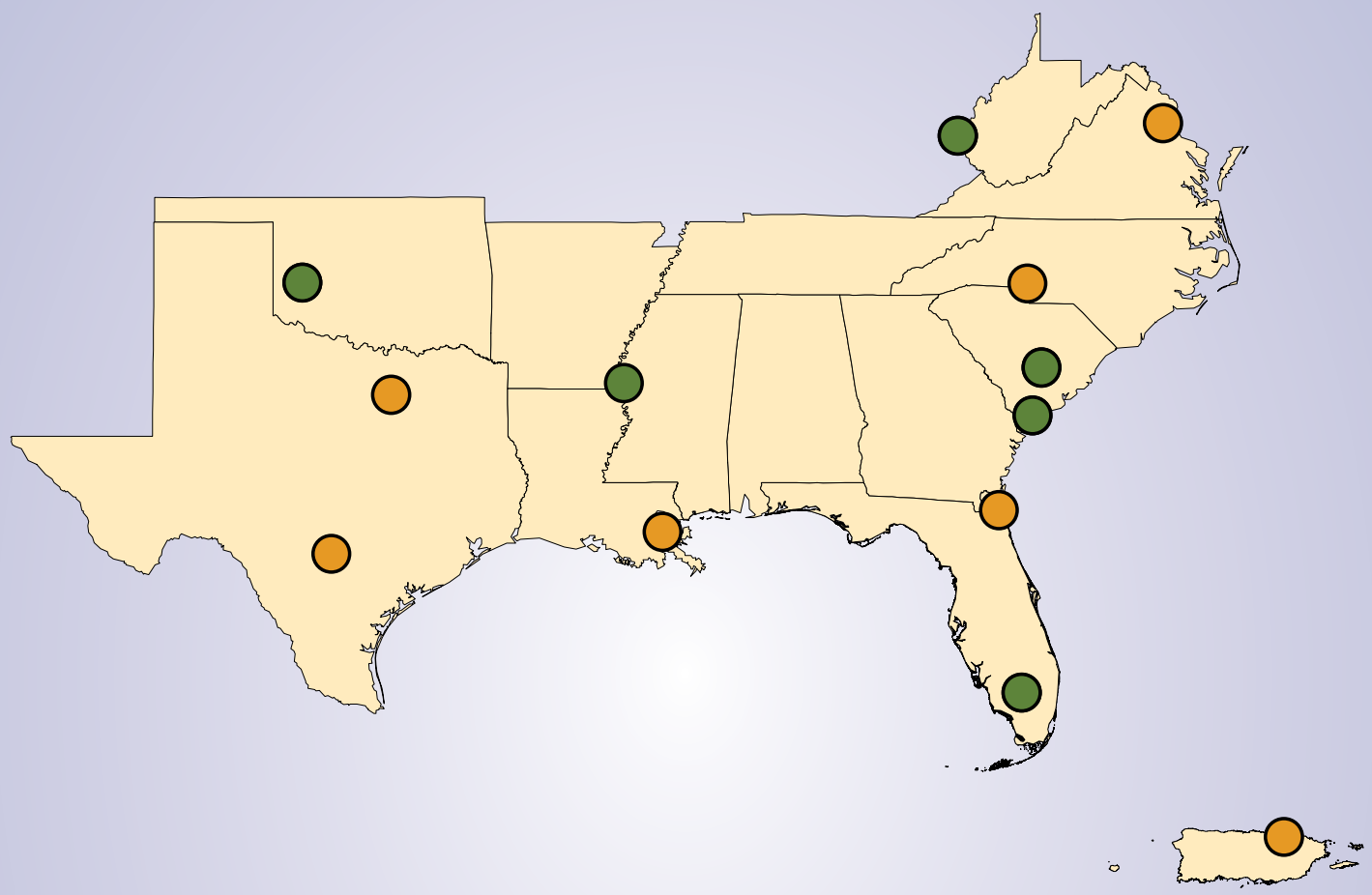
EAST

Project Benefits

The project, which received a TIGER II Planning Grant, will implement the community's vision to improve mobility in this small rural town. These improvements will focus development in the downtown area, improve safety, and reduce emissions. The project will increase employment because it has necessary environmental approval and is ready to proceed quickly to construction. The project benefits motorized and non-motorized traffic and links to a 19 mile pedestrian network in Saint Albans and the 26 mile Missiquoi Valley Rail Trail, allowing bicyclists to access services in the city.

U.S. Department of Transportation

TIGER



SOUTH

I-95 HOT LANES

Applicant/Sponsor: Virginia Department of Transportation

Total Project Cost: $940,700,000

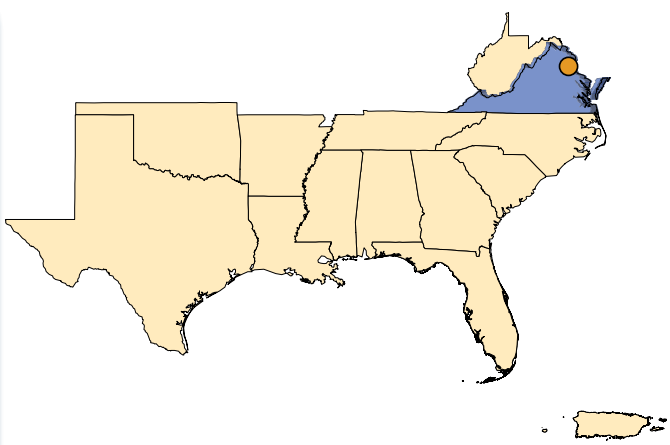
Grant Funding: $20,000,000

Project Description

This TIGER TIFIA Payment will provide leverage for a much more robust TIFIA loan to help finance the construction of 29 miles of High-Occupancy Tolling (HOT) lanes in Northern Virginia, from Fairfax to Stafford Counties. The northern portion of the new HOT lanes will connect with the Capital Beltway HOT lanes that are currently under construction.

Project Highlights

- Incorporates variable pricing to assure a minimal service level for users
- Leverages a substantial public-private partnership featuring $550 million in private equity and $50 million in VDOT funding.
- Includes $2 billion from private partners to replace and refurbish roadway assets.



SOUTH

Project Benefits

This project will provide regional commuters with an option to bypass congestion on I-95 general-purpose lanes. The new HOT lanes will improve the reliability of car and vanpools and transit service along the corridor. Together, this will improve traffic conditions on the general-purpose lanes while reducing fuel consumption and associated emissions. Connectivity between the new I-95 HOT lanes and Capital Beltway HOT lanes will act as the building blocks for a regionally-managed lane system.

U.S. Department of Transportation

VDOT Virginia Department of Transportation

TIGER

LYNX BLUE LINE CAPACITY EXPANSION

Applicant/Sponsor: City of Charlotte

Total Project Cost: $25,000,000

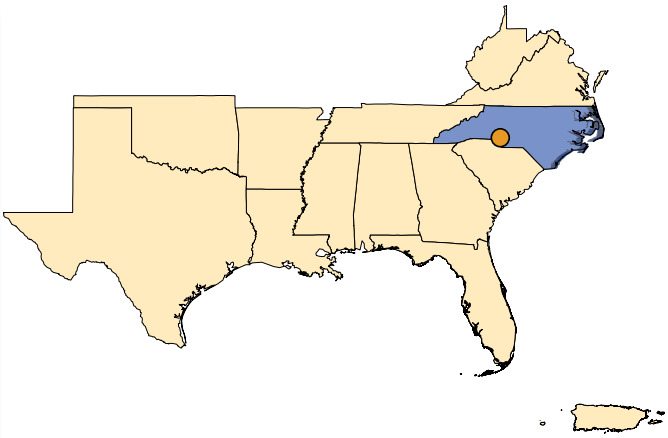
Grant Funding: $18,000,000

Project Description

The project will expand capacity on the south corridor of the LYNX Blue Line Light Rail to improve service during peak hours and for special events. The grant allows the Charlotte Area Transit System to install additional power substations and extend platforms at three stations– I-485/South Blvd, Third Street, and and Seventh Street– to fully accommodate demand from both commuters and travelers to major destinations in downtown Charlotte.

Project Highlights

- Increases ridership capacity on Blue Line by allowing more frequent operation of current two-car trains or operation of longer three-car trains.
- Expands platforms to accommodate three car trains at three key stations
- Facilitates the system-wide expansion of three-car train operations throughout the LYNX Blue Line corridor



SOUTH

Project Benefits

Since opening in November 2007, the Blue Line has exceeded ridership projections and generated over $1.4 billion of new and planned economic development along the South Corridor. With continued ridership growth projected, these improvements will help meet the increasing demand for light rail public transit in the City of Charlotte. Additional power and expanded platforms will allow more passengers to use the public transit system in traveling to and from various special events in downtown Charlotte and at the Charlotte campus of the University of North Carolina. The LYNX Blue Line Capacity Expansion will be the first step in moving towards the system-wide operation of three-car trains in anticipation of continued transit-ridership growth in Charlotte.

U.S. Department of Transportation

CHARLOTTE

TIGER

PORT OF NEW ORLEANS RAIL YARD IMPROVEMENTS

Applicant/Sponsor: Port of New Orleans

Total Project Cost: $26,132,191

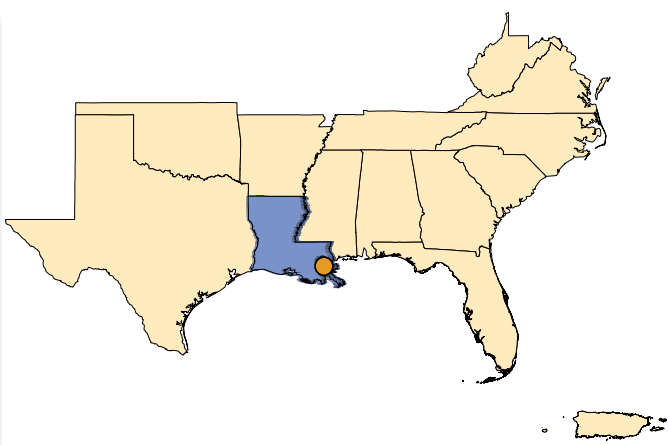
Grant Funding: $16,738,246

Project Description

The Port of New Orleans will rebuild a specialized rail yard at the Louisiana Avenue terminal along the Mississippi River. The overall project has two components: construction of a new 12-acre freight rail intermodal terminal; and resurfacing and fortifying a 4-acre storage yard that is used for ultra-heavy project cargoes. The project's objective is to reduce congestion, facilitate the movement of marine and rail cargo, stimulate international commerce, and maintain an essential port asset in a state of good repair.

Project Highlights

- Increases annual traffic flow of the Louisiana Terminal more than four-fold, from 25,000 Twenty-pound Equivalent Units (TEUs) to an estimated 120,360 TEUs
- Reconstructs 4,000 feet of rail track which facilitates safer, more efficient loading and unloading
- Renovates a 4-acre storage yard to handle ultra-heavy and large project cargo safely and without contamination



SOUTH

Project Benefits

The project makes critical renovations to a nationally significant and specialized port facility in the City of New Orleans, which is strategically located on the Mississippi River near six Class I rail lines and the Interstate Highway System. The project will support short-term and long-term maritime jobs in an economically distressed area of the country that depends on port activities and international commerce. The construction plans at the Louisiana Terminal will make optimal use of a constrained 16-acre space by realigning the tracks to provide for more efficient loading, unloading, and storage. These efficiency improvements will make the transport of goods – including ultra-heavy project cargoes – safer, cheaper, and more sustainable both to and from the Port of New Orleans.

U.S. Department of Transportation

Port of New Orleans

TIGER

WESTSIDE MULTIMODAL TRANSIT CENTER

Applicant/Sponsor: VIA Metrolpolitan Transit Authority

Total Project Cost: $35,000,000

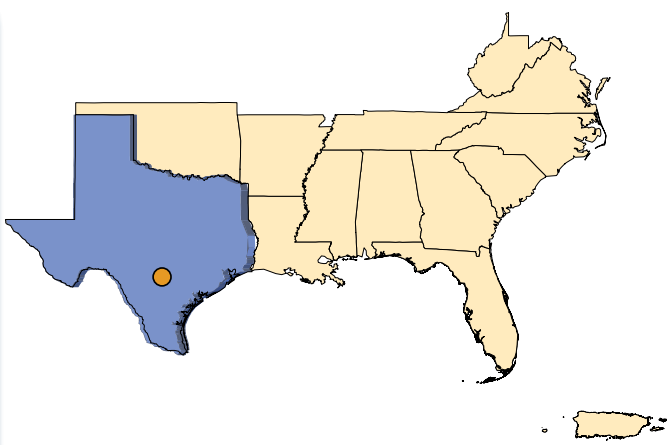
Grant Funding: $15,000,000

Project Description

The project will construct a transit plaza connected to a rehabilitated historic train station to complete the Westside Multimodal Transit Center. The new facility will function as a convenient multimodal hub for San Antonio's current and planned bus routes, downtown streetcar, intercity bus, and bus rapid transit service. It will also serve the needs of bicycle commuters, and create a pedestrian-oriented environment.

Project Highlights

- Improves transit accessibility for San Antonio as part of a $205 million redevelopment plan
- Features passenger amenities like real time bus information, and comfortable waiting areas. Anchors transit-oriented economic revitalization of the west side of San Antonio



SOUTH

Project Benefits

More than 16,000 transit trips are made daily to San Antonio's central business district, but the city lacks a downtown location where riders can transfer to other transit services. This facility will reduce the number of pedestrians who must wait unsafely at crowded and narrow sidewalk bus stops. It will also enable buses to wait in the transit center on layovers, reducing bus operating expenses, cutting greenhouse gas emissions, and improving congestion downtown.

U.S. Department of Transportation

TIGER

BOUNDARY STREET REDEVELOPMENT

Applicant/Sponsor: City of Beaufort, South Carolina

Total Project Cost: $30,393,700

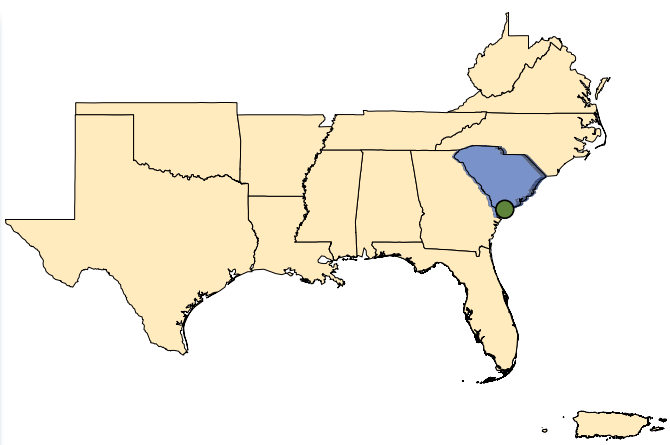
Grant Funding: $12,635,000

Project Description

TIGER funds will contribute to Beaufort's effort to reconstruct Boundary Street and enhance the surrounding road network. Infrastructure improvements include a multi-way boulevard, secondary street connectivity, and a direct link to the Beaufort Rail Trail cycling and pedestrian greenway. Boundary Street, Beaufort's main thoroughfare, is currently a suburban-style commercial corridor which the City hopes to retrofit in order to increase multimodal connections, boost economic development through access to local businesses, and reduce vehicle trips while improving safety for all users.

Project Highlights

- Constructs a boulevard through downtown encouraging redevelopment
- Connects the Beaufort Rail Trail and other regional trails
- Builds on a five-year planning process and several reforms at the local level



SOUTH

Project Benefits

The planned improvements will enhance connectivity and handle large volumes of traffic while encouraging street front redevelopment and alternate modes of transportation. The project also features a 12-foot multiuse path parallel to Boundary Street, enhancing livability and safe, non-motorized transportation options. The project is the result of extensive local planning, including the passage of a new comprehensive land use plan, form-based codes to guide street design, and a 1 percent sales tax to pay for transportation improvements.

U.S. Department of Transportation

TIGER

I-95/US-301 INTERCHANGE IMPROVEMENT

Applicant/Sponsor: Orangeburg County, SC

Total Project Cost: $33,400,000

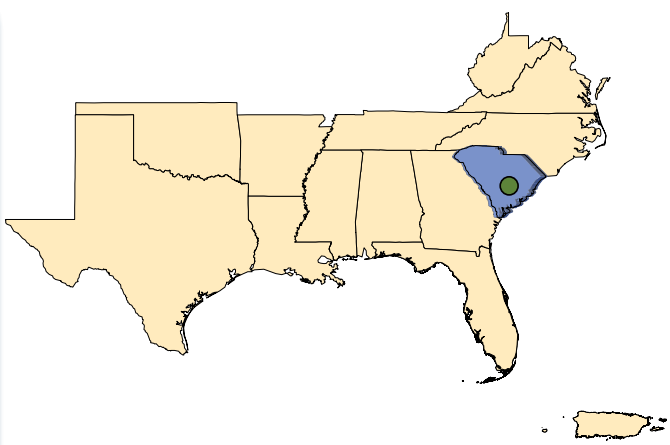
Grant Funding: $12,100,000

Project Description

The project will construct an interchange for I-95 and US -301 to establish southbound access, correcting a flaw in the original design. Improving these connections is essential to further development of an inland multi-modal distribution center that serves southeastern seaports in Charleston and Savannah.

Project Highlights

- Improves traffic flows and provides direct access to I-95 South
- Builds on a public-private collaboration between Orangeburg County and logistics firm Jafza International to attract companies and jobs to the area



SOUTH

Project Benefits

Interchange improvements will establish a more direct route to southbound I-95 that will improve efficiency of truck and personal vehicles by reducing travel time and distance. Improving these connections is essential to the further development of an inland multi-modal distribution center serving southeastern seaports in Charleston and Savannah that will generate a substantial number of jobs in this economically distressed area. Jafza International is planning to build a $600 to $700 million intermodal logistics center near the interchange that would generate up to 9,000 permanent jobs by 2030 and serve as a catalyst for additional job growth.

U.S. Department of Transportation

COUNTY OF ORANGEBURG SOUTH CAROLINA CHARTERED MARCH 12, 1785

TIGER

PRICHARD INTERMODAL FACILITY

Applicant/Sponsor: West Virginia Public Port Authority

Total Project Cost: $35,000,000

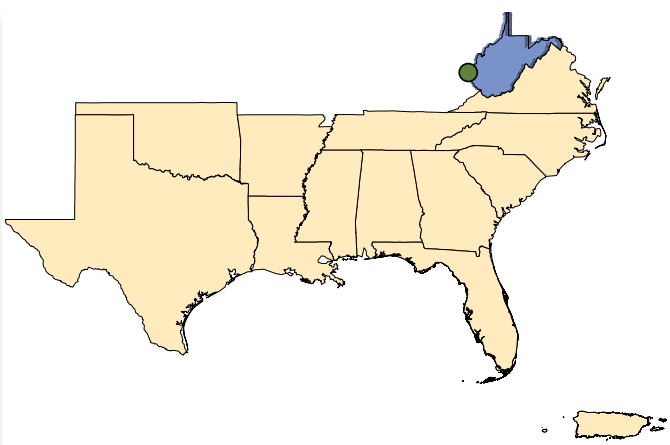
Grant Funding: $12,000,000

Project Description

The West Virginia Ports Authority will construct a new intermodal terminal along Norfolk Southern's Heartland Corridor near Prichard, WV. The Heartland Corridor runs from the Port of Hampton Roads to Columbus, OH, and primarily carries container traffic to and from the port. The closest intermodal facility to the project site is currently over 120 miles away.

Project Highlights

- Develops intermodal capacity in an economically distressed area
- Reduces long haul truck trips and congestion on interstates by diverting shipments to rail



SOUTH

Project Benefits

The project will expand transportation options for shippers in central Appalachia, reducing costs for transporting goods in this rural community. Fewer long-haul truck trips may also result from completion of the new terminal, which improves environmental and safety conditions.

U.S. Department of Transportation

STATE OF WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

TIGER

DAMES POINT INTERMODAL CONTAINER FACILITY

Applicant/Sponsor: Jacksonville Port Authority

Total Project Cost: $45,000,000

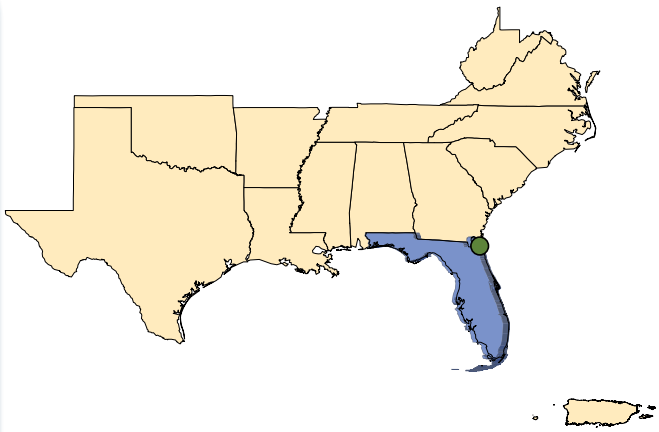
Grant Funding: $10,000,000

Project Description

The project will help complete a new Intermodal Container Transfer Facility (ICTF) at the port of Jacksonville that will be used by CSX railroad. The ICTF will include a five-track rail yard, two wide-span electric cranes, and a paved area for stacking containers and several support uses, including a road and gate for truck movement of cargo, a parking area, and stormwater retention facilities. The facility will utilize zero-emission, wide-span electric cranes for all lift operations, which will operate over four, and 3,000-foot process tracks and provide 12,000 feet of working length.

Project Highlights

- Completes an intermodal container facility that will increase the number of containers leaving the port by rail, improving energy efficiency and reducing our nation's dependence on oil
- Supports a $45 million public-private partnership to expand rail infrastructure capacity
- Reduces truck traffic on local and regional roads



SOUTH

Project Benefits

With overwhelming support from numerous state and local officials, this public-private partnership consists of a $45 million investment in rail infrastructure and intermodal capacity. The ICTF will serve as an on-dock facility, providing existing and future port customers access to efficient rail transportation and enabling a large-scale reduction of long-haul truck trips from highways and local roads. The construction of the ICTF will allow the port to leverage existing investments and assist in handling future demand for freight movement from the existing TraPac Container Terminal and the future Hanjin Container Terminal.

U.S. Department of Transportation

JAXPORT JACKSONVILLE PORT AUTHORITY

TIGER

CAPARRA INTERCHANGE

Applicant/Sponsor: Municipality of Guaynabo

Total Project Cost: $19,000,000

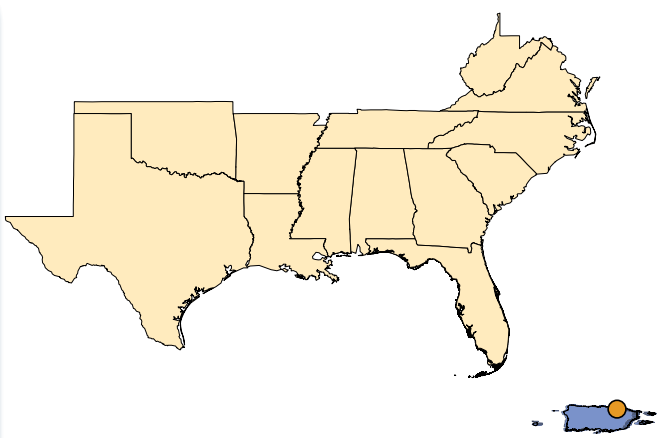
Grant Funding: $10,000,000

Project Description

The project will rehabilitate the Caparra Interchange System (CIS) in and around the San Juan area by making significant improvements to integral portions of the road. The project will re-assign traffic flows, add ramps, create a roundabout, and make improvements to pedestrian facilities.

Project Highlights

- Reduces congestion on one of the main access roads servicing more than 81,000 vehicles and 1.7 million commuters daily
- Increases the average speed of the interchange system at peak hours from 14 mph to 25 mph
- Improves infrastructure and increases efficiency within several economically distressed municipalities in order to create jobs and advance opportunities for increased private and local development



SOUTH

Project Benefits

The project will improve one of the most utilized interchanges in Puerto Rico. The new system will enable better connectivity on the west side of the island by adding one lane on the highway in each direction, building six additional ramps, and converting an existing intersection to a roundabout. The project will improve pedestrian facilities and allow for increased bicycle usage. The substantial travel time savings will benefit commuters and more efficiently move freight from the Port of San Juan.

U.S. Department of Transportation

TIGER

MISSISSIPPI RIVER BRIDGES ITS

Applicant/Sponsor: Mississippi Department of Transportation

Total Project Cost: $10,734,450

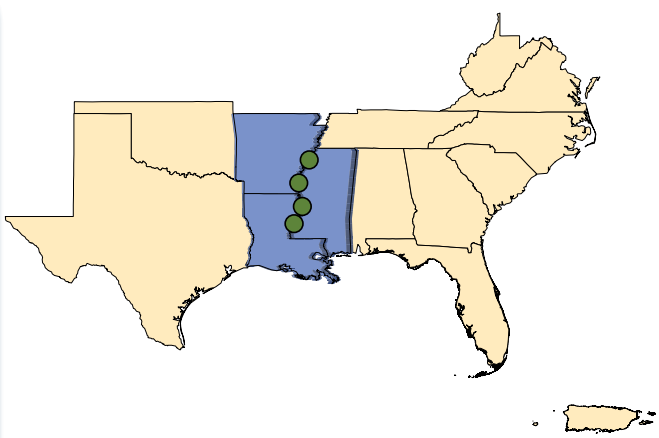
Grant Funding: $9,814,700

Project Description

The project will deploy Intelligent Transportation Systems (ITS) improvements on and around four highway bridges that span the Mississippi River in Mississippi, Arkansas, and Louisiana. The bridges include the Helena Bridge (US-49, MS & AR); the Greenville Bridge (US-82, MS & AR); the Vicksburg Bridge (I-20, MS & LA); and the Natchez-Vidalia Bridge (US-84, MS & LA). The improvements include dynamic messaging signs, vehicle detection devices, closed-circuit television, highway advisory radio, and other fiber optic connections that will coordinate communication across the bridges. The project will also include real-time river monitoring systems that will provide information for barges traveling beneath the bridges.

Project Highlights

- Improves safe operation of barges and reduces incidents of barges colliding with bridge piers
- Enables communication to drivers about detours or crossing closures, which, reduces travel delays and improves flow of on-road freight
- Builds on a unique partnership between three states and private industry



SOUTH

Project Benefits

The project will enable agencies to better manage their transportation assets with real-time information and helps to prevent collisions by barge traffic into bridge piers. The project will improve efficiency, safety, and economic competitiveness for freight traffic that travels by river and highway, since barge accidents can shut road and river traffic down for hours or days. The project also features unique partnerships and cooperation between multiple states and private industry.

U.S. Department of Transportation

OKLAHOMA FREIGHT RAIL UPGRADE

Applicant/Sponsor: Oklahoma Department of Transportation

Total Project Cost: $8,456,580

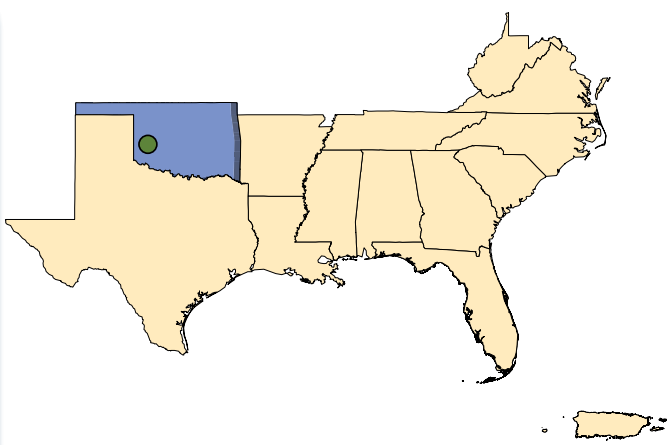
Grant Funding: $6,756,580

Project Description

The project will upgrade 49 miles of state-owned rail line in the Anadarko Basin to more efficiently and safely transport crude oil and gas to the refinement stage. There are few viable options for transporting the oil and gas from this region, and the current rail line cannot meet the current demand. The project will rehabilitate the track to FRA Class 2 standards, which will allow for speeds up to 25 miles per hour, with fewer restrictions on the number of cars per train.

Project Highlights

- Reduces transportation costs and speeds the process of bringing crude oil to market
- Includes financial participation from federal, state, local, and private sources, including Farmrail Regional Railroad
- Reduces the need to transport crude oil and other hazardous materials by truck



SOUTH

Project Benefits

The project addresses national and regional needs by reducing the transportation costs of domestically-produced crude oil, and providing safe and efficient shipment to refineries. The project will also bring existing state infrastructure up to a state of good repair and reduce ongoing maintenance costs.

U.S. Department of Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TIGER

DART ORANGE LINE EXTENSION

Applicant/Sponsor: Dallas Area Rapid Transit

Total Project Cost: $429,500,000

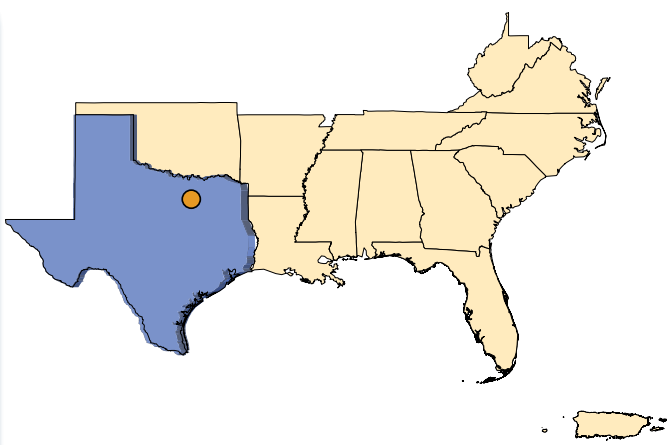
Grant Funding: $5,000,000

Project Description

The project will complete the final segment of a 14.5-mile light rail link from Downtown Dallas to Dallas-Fort Worth International Airport (DFW), including a new station at DFW Terminal A. This TIGER Transportation Infrastructure Finance and Innovation Act (TIFIA) payment will provide support for a much more robust TIFIA loan to help finance the Orange Line Extension (I-3).

Project Highlights

- Provides a public transit alternative
- Constructs DFW Terminal A Station, which includes the train platform, passenger walkways (including an underpass), and a bus transfer area
- Links passengers to TEX Rail, a 36-mile commuter rail service from southwest Fort Worth to DFW scheduled for completion in 2016



SOUTH

Project Benefits

The project will not only serve as an additional transportation option for riders traveling to and from the airport, but will also provide employment links to DFW and serve as a transfer center for commuters – particularly upon completion of the TEX Rail commuter line. The completion of the I-3 segment will support transit-oriented development along the Orange Line corridor.

U.S. Department of Transportation

DART®

TIGER

SNAKE ROAD IMPROVEMENT

Applicant/Sponsor: Seminole Tribe of Florida

Total Project Cost: $4,623,000

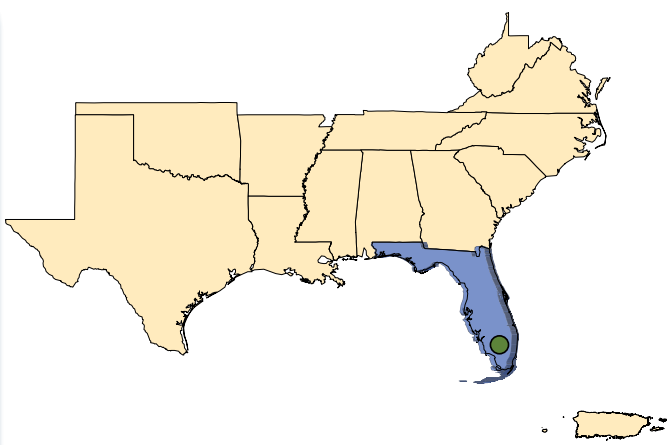
Grant Funding: $3,700,000

Project Description

The project will improve 2.25 miles of road on the Big Cypress Reservation in Hendry County, Florida. The existing road has two 10-foot lanes, with worn, unpaved shoulders. The road has intermittent segments of sub-standard sidewalks. The project will complete two 14-foot travel lanes (one in each direction), a paved 16-foot median, a 5-foot sidewalk on the east side, and a 12-foot multi-use path on the west side.

Project Highlights

- Enhances safety and accessibility for the Seminole Tribe of Florida
- Improves a designated emergency hurricane evacuation route
- Enhances access to commercial and tourist destinations on the Big Cypress Reservation



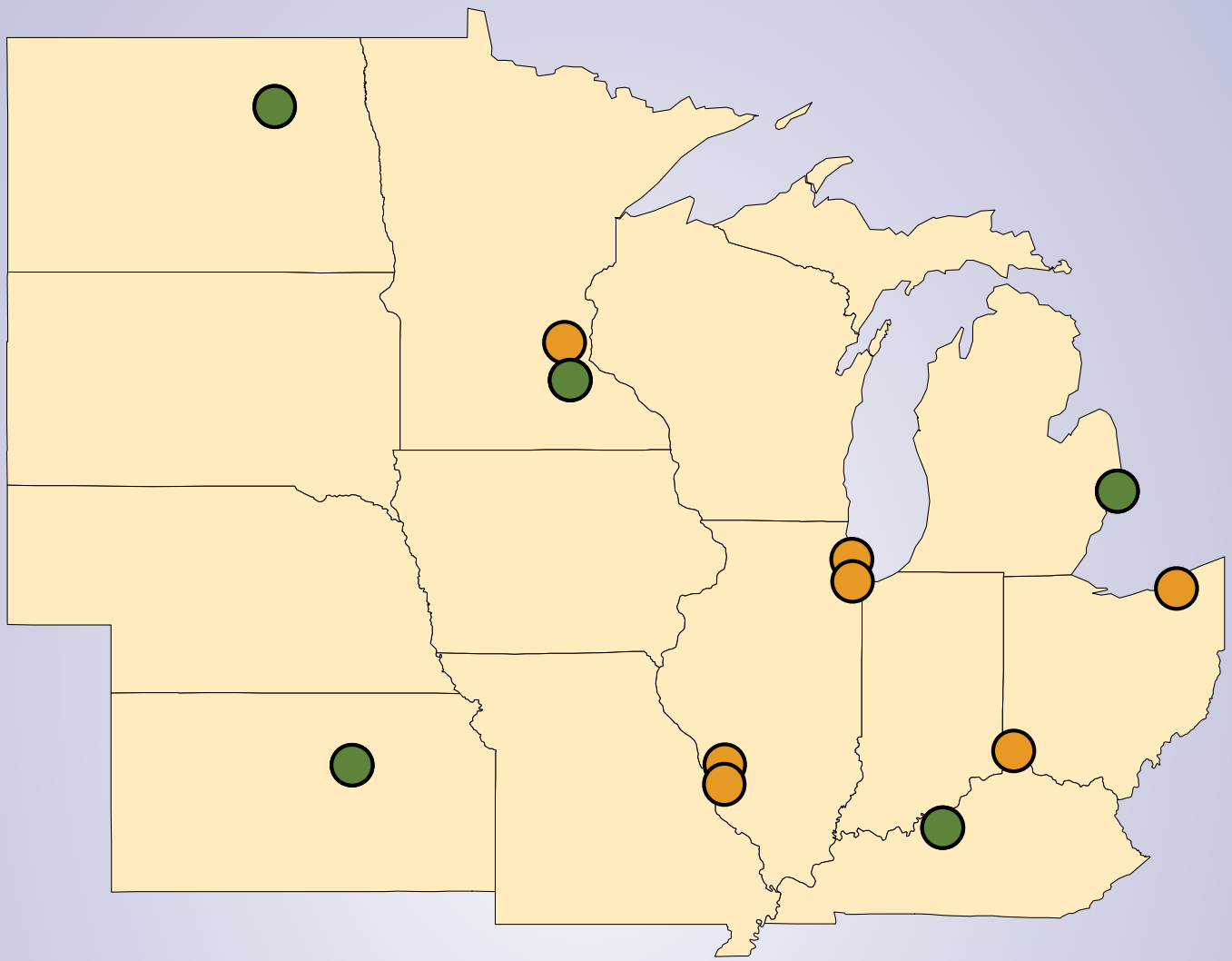
SOUTH

Project Benefits

The project complements a larger 19.6-mile road improvement project from I-75 to the northern boundary of the Big Cypress Reservation. These improvements will reduce all-terrain vehicle, motor vehicle, and pedestrian crashes. Mobility will be expanded for all-terrain vehicle operators, pedestrians, bicyclists, and motorists. The project will significantly improve the roadway's state of good repair and help increase employment by enhancing access to commercial and tourist destinations.

U.S. Department of Transportation

TIGER



CENTRAL

CHICAGO BLUE LINE RENEWAL & CITY BIKE SHARE

Applicant/Sponsor: Chicago Transit Authority

Total Project Cost: $64,597,200

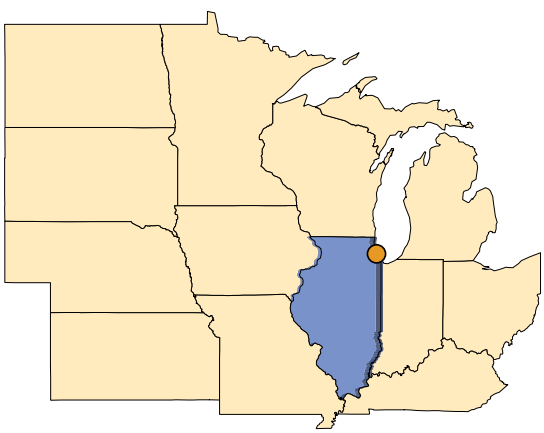
Grant Funding: $20,000,000

Project Description

TIGER funds will help complete an overall project to repair 3.6 miles of track on Chicago Transit Authority's (CTA) Blue Line between Damen Avenue and Belmont Avenue, finishing all track improvements between Chicago's Downtown Loop and O'Hare International Airport. The project will also expand the City of Chicago's new bikeshare program by adding additional bikeshare stations and bikes.

Project Highlights

- Returns the entire extent of the Blue line to a state of good repair
- Improves efficiency on a transit line serving millions passengers
- Provides a new option for point to point bicycle travel for the first and last mile after using transit



CENTRAL

Project Benefits

The repairs to the O'Hare branch of the Blue line will address a critical need on a line that carries 78,000 riders per day. The entire Blue Line serves over 48 million trips per year -- more than 25% of all CTA trips. Current conditions necessitate slow orders on these portions of the line. This affects the efficiency and competitiveness of the rail line that runs parallel to the congested Kennedy Expressway, which carries 289,000 vehicles per day. Providing more efficient service on this important corridor effects the economic competitiveness of the region and supports the local community of nearly half a million residents with an energy efficient, high-capacity transit line connecting the O'Hare airport and downtown. The "point to point" bikeshare program will allow transit riders, locals, and visitors to take a bike from one location and return it to another at any of the other stations throughout the city, expanding the "first mile" and "last mile" of transit trips. In addition, the bikeshare program supports a sustainable, zero-energy transportation mode.

U.S. Department of Transportation

TIGER

ST. LOUIS+CITY+ARCH RIVER REVITALIZATION

Applicant/Sponsor: Missouri Department of Transportation

Total Project Cost: $99,360,000

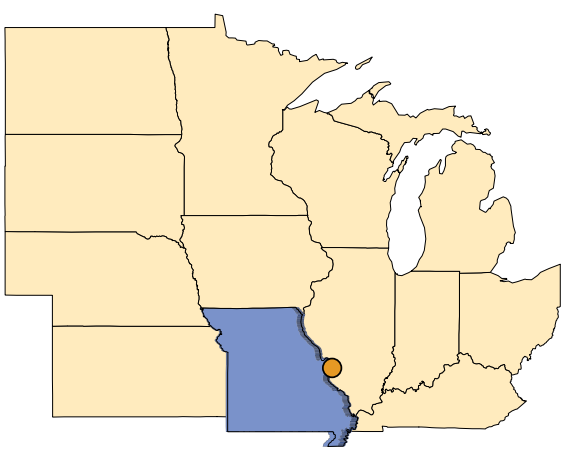
Grant Funding: $20,000,000

Project Description

The project consists of roadway improvements along the I-70 corridor road system in St. Louis. The current roadway configuration presents a safety hazard to pedestrians and vehicles trying to access the Arch Grounds, and results in inefficient traffic flow, particularly between the Arch Grounds and the Downtown Core. The project will complement the completion of other projects in the area, including the new Mississippi River bridge.

Project Highlights

- Reconnects the Arch Grounds and the Mississippi River with the Downtown Core
- Improves vehicular access to the Downtown Core
- Eliminates pedestrian and vehicle conflicts to improve safety and livability



CENTRAL

Project Benefits

The project will allow safer and more efficient travel for pedestrians and motorists, and enhances access to the Downtown core, entertainment districts, the Arch Grounds, and the Mississippi Riverfront. The roadway reconfigurations will also provide for more evenly distributed traffic flow, helping to reduce local congestion and vehicular/pedestrian accidents.

U.S. Department of Transportation

FRAMING A MODERN MASTERPIECE
THE CITY+THE ARCH+THE RIVER | 2015

MoDOT

TIGER

ALTON REGIONAL MULTIMODAL STATION

Applicant/Sponsor: City of Alton IL

Total Project Cost: $21,980,000

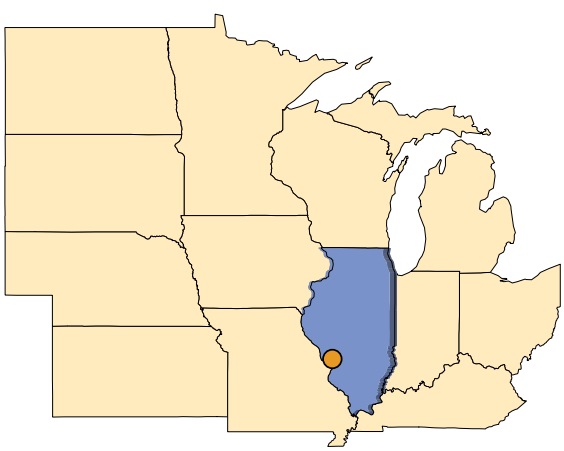
Grant Funding: $13,850,000

Project Description

The Alton Regional Multimodal Transportation Center will be constructed adjacent to Alton's new Amtrak High Speed Rail Station in the new Robert Wadlow Town Center in Alton. The intermodal center will enable passengers to transfer seamlessly between Amtrak's Lincoln Route Service, regional transit lines, bicycle trails and pedestrian facilities. The Multimodal Transportation Center will also encourage transit-oriented development in the City of Alton.

Project Highlights

- Provides sustainable public transit to more than 600,000 residents
- Accelerates implementation of High Speed Passenger Rail service in Illinois
- Uses new technology to expedite transit vehicles and control traffic flow



CENTRAL

Project Benefits

This project will enable High Speed Rail travelers to disembark in the city of Alton and transfer easily to regional bus service serving nearby surburban destinations. The facility will support investments in the High Speed Rail station and increase Amtrak ridership by enabling more commuters to access rail without needing a car. Broadening the mobility options for regional travelers will not only enhance quality of life, but will also remove vehicles from the highly congested I-55 corridor.

U.S. Department of Transportation

TIGER

MAYFIELD TRANSIT STATION

Applicant/Sponsor: Greater Cleveland Regional Transit Authority

Total Project Cost: $15,206,014

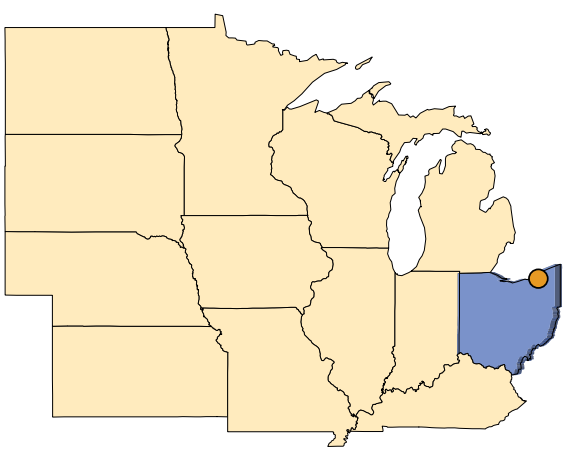
Grant Funding: $12,503,200

Project Description

The Greater Cleveland Regional Transit Authority (RTA) will relocate rail tracks and reconstruct the Mayfield Road Transit station, which was built in 1929 but never utilized. The new station will replace the Euclid-E. 120th Street Station that has fallen into disrepair. The project will also rehabilitate two transit bridges serving the RTA Red Line Rapid Transit.

Project Highlights

- Replaces an obsolete station with a new, energy efficient building
- Provides better connections to the University, Triangle and Little Italy districts, which are destinations for housing and employment
- Focuses on reusing existing community resources



CENTRAL

Project Benefits

The new Mayfield Station replaces another station that is underutilized and in disrepair. The track realignment and two new bridges will better connect Red Line riders to University Hospitals and research centers which employ 50,000 people, as well as a variety of new housing, employment and shopping developments in the Triangle District and the historic Little Italy area. The new station will make high-efficiency transit safer and more convenient, and will usehigh performance lighting, low energy usage Heating, Ventilation and Air Conditioning systems, and native landscaping.

U.S. Department of Transportation

RTA

TIGER

MULDRAUGH BRIDGES REPLACEMENT

Applicant/Sponsor: Kentucky Transportation Cabinet

Total Project Cost: $23,958,194

Grant Funding: $11,558,220

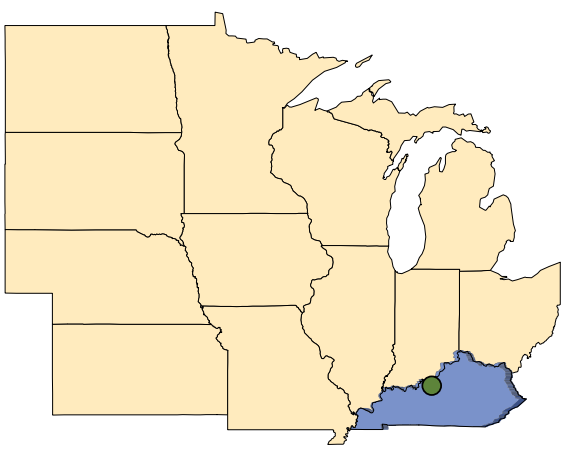
Project Description

The project will replace two deteriorating freight rail bridges that have reached the end of their useful lives. The bridges, known as the Muldraugh Bridges, were built in the 1880s. These bridges are sequentially located along a heavily-utilized freight rail line extending between Paducah, KY, and Louisville, KY, and serve Fort Knox, Kentucky.

Project Highlights

» Preserves service for over 114 customers of the rail line

» Replaces two bridges critical to military shipments for nearby Fort Knox



CENTRAL

Project Benefits

The project improves critical infrastructure for a rail line that is used by numerous customers including Louisville Gas & Electric, which depends upon coal delivered over the bridges for power generation for the citizens of Louisville and Eastern Kentucky. The project supports the Paducah and Louisville Railroad (PAL), which transports numerous commodities including coal, chemicals, lumber, aggregates, clay, iron, steel, brick and grain. Replacing these bridges ensures that goods continue to move inexpensively and efficiently.

U.S. Department of Transportation

KENTUCKY TRANSPORTATION CABINET

TIGER

CINCINNATI STREETCAR RIVERFRONT LOOP

Applicant/Sponsor: City of Cincinnati

Total Project Cost: $156,290,000

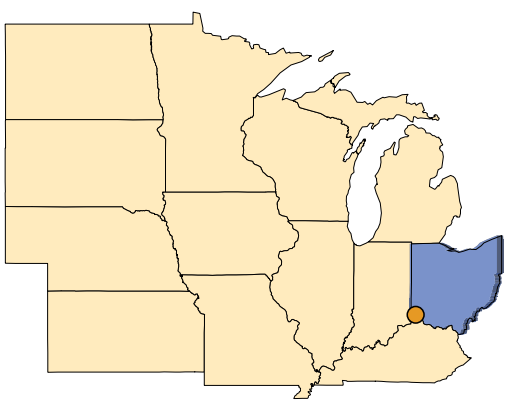
Grant Funding: $10,920,000

Project Description

This project will design and construct the Riverfront Loop, supplementing the Downtown Circulator route of the Cincinnati Streetcar. The extension will directly connect the Downtown circulator route already in design with the Cincinnati riverfront to the south.

Project Highlights

- Restores connection to the Riverfront loop
- Connects downtown with the $600 million Banks Mixed-Use development and 45-acre Central Riverfront Park
- Supports the Downtown project linking employment centers with disadvantaged neighborhoods



CENTRAL

Project Benefits

This modern streetcar system has the potential to revitalize Cincinnati's urban core—a city served by six Fortune 500 companies, academic, medical and research institutions, with a widely dispersed employment base of over 70,000 people. By providing a public transit alternative, the city will use the investment to re-orient its development patterns into a more walkable, livable, and affordable community with a mix of land uses, housing units, and income groups. Much of the surrounding land use is underutilized vacant lots used as parking, which the city is working to redevelop using Tax Increment Finance Districts.

U.S. Department of Transportation

city of CINCINNATI

TIGER

IL 83 (147TH STREET) RECONSTRUCTION

Applicant/Sponsor: Illinois Department of Transportation

Total Project Cost: $24,657,000

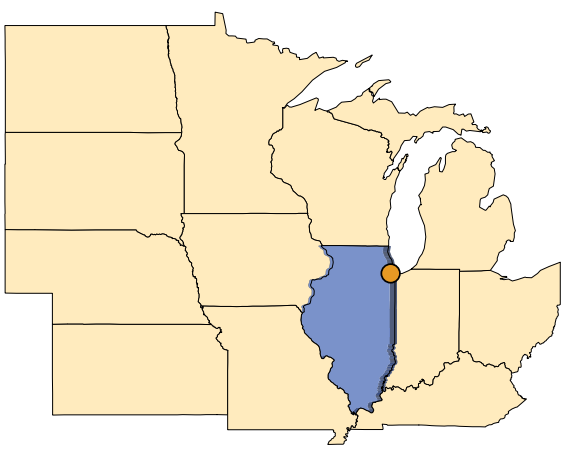
Grant Funding: $10,438,000

Project Description

The project will reconstruct two miles of Illinois Route 83 (147th Street) between Kedzie Avenue and Western Avenue/Dixie Highway with two travel lanes in each direction separated by a median to accommodate left turn lanes. The project will also reconstruct intersections, on-street bicycle facilities, new sidewalks, and bus shelters.

Project Highlights

- Enhances the connectivity of multiple modes of transportation within the area and improves mobility along IL 83
- Improves safety throughout the corridor for automobiles, pedestrians and bicyclists
- Upgrades bus pads, signage, and stops to make transit more accessible



CENTRAL

Project Benefits

This project improves conditions on a narrow road with no median and improves turning movements with a dedicated lane. The project will improve safety by adding left-hand turn lanes and constructing barrier medians where appropriate. The project will improve access to public transportation with improved facilities for four bus routes with 90 weekday runs, and replace or relocate pedestrian/bicycle facilities. The project will also bring the road to a state of good repair and reduce long term maintenance costs.

U.S. Department of Transportation

Illinois Department of Transportation

TIGER

MINNEAPOLIS TRANSIT INTERCHANGE CONSTRUCTION

Applicant/Sponsor: Hennepin County Regional Railroad Authority

Total Project Cost: $81,200,000

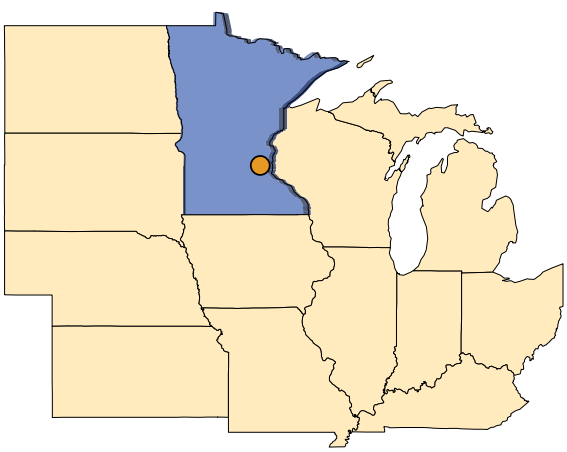
Grant Funding: $10,000,000

Project Description

TIGER funds will help construct a new passenger platform, storage and staging tracks, and a new plaza at the Target Field Light Rail Transit (LRT) station in Downtown Minneapolis in order to accommodate the expected growth in LRT ridership when the Central Corridor light rail line opens in 2014.

Project Highlights

- Enhances connections between LRT, bus, commuter rail, bicyclists and pedestrians at the Target Field LRT station
- Addresses an anticipated bottleneck as the region expands LRT service
- Supports transit oriented development at the nearby Warehouse Historic District



CENTRAL

Project Benefits

This project supports the regional multimodal transportation system and provides increased capacity to eliminate a potential chokepoint in the system. The Target Field LRT station capacity improvements will eliminate significant operational delays to the LRT system (passenger loading and train staging and storage) when the Central Corridor light rail line opens in 2014. Service delays can result in ridership loses, increased operational costs, and potential safety issues, such as platform crowding. The project will also encourage transit-oriented development near the station at the Warehouse Historic District.

U.S. Department of Transportation

Hennepin

TIGER

DEVILS LAKE RAIL IMPROVEMENTS

Applicant/Sponsor: North Dakota Department of Transportation

Total Project Cost: $99,936,000

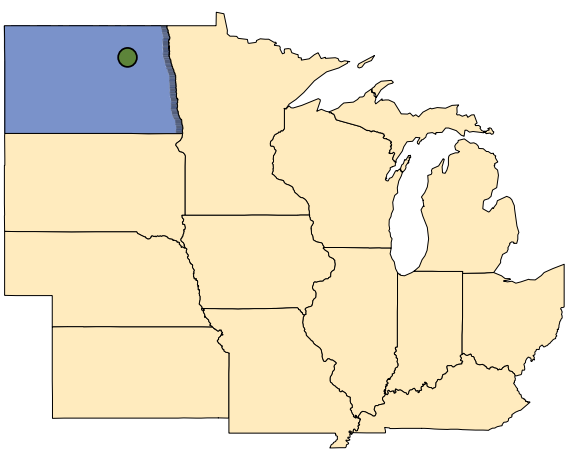
Grant Funding: $10,000,000

Project Description

The North Dakota Department of Transportation (NDDOT) and its partners will raise a 15.4-mile section of the BNSF mainline track between Devils Lake and Churchs Ferry, North Dakota, to prevent flooding by the continually rising water level of Devils Lake.

Project Highlights

- Ensures the Amtrak Empire Builder service can continue on the route
- Raises two bridges extending across Channel A and Mauvais Coulee
- Improves long-term reliability and lowers maintenance costs with high-efficiency materials



CENTRAL

Project Benefits

The project will ensure the long-term viability of Amtrak operations and freight movements on the route. The train connects rural communities in North Dakota, Montana, and eastern Washington to larger urban centers with essential services in an area where extreme weather conditions frequently close roads and airports. If no action is taken, the Empire Builder, which runs between Chicago and Seattle and is one of Amtrak's most popular long-distance services, will soon no longer be able to operate on the Devils Lake route.

U.S. Department of Transportation

NDDOT North Dakota Department of Transportation

TIGER

SOLOMON RURAL RAIL UPGRADE

Applicant/Sponsor: Kansas Department of Transportation

Total Project Cost: $20,108,883

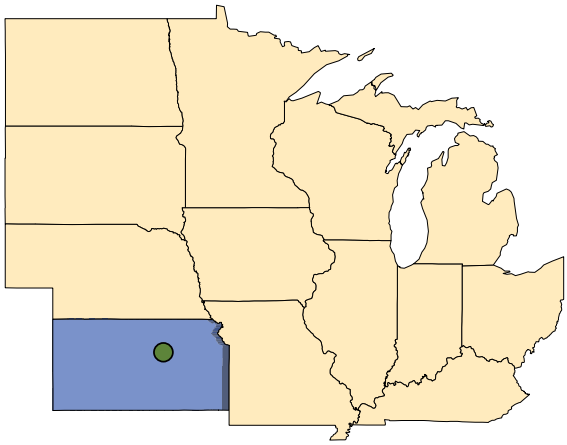
Grant Funding: $6,568,095

Project Description

The project will upgrade freight railroad track in north central Kansas to avoid rail abandonment and avert a dramatic spike in heavy, rural truck traffic as the agricultural economy evolves. The project will refurbish 84 miles of rail currently restricted by weight and speed limits allowing the KYLE railroad, which operates on the line, to load full 286,000 lb cars. The project will also provide new signage and other safety improvements at 24 highway crossings.

Project Highlights

- Supports shipment of agricultural goods by the most efficient means possible
- Prevents over $5 million in highway pavement damage by improving rail efficiency
- Reduces the risk of collision at 24 rail crossings



CENTRAL

Project Benefits

Recently, agricultural production shifts in the North Kansas region from wheat to corn and soybeans has increased the demand for rail transportation by nearly 19%. Maintenance of the rail line enables shippers along the line to utilize rail for their heavy shipments rather than switching to trucks or an alternate route at prohibitive expenses. Rehabilitating these lines improves the economic competitiveness of these important commodities and allows them to reach domestic and international markets, contributing to the President's national export initiative.

U.S. Department of Transportation

Kansas Department of Transportation

TIGER

SMITHS CREEK ROAD & BRIDGE RECONSTRUCTION

Applicant/Sponsor: St Clair County Road Commission

Total Project Cost: $3,850,000

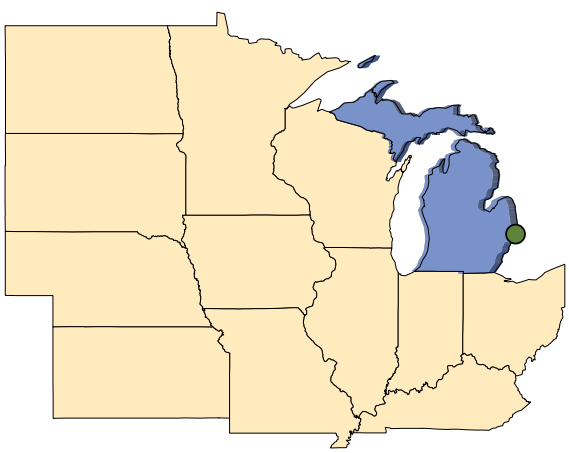
Grant Funding: $3,650,000

Project Description

The Saint Clair County Road Commission will reconstruct 2.6 miles of Smiths Creek Road from the Smiths Creek Landfill entrance to Wadhams Road and replace the Smiths Creek Road Bridge over the Pine River. The project will resurface Smiths Creek Road and replace a large culvert located east of the bridge. Additionally, the project will replace the structure of Smiths Creek Road Bridge by removing existing beams, repairing abutments, and installing new beams and a new driving surface.

Project Highlights

- Increases capacity and ensures the safety of 2,300 users per day
- Enables all-season access to the Smiths Creek Landfill, supporting the continued use of green technology to create energy at the County's innovative septage bioreactor
- Allows waste haulers to transport heavier loads, reducing fuel usage and greenhouse gas emissions



CENTRAL

Project Benefits

The project addresses critical needs for the Smiths Creek Road Bridge, which provides essential access to the County's only landfill facility. The project will provide all-weather access to the landfill, which houses the first septage bioreactor in the United States. The septage reactor uses innovative technology to break down residential septic waste and municipal solid waste to create enough methane gas capable of generating up to 3.2 megawatts of electricity, enough energy to power 1,900 homes. The improvements to the road and bridge will ensure the continued flow of waste to the landfill facility, allowing for continued energy production though the septage bioreactor.

U.S. Department of Transportation

ST CLAIR COUNTY ROAD COMMISSION Since 1913

TIGER

NORTHFIELD MULTIMODAL INTEGRATION

Applicant/Sponsor: City of Northfield, Minnesota

Total Project Cost: $1,560,000

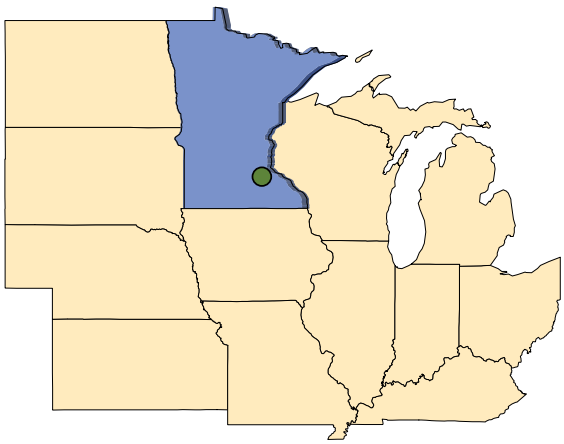
Grant Funding: $1,060,000

Project Description

This project will construct new facilities to allow pedestrians to cross State Highway 3, a major road bisecting the town of Northfield, as well as rail lines owned by Progressive Rail.

Project Highlights

- Addresses a safety need with a grade-separated off-street crossing
- Connects a pedestrian underpass to a surrounding street and sidewalk network
- Improves access between residential and college areas and downtown



CENTRAL

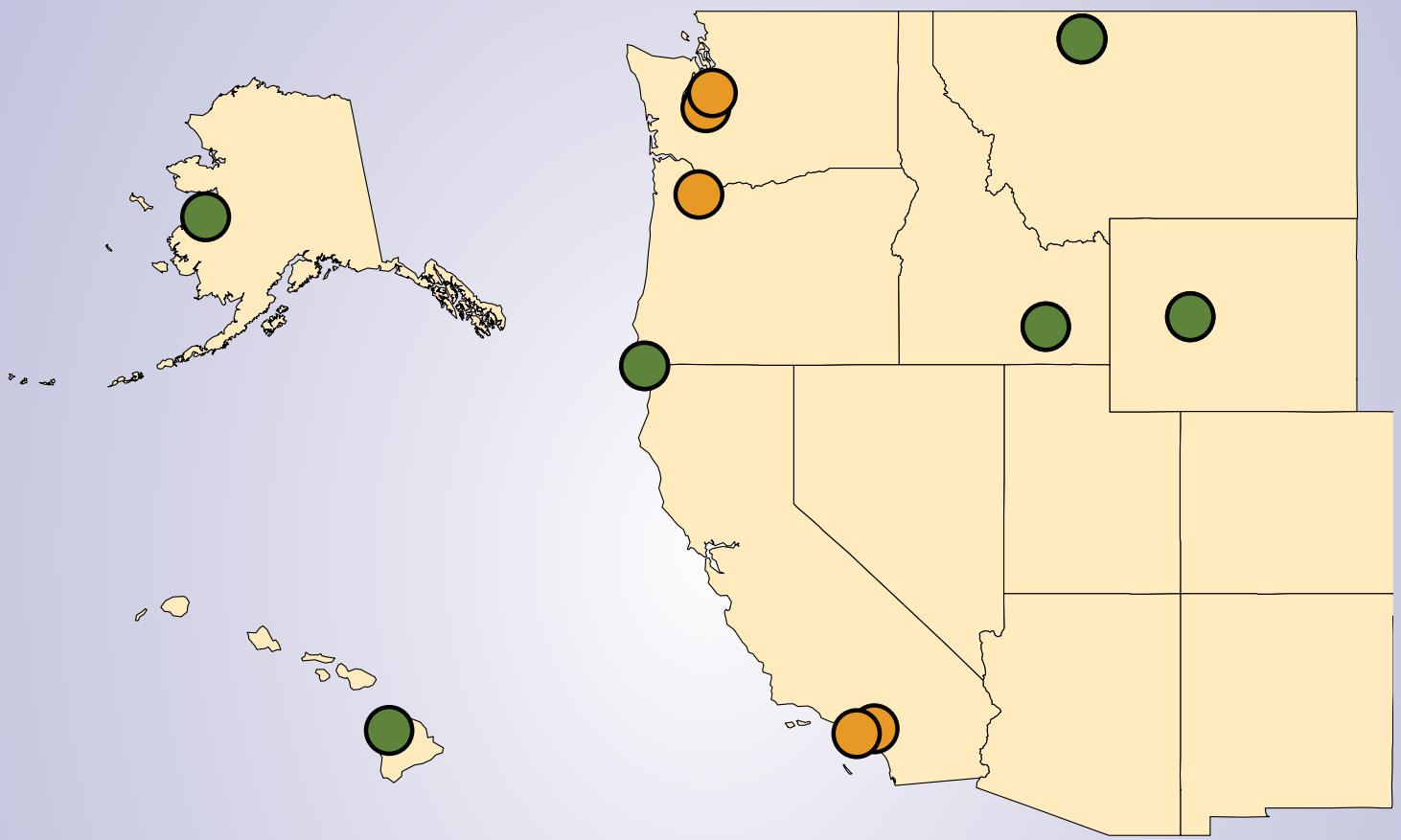
Project Benefits

The project will improve pedestrian and bicycle access between residential and college areas in the western portions of Northfield and the downtown area, improve safety conditions for motorized and non-motorized travelers, and will provide a grade-separated mixed-use off-street crossing of Trunk Highway 3 in Northfield, MN. The project represents a widespread community effort to improve safety in an area where 23 percent of all commutes made by residents are nonmotorized. The project is supported by the Minnesota Department of Transportation (Mn/DOT), Progressive Rail, Union Pacific Rail, the two colleges, and other organizations.

U.S. Department of Transportation

City Of Northfield

TIGER



WEST

STATE ROUTE 91 CORRIDOR IMPROVEMENTS

Applicant/Sponsor: Riverside County Transportation Commission

Total Project Cost: $1,347,316,000

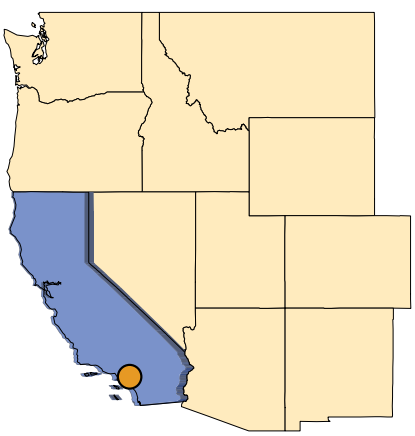
Grant Funding: $20,000,000

Project Description

This $20 million TIGER TIFIA Payment will support a TIFIA loan that will finance up to one-third of the costs of the $1.3 billion, 8-mile extension of the SR-91 Express Lanes. The project will extend SR-91 Express Lanes from the current eastern terminus at the border of Orange and Riverside Counties eastward to I-15. Additionally, one general-purpose lane will be added to the facility in each direction along the project route. The SR-91 corridor provides a vital link between employment and residential centers in Los Angeles, Orange, and Riverside Counties, and facilitates goods movement between I-15, I-10, and the Ports of Los Angeles and Long Beach.

Project Highlights

- Provides improved travel for drivers between the new and existing sections of the Express Lanes.
- Enables the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA) to implement enhanced Express Bus service along the corridor
- Uses TIFIA financing to leverage over $900 million in up-front local and state funding and accelerate project delivery by a decade



WEST

Project Benefits

The new SR-91 Express Lanes will save users on average 30 minutes when traveling the 8-mile segment and improve traffic flow for commuters and trucks on the adjacent general-purpose lanes. Based on previous experience with the existing Express Lanes, RCTC expects to see an increase in transit ridership and car/vanpooling. The project would enable RCTC and RTA (the local transit provider) to offer enhanced Express Bus service along the corridor – doubling current express bus trips, adding five new routes, and providing 15-20 minute headways during peak hours.

U.S. Department of Transportation

rctc Riverside County Transportation Commission

TIGER

SELLWOOD BRIDGE REPLACEMENT

Applicant/Sponsor: Multnomah County

Total Project Cost: $268,800,000

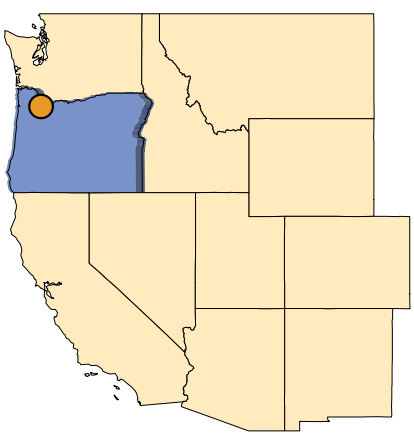
Grant Funding: $17,700,000

Project Description

This TIGER award will provide the final piece of funding for the complete replacement of the Sellwood Bridge in Portland, OR. The Sellwood Bridge, which was constructed in 1925, is the only crossing over the Willamette River within 12 miles, and is structurally deficient and functionally obsolete. A new two-lane steel arch bridge is being constructed to replace the existing bridge. This TIGER grant will ensure that the project includes the reconstruction of the critical west-end interchange which will provide efficient and safe multimodal access to and from the new bridge.

Project Highlights

- Constructs a bridge that meets current seismic standards that will protect it from hillside shifting that has already placed pressure on the existing bridge
- Reduces conflicts between bicyclists/pedestrians and vehicles with grade-separated bike/pedestrian paths
- Leverages over $230 million in state and local funding.



WEST

Project Benefits

When completed, the project will improve safety for area residents by replacing the existing Sellwood Bridge which is structurally deficient. The new bridge will accommodate larger vehicles, improve freight and transit traffic flow, and travel times for drivers. The reconstruction of the west-end interchange will improve traffic flow on and off the new bridge, and reduce peak-hour congestion on OR State Hwy 43. The project will also provide a connection to the future Portland Streetcar line and complete a missing link on the Springwater Corridor bike/pedestrian trail.

U.S. Department of Transportation

MULTNOMAH COUNTY

TIGER

PORT OF LONG BEACH RAIL REALIGNMENT

Applicant/Sponsor: Port of Long Beach

Total Project Cost: $64,496,013

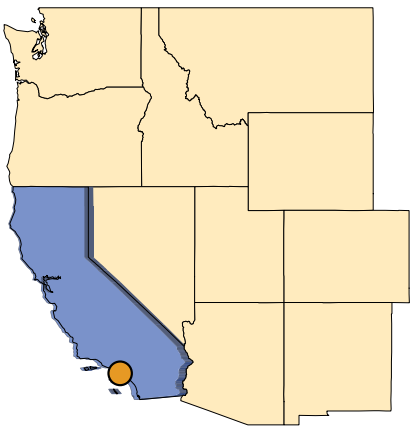
Grant Funding: $17,000,000

Project Description

The Port of Long Beach will improve the lead tracks to two rail yards and relieve a chokepoint at the Ocean Boulevard overcrossing, where a large portion of the cargo transits enters or exits the port property. The project will improve efficiency and reduce the environmental impact of freight movements, and create jobs, enabling the port to move 35% of goods via on-dock rail by 2035.

Project Highlights

- Adds a third mainline track on port property, extends rail staging areas for faster loading and unloading of long trains, and improves rail utilities
- Boosts rail capacity of the port by 50 percent through more safe, efficient, and environmentally sustainable rail operations, including on-dock rail.
- Eliminates as much as 2.3 million truck trips from local roadways and reduces greenhouse gas emissions
- Brings the port's rail infrastructure, some of which dates from the 1960s, into a good state of repair



WEST

Project Benefits

The project will improve the efficiency and sustainability of operations at the Port of Long Beach through a major rail realignment at the Ocean Boulevard overcrossing. Freight operations at the Port of Long Beach have far-reaching impacts on the U.S. economy. The port, together with the adjacent Port of Los Angeles, move approximately 40% of the nation's containerized goods. The project will move those goods more efficiently and cost effectively, reducing the amount of trucks on the road, associated road maintenance costs, and greenhouse gas emissions in the Los Angeles area and throughout the western and central United States.

U.S. Department of Transportation

The Port of LONG BEACH

TIGER

I-5 LEWIS-MCCHORD AREA CONGESTION MANAGEMENT

Applicant/Sponsor: Washington State Department of Transportation

Total Project Cost: $34,000,000

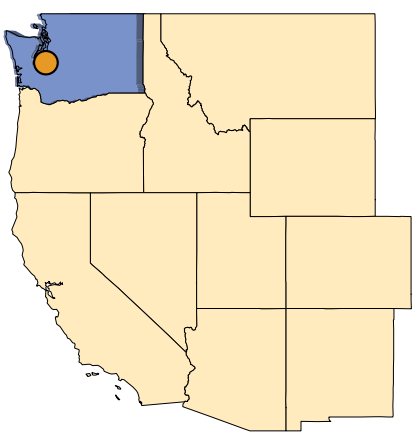
Grant Funding: $15,000,000

Project Description

The project will add capacity to Interstate 5 by managing demand, and providing real time information to drivers on this heavily congested, 15-mile-long corridor that borders Joint Base Lewis-McChord between Olympia, WA and Tacoma, WA. Approximately fifteen percent of the traffic in the corridor is freight traffic. The project will deploy innovative traffic management strategies along Interstate-5 and into the Base, and expand traveler information. The project will also add HOV/express bypass lanes at 12 ramp meters.

Project Highlights

- Improves the flow of traffic for commuters and freight movers along a corridor that experiences congestion approximately ten hours a day
- Provides incentives for carpooling, vanpooling, transit-use, and ride sharing through the HOV/express bypass lanes at the ramp meters
- Uses technology to solve a transportation challenge rather than adding lanes



WEST

Project Benefits

The project supports ITS enhancements and other efficiency improvements being made by Washington DOT that will improve travel times and reduce congestion. The ramp metering included in the project can significantly reduce accidents. The project uses innovative technological solutions in conjunction with the existing road to solve a transportation challenge facing the community.

U.S. Department of Transportation

Washington State Department of Transportation

TIGER

SADDLE ROAD IMPROVEMENTS

Applicant/Sponsor: State of Hawaii Department of Transportation

Total Project Cost: $94,900,000

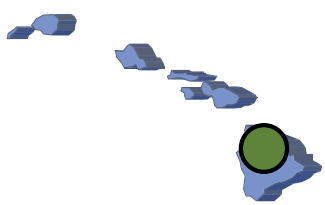
Grant Funding: $13,500,000

Project Description

The project will improve Saddle Road, the most direct cross-island route (east-west) on the "Big Island" of Hawaii and the only paved access road to the U.S. Army's Pohakuloa Training Area (PTA), Kaumana City, Hawaiian Homelands, Hakalau Forest National Wildlife Refuge, Mauna Kea State Park, and the Mauna Kea & Mauna Loa astronomical observatories. Currently, drivers do not fully utilize this route for cross-island travel because it is considered one of the state's most hazardous highways. Roadway improvements will include horizontal and vertical realignments, add uphill passing lanes, and construct truck escape ramps. The project will build on roadway investments made by the U.S. Army which has already reconstructed 31 of the original 48 miles reconstructed to date.

Project Highlights

- Improves roadway to meet rural arterial design standards
- Accommodates military convoys and cross-island truck traffic with new passing lanes.
- Shortens Saddle Road by 2 miles after realignment.



WEST

Project Benefits

Investments in Saddle Road will boost commuter and freight travel and also reduce cross-island journey time while improving island mobility, connectivity, and accessibility. Auto rental companies that currently do not allow renters to drive on Saddle Road will lift that limitation as a result of funded safety improvements. The improvements are also expected to decrease annual road maintenance costs by 50%.

U.S. Department of Transportation

DEPARTMENT OF TRANSPORTATION · STATE OF HAWAII

TIGER

SOUTH LINK: SEA-TAC AIRPORT TO SOUTH 200TH STREET

Applicant/Sponsor: Sound Transit

Total Project Cost: $238,402,000

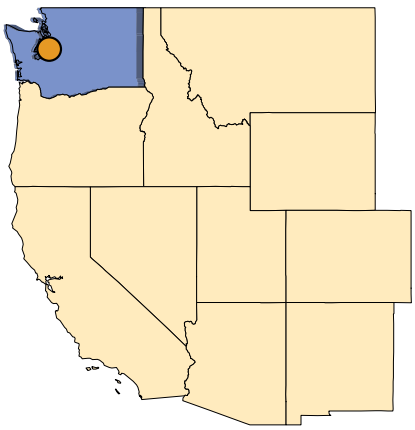
Grant Funding: $10,000,000

Project Description

The project completes the extension of Seattle's regional light rail system which will run from the SeaTac Airport to the South King neighborhood. The project will construct 1.6-miles of double track and a new light rail station at South 200th Street.

Project Highlights

- Improves access and mobility to major employment centers (400,000 jobs) within the Seattle region
- Encourages 3.5 to 5 million square feet of transit-oriented development near the new station
- Connects extended line to other transportation systems, including the SeaTac Airport, BRT service, express and local bus service, and bike/pedestrian paths



WEST

Project Benefits

The project will reduce transit time from the new South 200th Street Station to downtown Seattle by 19 minutes and to the University of Washington by 27 minutes. The new station is expected to accommodate 5,400 boardings per day and will provide a high-efficiency transportation option for commuters. The overall project is expected to reduce regional miles traveled by approximately 26 million, saving 1.3 million gallons of gasoline annually.

U.S. Department of Transportation

SOUNDTRANSIT

TIGER

NORTHERN MONTANA MULTIMODAL HUB

Applicant/Sponsor: Port of Northern Montana

Total Project Cost: $17,345,468

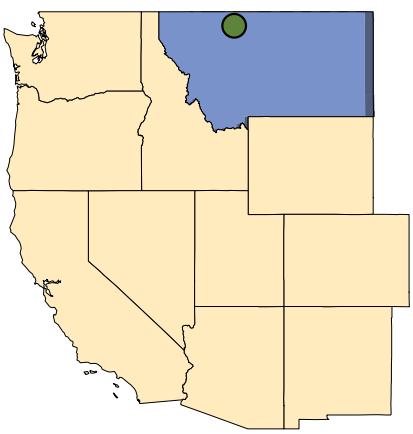
Grant Funding: $9,998,910

Project Description

Construction of the Port of Northern Montana Multimodal Hub will enable Montana shippers to ship and receive containerized international cargo. This project relocates a small BNSF rail facility from a residential and commercial area to an industrial park, expanding the facility to allow the shipment of intermodal unit trains.

Project Highlights

- Supports wind energy development at 11 major wind farm projects
- Expands export capacity of Montana agricultural producers
- Builds on $254.5 million in private investments pledged to be built in the facility's vicinity



WEST

Project Benefits

Relocating freight traffic from the downtown area will improve safety for non-freight traffic and will boost economic development in the area. This inland port facility will strengthen long-term growth in the region and support efforts to increase exports. Using containers will reduce the transportation costs and inefficiencies both at the Shelby site and at Pacific coast port sites. The use of rail instead of trucks will reduce roadway maintenance costs and reduces greenhouse gas emissions.

U.S. Department of Transportation

TIGER

17 MILE ROAD RECONSTRUCTION

Applicant/Sponsor: Eastern Shoshone/Northern Arapaho Tribes Business Council

Total Project Cost: $13,233,700

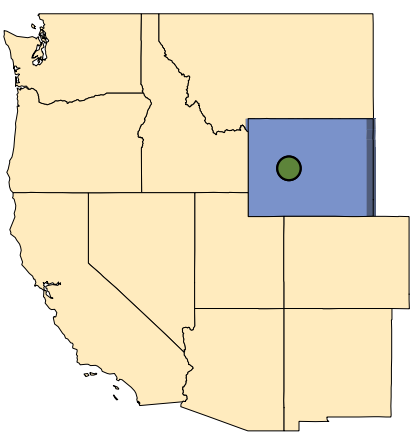
Grant Funding: $8,233,700

Project Description

The Eastern Shoshone and Northern Arapaho Tribes will reconstruct an 8.3 mile segment of 17-mile Road. The project will include: horizontal curve realignment; grading; drainage and culvert structures; irrigation facilities relocation; roadway resurfacing; water and sanitary sewer lines; guardrail installation; and gravel and asphalt overlay.

Project Highlights

- Addresses critical design concerns on the major east-west highway corridor serving the Wind River Indian Reservation
- Enhances safety along a corridor with the highest driver/pedestrian fatality rates in the state



WEST

Project Benefits

The existing roadway, a paved wagon trail, lacks critical safety features which contribute to crashes and fatalities along the corridor. The roadway has experienced a number of automobile accidents, roadway run-offs, and rollover crashes, resulting in 5 fatalities and 42 injuries within the last 10 years. The traffic congestion also inhibits emergency vehicle response time. The planned improvements will bring needed safety improvements to the roadway by creating 12-foot lanes with 8-foot wide paved shoulders and edge line rumble strips.

U.S. Department of Transportation

TIGER

US 101 SMITH RIVER SAFETY CORRIDOR

Applicant/Sponsor: Tribe of Smith River Rancheria

Total Project Cost: $3,124,800

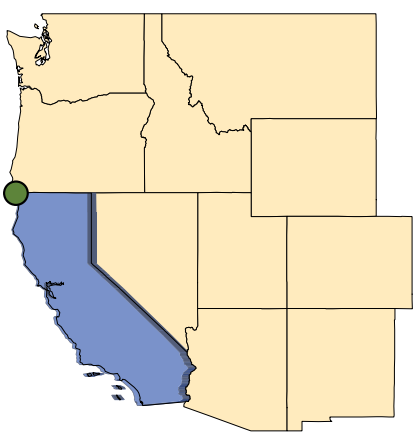
Grant Funding: $2,500,000

Project Description

Smith River Rancheria, a federally recognized tribe in Northwest California, will make roadway improvements to address safety concerns on the portion of U.S. 101 that runs through tribal lands. TIGER funds will make traffic and pedestrian access improvements, including new signage and innovative highway shoulder treatments on the existing road. Investments will also include lighting and related small-scale improvements to assist pedestrians at intersections.

Project Highlights

- Addresses safety concerns on a high-accident corridor
- Creates a pedestrian-safe environment on a highway that also functions as the main street that bisects the lands of the Smith River Rancheria Tribe
- Capitalizes on a first-of-its-kind partnership between a tribe, a state DOT, and USDOT to identify solutions using a Road Safety Audit



WEST

Project Benefits

The project, pursued by the tribe, Caltrans, Del Norte County and Federal Highway Administration will fund needed safety improvements on a critical roadway that bisects tribal lands. Between 2005 and 2010 117 collisions that resulted in 9 fatalities occurred in the project area. New pedestrian features will slow traffic and provide safe access for pedestrians and bicyclists to vital community services, including the Indian Health Services clinic, the Howonquet Hall Community Center, Head Start facilities, and senior apartment housing.

U.S. Department of Transportation

TIGER

CITY OF AMERICAN FALLS COMPLETE STREETS

Applicant/Sponsor: City of American Falls

Total Project Cost: $2,850,000

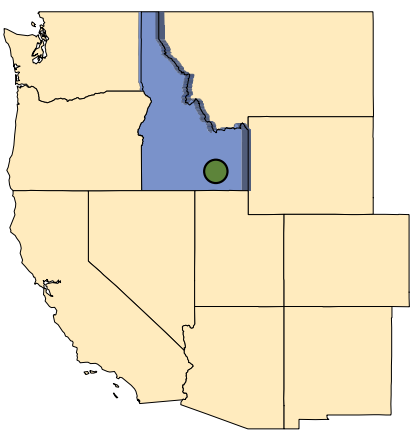
Grant Funding: $2,300,000

Project Description

This rural project in American Falls, Idaho, will transform five blocks of the downtown area to complete streets that will safely accommodate pedestrians, bicyclists, motorists, and public transportation. The project will narrow travel lanes, widen sidewalks, create bike lanes, and add streetscaping. Sidewalks will be made ADA-compliant.

Project Highlights

- Addresses severe cracking, rutting, and cold weather frost heaves that resulted from poor drainage on the road network
- Features substantial partnership from the county, local schools, Chamber of Commerce, and residents who donated 1,000 hours of service as part of an annual clean-up of the downtown area
- Supports construction of the $2 billion Southeast Idaho Advanced Energy Center development



WEST

Project Benefits

Roadway improvements will reduce the accident rate up to 40 percent. The improved road network will support the new Southeast Idaho Advanced Energy Center, a $2 billion coal gasification fertilizer plant that is expected to create 750 to 1,350 jobs during construction, hire approximately 200 permanent employees, and contribute an estimated $6 million per year to the local economy. Livability investments in the downtown area will support local businesses and reduce mobility costs by encouraging residents to consider local retail and entertainment opportunities instead of driving 50 miles round-trip to Pocatello, Idaho for their shopping needs.

U.S. Department of Transportation

City of American Falls

TIGER

ST. MICHAEL COMMUNITY STREETS

Applicant/Sponsor: St. Michael IRA

Total Project Cost: $8,568,230

Grant Funding: $1,000,000

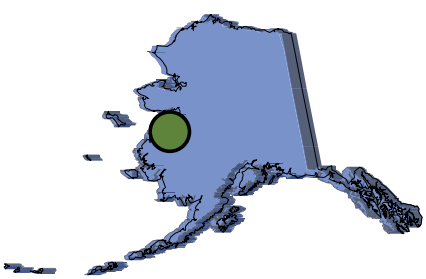
Project Description

The Native Village of St. Michael, a Federally Recognized Tribe, will re-contour and resurface existing roads and construct new road extensions. The project will also construct and rebuild boardwalks, which provide footpaths over existing village wetlands. The complete project will make improvements to approximately 4.39 miles of road.

Project Highlights

» Revitalizes the native community's transportation network

» Enhances pedestrian accessibility throughout St. Michael



WEST

Project Benefits

The project will improve safety, access, and mobility to the Community of St. Michael's transportation network. New road construction will help provide better access to schools. Additionally, the project will add new culverts and utilities to improve the drainage issues that arise from seasonal flooding. The rehabilitation and creation of the boardwalks will also help revitalize the community and improve livability, especially for seniors and children.

U.S. Department of Transportation

TIGER