



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

ACTION MEMORANDUM TO THE SECRETARY

From: Roy Kienitz *Rouk*
Under Secretary for Policy
x64544

Prepared by: Polly Trottenberg *PT*
Assistant Secretary for Transportation Policy
x64540

Jacob Falk
Acting Director, Office of Infrastructure Finance & Innovation
x68165

Subject: Proposed Selections of Applications for Funding Under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program

ACTION REQUIRED

Please review the attached Appendix of Proposed TIGER Grant Projects, and make a decision on the allocation of funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

SUMMARY

The Office of the Under Secretary for Policy, in collaboration with the Office of the Assistant Secretary for Transportation Policy and the U.S. Department of Transportation (DOT) Modal Administrations, has completed its review of applications for funding under the TIGER Program. Based upon a review of the multi-modal evaluation teams' assessments by the senior leadership of DOT, I recommend allocation of up to \$1.5 billion in TIGER Program funds, made available under the American Recovery and Reinvestment Act of 2009 (ARRA), to the projects contained in the attached summary. For projects recommended to receive TIGER grants of less than \$20 million, I further recommend that you find that those applicants have demonstrated that they should be deemed a smaller city, region, or State for these purposes.

BACKGROUND

Title XII of ARRA provided DOT with \$1.5 billion to award discretionary grants, on a competitive basis, to State and local governments and transit agencies, for projects that will have a significant impact on the Nation, a metropolitan area, or a region. Eligible projects included highways, bridges, transit, passenger and freight rail, and port infrastructure. ARRA directed the Secretary to “ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.”

On June 17, 2009, DOT published a *Federal Register* notice of funding availability for the TIGER Program. Section II of the notice identified two primary selection criteria to be used in the selection of TIGER awards: Long Term Outcomes (State of Good Repair; Economic Competitiveness; Livability; Sustainability; Safety) and Job Creation & Economic Stimulus. The notice also listed secondary selection criteria for TIGER awards: Innovation and Partnership. DOT gave more weight to the two primary selection criteria (Long Term Outcomes and Job Creation & Economic Stimulus) than to the two secondary selection criteria (Innovation and Partnership).

Applications were due by September 15, 2009 and the Department received approximately 1,452 applications, requesting over \$57 billion in funding, from all 50 states and the District of Columbia, U.S. territories and numerous cities and towns throughout the United States.

DOT resolved for the first time to take a multi-modal and interdisciplinary approach to evaluating the TIGER grant applications, as its other grant and formula programs are almost exclusively administered by individual Modal Administrations.

The Office of the Assistant Secretary for Transportation Policy established a TIGER Task Force consisting of four primary teams:

(1) A group of ten Evaluation Teams made up of career staff experts from all the major Modal Administrations and other offices, which conducted detailed initial reviews of all the applications received by DOT based on the selection criteria, including the statutory priorities to projects that require a contribution of Federal funds in order to complete an overall financing package and to projects that are expected to be completed by February 17, 2012;

(2) An Economic Analysis Team, led by DOT’s Chief Economist Jack Wells, which evaluated the economic and benefit-cost analyses included in the applications advanced by the Evaluation Teams;

(3) A Review Team made up of senior DOT officials who considered the list of projects advanced by the Evaluation Teams and analyzed the list for consistency with statutory and other requirements set forth in the notice of funding availability; and

(4) A Control and Calibration Team, led by the Deputy Assistant Secretary for Policy Joel Szabat, which ensured the quality and integrity of the evaluation process.

Upon receipt of the recommended projects from the Evaluation Teams, I convened more than a dozen meetings of the Review Team over an approximately three-month period, to consider all the applications, and to determine how best to achieve DOT's priorities with the available TIGER funding. As discussed in the notice of funding availability for the TIGER program, the Review Team analyzed the preliminary list of projects from the Evaluation Teams to determine whether the purely competitive ratings were consistent with statutory requirements, due diligence undertaken by staff, and further economic analysis conducted by the Economic Analysis Team before making its final recommendations.

The Review Team deliberations have led to the consensus recommendations that I now forward to you as the attachment to this memorandum for your review and action. These recommendations would cumulatively cover all but \$1.5 million of the TIGER grant funding, which you have the discretion to use for grant oversight activities. Your senior leadership and I are available to address any questions or concerns that you might have on these recommendations.

In closing, I wish to note that the TIGER discretionary grant process has been instructive for many of us at DOT. It has given us the opportunity to take a Department-wide, collaborative and cross-modal approach to project evaluation. It also has given us the opportunity to consider how individual transportation projects can best achieve DOT's most vital priorities: safety, state of good repair, livability, economic competitiveness and environmental sustainability. Finally, this experience will prove useful as Congress, the Administration and DOT work together in the coming months on the next surface transportation reauthorization.

RECOMMENDATION

I recommend that you allocate the TIGER Discretionary Grant awards in accordance with the list attached to this memorandum.

ATTACHMENT

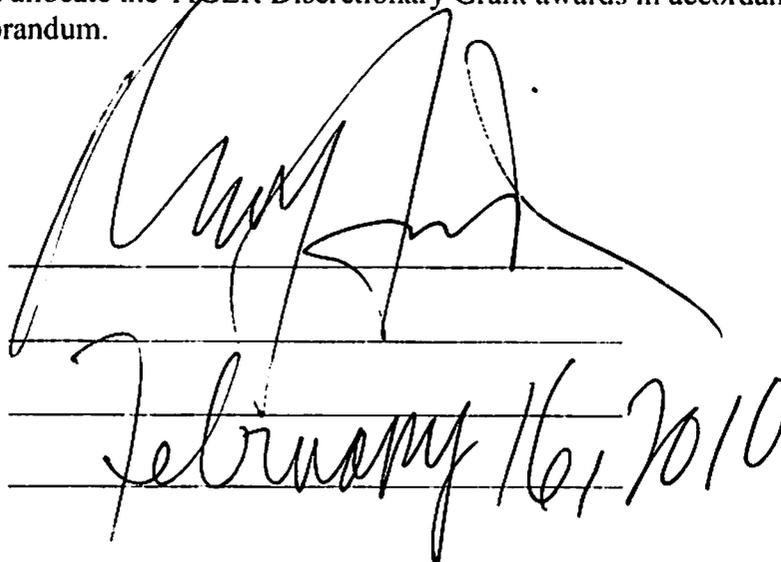
The Secretary

APPROVED:

DISAPPROVED:

COMMENTS:

DATE:



The signature is a large, stylized cursive signature that spans across the 'APPROVED', 'DISAPPROVED', and 'COMMENTS' lines. Below the signature, the date 'February 16, 2010' is handwritten in cursive across the 'DATE' line.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

February 16, 2010

**MEMORANDUM TO ROY KIENITZ, UNDER SECRETARY
FOR TRANSPORTATION POLICY**

FROM: Ray LaHood

SUBJECT: Transportation Investment Generating Economic Recovery (TIGER)
Grants Selections

A large, handwritten signature in black ink, which appears to be "Ray LaHood", is written over the "FROM:" and "SUBJECT:" lines of the memorandum.

After reviewing the attached recommendation memorandum from you, and participating in numerous discussions with U.S. Department of Transportation (DOT) officials, and based on the authority granted to me as Secretary of Transportation under relevant Federal statutes and regulations, I hereby exercise my discretion to select the projects listed below to receive discretionary TIGER program awards. All selected projects cumulatively will receive up to \$1.5 billion in funding made available under the American Recovery and Reinvestment Act of 2009 (ARRA).

The legal authorities granting me the discretion to make these decisions include the section on Supplemental Discretionary Grants for a National Surface Transportation System in Title XII of ARRA and DOT's Notice of Funding Availability for Supplemental Discretionary Grants for Capital Investment in Surface Transportation Infrastructure under ARRA dated June 17, 2009. My selections are contingent upon the projects meeting all applicable requirements under the National Environmental Policy Act (NEPA) and relevant Federal statutes and regulations, all programmatic milestones and conditions imposed by DOT, and the execution of mutually agreed upon financial assistance agreements.

REGIONS AND STATES RECEIVING TIGER GRANTS AWARDS

TIGER grants are awarded for capital investments in surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region. These grants are to be distributed so as to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities. For projects that I have selected to receive TIGER grants in amounts of less than \$20 million, I find that those applicants have demonstrated that they should be deemed a smaller city, region, or State for these purposes. To that end, I have selected projects in the following regions, by State, to receive funding: Northeastern Region, Southern Region, Central Region, and Western Region.

1. NORTHEASTERN REGION

The selected projects in the Northeast ensure an equitable geographic distribution and an appropriate balance in addressing the needs of urban and rural communities. At the same time, the projects will create jobs and business activity in some areas that are economically distressed, while increasing the economic competitiveness of the United States, improving the quality of living and working environments for many communities and improving the sustainability and safety of the transportation system.

I have selected the following activities for funding:

Maine

- Revitalizing Maine's Ports: Portland, Searsport and Eastport (up to \$14 million)

Maryland, Virginia, and Washington, D.C.

- Priority Bus Transit in the National Capital Region (up to \$58.808 million)

Massachusetts

- Fitchburg Commuter Rail Extension & Wachusett Station, Fitchburg (up to \$55.5 million)
- Revere Transit Facility & Streetscape, Revere (up to \$20 million)
- Fast Track New Bedford, New Bedford (up to \$20 million)

New York

- Moynihan Station, Phase 1 (up to \$83 million)

Ohio, Pennsylvania, West Virginia, and Maryland

- National Gateway Rail Freight Corridor (up to \$98 million)

Pennsylvania and New Jersey

- Philadelphia Area Pedestrian & Bicycle Network, Philadelphia and Camden (up to \$23 million)

Rhode Island

- Quonset Wind Energy & Surface Transportation Project, North Kingston (up to \$22.3 million)

Vermont

- Burlington Waterfront North Project, Burlington (up to \$3.15 million)

2. SOUTHERN REGION

The selected projects in the South ensure an equitable geographic distribution and an appropriate balance in addressing the needs of urban and rural communities. At the same time, the projects will create jobs and business activity in some areas that are economically distressed, while, increasing the economic competitiveness of the United States, improving the quality of living and working environments for many communities and improving the sustainability and safety of the transportation system.

I have selected the following activities for funding:

Arkansas and Missouri

- Bella Vista Bypass (up to \$10 million)

Louisiana

- New Orleans Streetcar - Union Passenger Terminal/Loyola Loop, New Orleans (up to \$45 million)

Mississippi

- Port of Gulfport Rail Improvements, Gulfport (up to \$20 million)

North Carolina

- I-85 Corridor Improvement & Yadkin River Crossing, Rowan and Davidson Counties (up to \$10 million)

Oklahoma

- I-244 Multimodal Bridge Replacement, Tulsa (up to \$49.480 million)

South Carolina

- U.S. 17 Road & Flood Project, Charleston (up to \$10 million)
- I-95 Interchange & Access Project (up to \$10 million)

Tennessee and Alabama

- Crescent Corridor Intermodal Freight Rail Project, Memphis and Birmingham (up to \$105 million)

Texas

- Texas State Highway 161, Irving and Grand Prairie (up to \$20 million)
- Downtown Dallas Streetcar, Dallas (up to \$23 million)

3. CENTRAL REGION

The selected projects in the Central Region ensure an equitable geographic distribution and an appropriate balance in addressing the needs of urban and rural communities. At the same time, the projects will create jobs and business activity in some areas that are economically distressed, while, increasing the economic competitiveness of the United States, improving the quality of living and working environments for many communities and improving the sustainability and safety of the transportation system.

I have selected the following activities for funding:

Illinois

- CREATE Program of Projects, Chicago (up to \$100 million)
- Normal Multimodal Transportation Center, Normal (up to \$22 million)
- Southwestern Illinois Regional Intermodal Freight Transportation Hub – Granite City, Madison, and Venice (up to \$6 million)

Indiana

- Indianapolis Bicycle & Pedestrian Network, Indianapolis (up to \$20.5 million)

Iowa

- Ames Intermodal Facility, Ames (up to \$8.463 million)
- Millwork District Multimodal Improvements, Dubuque (up to \$5.6 million)

Kentucky and Indiana

- Milton-Madison Bridge Replacement, Milton and Madison (up to \$20 million)

Kentucky, West Virginia, and Tennessee

- Appalachian Regional Short-Line Rail Project (up to \$17.551 million)

Michigan

- Black River Bridge Replacement, Port Huron (up to \$30 million)
- M-1/Woodward Avenue Light Rail Project, Detroit (up to \$25 million)

Minnesota

- Saint Paul Union Depot Multi-Modal Transit and Transportation Hub, Saint Paul (up to \$35 million)

Missouri and Kansas

- Kansas City Transit Corridors & Green Impact Zone Project (up to \$50 million)

Ohio

- Kent Central Gateway Multimodal Transit Facility, Kent (up to \$20 million)

South Dakota

- Improvements to US-18, Oglala and Pine Ridge (up to \$10 million)

Wisconsin

- Park East Corridor Lift Bridges, Milwaukee (up to \$21.5 million)

4. WESTERN REGION

The selected projects in the West ensure an equitable geographic distribution and an appropriate balance in addressing the needs of urban and rural communities. At the same time, the projects will create jobs and business activity in some areas that are economically distressed, while, increasing the economic competitiveness of the United States, improving the quality of living and working environments for many communities and improving the sustainability and safety of the transportation system.

I have selected the following activities for funding:

Alaska

- Auke Bay Loading Facility, Juneau (up to \$3.64 million)

Arizona

- Tucson Modern Streetcar, Tucson (up to \$63 million)

California

- Alameda Corridor East/Marine Highway Project: Colton Crossing, Colton (up to \$33.8 million)
- California Green Trade Corridor: Oakland, Stockton and West Sacramento (up to \$30 million)
- Doyle Drive Replacement, San Francisco (up to \$46 million)
- Otay Mesa Port-of-Entry I-805/SR-905 Interchange, San Diego (up to \$20.2 million)

Colorado

- US-36 Managed Lanes/Bus Rapid Transit, Denver (up to \$10 million)

Hawaii

- Reconstruction of Pier 29 in Honolulu Harbor, Honolulu (up to \$24.5 million)

Montana

- Lake County Transportation Connectivity Project, Lake County (up to \$12 million)
- US-93/2nd Street Improvements, Whitefish (up to \$3.5 million)

Nevada

- Sahara Avenue Bus Rapid Transit, Las Vegas (up to \$34.4 million)

New Mexico

- US-491 Safety Improvements, Northwest New Mexico (up to \$31 million)

Oregon

- Portland's Innovation Quadrant – SW Moody Street & Streetcar Reconstruction, Portland (up to \$23.203 million)

Washington

- US-395 North Spokane Corridor – Francis Avenue to Farwell Road Southbound, Spokane (up to \$35 million)
- Mercer Corridor Redevelopment, Seattle (up to \$30 million)

Wyoming

- Beartooth Highway Reconstruction project, Park County (up to \$6 million)

ATTACHMENT

Memorandum from the Under Secretary for Policy "Proposed Selections of Applications for Funding Under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program"

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Projects Proposed for Funding

February 16, 2010

The Under Secretary of Transportation for Policy (S-3) recommends the following projects for funding under the TIGER Discretionary Grant program. These recommendations are based on the combined work of the various teams that were part of the Evaluation Task Force, as more fully described in the Action Memorandum to the Secretary of Transportation.

NORTHEASTERN REGION:

1. National Gateway Freight Rail Corridor (OH, PA, WV & MD)

The National Gateway Freight Rail Corridor comprises a package of rail infrastructure and intermodal terminal projects that will enhance transportation service options, along three major freight rail corridors owned and operated by CSX, through the Midwest and along the Atlantic coast. The improvements, which primarily consist of vertical clearance projects allowing trains to carry double-stacked containers, will significantly increase freight capacity on the corridor. TIGER discretionary grant funds will complete the first of the three corridor projects, from Northwest Ohio to Chambersburg, Pennsylvania, through West Virginia and Maryland. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States and the sustainability of the transportation system. The project increases economic competitiveness by improving existing rail capabilities on a major freight rail corridor spanning multiple states, thereby enabling trains on this corridor to carry more freight. The increased capacity and improved economies of scale will provide a cost-effective alternative to long-haul trucking, cut transportation costs, improve service reliability, shorten transport times, and expand access to rail services. The project will increase sustainability by reducing highway congestion, highway maintenance costs, greenhouse gas emissions, and fuel usage.

This project also received priority because many of the capital investments to be made in this freight rail corridor will create jobs and promote business activity in areas that are economically distressed, a recommendation that is consistent with the Department's notice of funding availability. Furthermore, the project leverages substantial co-investment from the project sponsors, while demonstrating strong collaboration among a broad range of participants.

2. Moynihan Station, Phase 1 (New York, NY)

Phase 1 of the Moynihan Station project will significantly upgrade Penn Station in New York City, the busiest passenger train station in the country. Penn Station is currently operating at well over 100 percent of capacity, and congestion continues to worsen as ridership on all three of

its tenant railroads—Amtrak, Long-Island Railroad and New Jersey Transit—steadily expands. The TIGER discretionary grant funds will be used for Phase 1, which includes improvements to the below-grade rail infrastructure to increase capacity for intercity and commuter rail services, enhance subway connections, reduce congestion, allow for easier access by persons with disabilities, and improve passenger safety and security. Completing Phase 1 also will enable Penn Station to advance plans for a new, world-class station in the historic Farley Post Office Building directly across 8th Avenue from Penn Station. Any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department’s published selection criteria because it increases the livability of New York City, the safety of Penn Station, and the sustainability of the transportation system. The project increases livability by providing better connections between local and regional train lines, subways, taxis, and buses; and by providing increased access to transit options by disabled patrons. The project also gives millions of residents in the region greater access to the commercial and residential opportunities of Manhattan. The project improves safety by increasing access to and from the already overcrowded underground train platforms that could be easily overwhelmed in the event of an emergency. The project improves sustainability by making the most fuel efficient transportation options more accessible and appealing. This project also received priority because it leverages substantial co-investment from the project sponsors.

3. Fitchburg Commuter Rail Extension & Wachusett Station (Fitchburg, MA)

The Fitchburg Commuter Rail Extension and the Wachusett Station project will extend existing commuter rail service west from Fitchburg, MA an additional 4.5 miles on the Pan Am Southern railway corridor. Commuter rail service currently connects Fitchburg with Boston, 50 miles to the southeast. The project also will include construction of a new station in Wachusett and a new layover facility. A new parking facility will be constructed, track and train control improvements will be made, and a separate track for boarding and alighting at the station will be included. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department’s published selection criteria because it increases the economic competitiveness and livability of the Fitchburg area. The project will do this by providing new transit options and reduced commute times for people living in and around Fitchburg, a suburb 50 miles northwest of Boston. The reduction of travel times will improve the region’s economy by providing more people with enhanced access to the Boston job market.

This project also received priority because the Fitchburg area is an economically distressed area, a recommendation that is consistent with the Department’s notice of funding availability.

4. Revere Transit Facility & Streetscape (Revere, MA)

The Revere Transit Facility and Streetscape project will reconfigure acres of dilapidated and aging surface parking lots into a vertical multi-modal transit facility and plaza. The project will link automobiles, transit, pedestrians, and bicyclists in a hospitable environment that encourages alternative transportation options and enhances modal connectivity. A multi-modal, pedestrian-focused streetscape along Ocean Avenue that connects local neighborhoods, the Revere Beach Reservation and transit also will be constructed. This will improve operations of Route 1A so it can function as the vehicular spine for bus, car, and freight movements in and through the Wonderland area. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the livability and economic competitiveness of the Revere region. It will improve livability by providing transit-oriented improvements and enhanced travel choices. The project also increases the economic competitiveness of the area because it is a structural pre-condition for the area's planned vibrant, mixed-use, commercial and residential redevelopment, which will only materialize if the transportation improvements are completed. By encouraging transit, a fuel efficient mode of travel, the project also supports the sustainability of the transportation system.

5. Fast Track New Bedford (New Bedford, MA)

The Fast Track New Bedford project will reconstruct four currently insufficient freight rail bridges on the railroad line that connects to the industrial activity at the New Bedford waterfront. The four freight rail bridges are over 100 years old and can only accommodate train speeds up to 5 miles per hour. The bridges were last rated in 1995 as having inadequate superstructures. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because the reconstruction will bring the freight rail bridges into a state of good repair. The bridge replacements also will improve the area's economic competitiveness and the sustainability of the transportation system. The bridges are critical to moving freight, which would otherwise have to be moved by truck from the waterfront area. Currently, 1300 carloads per year of PCB-contaminated dredge spoils are being hauled from the New Bedford Harbor over the freight rail bridges. An additional 500 carloads of freight also depend on the bridges. Replacing the bridges will reduce fuel consumption and will promote high value economic activity at the New Bedford waterfront.

This project also received priority because it is located in, and will support the population of, an economically distressed area, a recommendation that is consistent with the Department's notice of funding availability.

6. Priority Bus Transit in the National Capital Region (MD, DC, VA)

The Priority Bus Transit in the National Capital Region project will provide more efficient bus service along 13 transit corridors in Maryland, Virginia and Washington, DC. The project will improve the efficiency of the corridors by investing in a bus transitway, bus-only lanes, queue jump lanes, transit signal priority technology, traffic signal management technology, bulb outs, real-time arrival technology, and other enhancements. The project also includes construction of a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland. The new transit center will consolidate currently scattered bus stops at a heavily used bus transfer point into one facility. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will significantly improve the livability, sustainability, and safety of the DC area's transportation system. It will improve livability by providing more efficient and timely transit access to economically distressed populations, connecting them to job centers throughout the region. The project also increases the sustainability of our transportation system by providing a more appealing transit option, thereby encouraging people to switch to more fuel efficient modes of transportation. The project improves safety by consolidating bus stops at the new Takoma/Langley Transit Center, which will eliminate the need for dangerous and time-consuming transfers. The transit center will be a safe, attractive, comfortable and efficient facility for passengers and bus transfer activities in an area that is largely low income and transit dependent.

This project also received priority because many of the transit corridors are located in, and will support the population of, economically distressed areas, a recommendation that is consistent with the Department's notice of funding availability.

7. Quonset Wind Energy & Surface Transportation Project (North Kingston, RI)

The Quonset Wind Energy & Surface Transportation Project will make capital investments in pier repairs and improvements, rail improvements, and road reconstruction at the Quonset Business Park, located on the west shore of Narragansett Bay. The business park consists of the former Quonset Naval Air Station (surplused in 1974) and the adjacent Davisville Naval Construction Battalion Center (surplused in 1994). Most of the infrastructure was built during base construction in 1939 and 1940. The improvements will support the development of wind energy manufacturing and logistics operations, and a marine highway alternative for freight movement. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will improve the condition of the existing freight infrastructure, help the port achieve a state of good repair, and extend the useful life of former military assets. The project also increases the

economic competitiveness of the area by increasing port capacity and improving access to industrial properties that will be used by alternative energy producers (particularly offshore wind). This will help increase the country's energy independence and support the development of a burgeoning new industry. The project also will support sustainability by diverting freight traffic from roadways to sea and/or rail, making container-barge feeder-service a viable option for moving freight.

8. Revitalizing Maine's Ports (Portland, Searsport, and Eastport, ME)

The Revitalizing Maine's Ports project, which furthers the implementation of a long-term plan known as Maine's Three-Port Strategy, was developed in 1978 to concentrate the State's investments in its deep water port facilities. The TIGER discretionary grant will help: (1) the Port of Portland upgrade the wharf and upland storage facility at the International Marine Terminal Facility; (2) the Port of Searsport invest in innovative new equipment, including a heavy-lift mobile harbor crane; and (3) the Port of Eastport invest in storage space and conveyor equipment. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the economic competitiveness of the region and the sustainability of the transportation system. The project will increase economic competitiveness by helping Maine's ports increase capacity in targeted markets, including those for value-added forest products, the emerging wind energy industry, bulk and break-bulk and containers. The investments are part of a broad strategy to diversify the ports' business lines and stabilize the regional economy. The project will support sustainability by encouraging maritime freight movements, which is a fuel efficient alternative to other modes of transportation.

This project also received priority because it will create jobs and business activity for people living in economically distressed areas in Coastal Maine, a recommendation that is consistent with the Department's notice of funding availability. Investing in these projects also will help the Department balance the needs of urban and rural areas, as Searsport and Eastport are in the predominately rural areas of northeast Maine.

9. Burlington Waterfront North Project (Burlington, VT)

The Burlington Waterfront North Project will rehabilitate, reconstruct, and upgrade a 1,355 foot section of Lake Street – the principal north-south access roadway servicing the downtown Burlington waterfront – and realign and improve a section of the waterfront bike path that traverses the project area. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because of its significant merits in the areas of safety, economic competitiveness and livability. Reconfiguration of the road and bike path will improve safety by reducing vehicle-pedestrian-

bicycle conflict points. The project increases the area's economic competitiveness by maximizing the land available for economic redevelopment and leveraging \$21 million of co-investment in the area, including \$13 million in new private sector investment. The livability of the area will be improved by reclaiming a portion of the formerly industrial downtown waterfront and enhancing public access to the Lake Champlain shoreline. The project is located in a HUD-designated Renewal Community, and serves a community in which 77 percent of residents are low/moderate income and the poverty rate is 31.4 percent, almost 2.5 times the national rate.

10. Philadelphia Area Pedestrian & Bicycle Network (Philadelphia, PA & Camden, NJ)

The Philadelphia Area Pedestrian & Bicycle Network will repair, reconstruct and improve 17 segments with a combined length of 16.3 miles in order to complete a 128-mile bicycle and pedestrian regional network in six counties around Philadelphia and Southern New Jersey. TIGER discretionary grant funds will be used for the portions of the project that will improve the primary commuter routes closest to downtown in some of the areas that have been hardest hit by the current economic downturn. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because of its significant merits in the areas of livability and sustainability. Investing in pedestrian and bicycle infrastructure is a cost effective strategy to make the transportation system more sustainable through the reduction of traffic congestion, greenhouse gas emissions, and dependence on oil, while also providing public health and air quality benefits. The project will improve livability by connecting urban, suburban and exurban communities through enhanced biking and walking options for commuters.

The project also received priority because it will support and create opportunities in the economically distressed areas of Southwest Philadelphia and Camden, NJ, two of the poorest areas in the country. This recommendation is consistent with the Department's notice of funding availability.

SOUTHERN REGION:

11. Crescent Corridor Intermodal Freight Rail Project (Memphis, TN & Birmingham, AL)

The Crescent Corridor Intermodal Freight Rail Project is a major intermodal freight program that promotes the continued development of Norfolk Southern's rail intermodal route from the Gulf Coast to the Mid-Atlantic. The TIGER discretionary grant is supporting construction of two new intermodal facilities in Memphis, TN, and Birmingham, AL, each of which constitutes a critical component of the full corridor plan. Construction of these new facilities includes pad and support tracks, trailer and container parking areas, lead tracks, and related ancillary buildings and features. It should be noted that any commitment for this project will be subject to successful

completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States and the sustainability of the transportation system. The project increases economic competitiveness by improving domestic rail intermodal service between the Northeast and Southeast, particularly in the terminal host cities of Memphis and Birmingham. Connecting the 2,500-mile network of existing rail lines with regional intermodal freight distribution centers will strengthen domestic and international freight distribution in the Southeast, Gulf Coast and Mid-Atlantic markets. The project will increase sustainability by reducing highway congestion, highway maintenance costs, greenhouse gas emissions and fuel usage.

This project also received priority because Memphis, TN, and Birmingham, AL, are economically distressed areas. This recommendation is consistent with the Department's notice of funding availability. Furthermore, the project leverages substantial co-investment from the private railroad, Norfolk Southern.

12. Port of Gulfport Rail Improvements (Gulfport, MS)

The Port of Gulfport Rail Improvements project, a public-private partnership between the Mississippi State Port Authority and the KCS Railway Company, will upgrade the KCS Line to and from the Port of Gulfport. The improvements will include new rail and ties, improved and additional siding, new switches and other modernization devices. The existing road crossings and bridges will be replaced, rebuilt, and improved. These improvements will accommodate double-stacked containers, which currently cannot be efficiently and effectively moved over the existing rail line. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the region and the sustainability of the transportation system. The project increases economic competitiveness by upgrading the current KCS line from 10 mph to 49 mph and from single-stack to double-stack container service, thereby improving freight capacity and reducing transport times. The project will increase sustainability by reducing highway congestion, highway maintenance costs, greenhouse gas emissions, and fuel usage.

This project also received priority because Gulfport, MS is an economically distressed area, a recommendation that is consistent with the Department's notice of funding availability.

13. I-244 Multimodal Bridge Replacement (Tulsa, OK)

The I-244 Multimodal Bridge Replacement project replaces an existing facility that suffers from poor sufficiency ratings, high maintenance costs (\$1.1 million annually over the past 7 years and an average of 50 work orders annually), and excessive lane closures resulting from the maintenance work. The reconstructed bridge will be Tulsa's first multimodal crossing and will

have the ability to accommodate traffic from the highway, high-speed intercity and commuter rail, pedestrians, and bicycles. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it ensures that the bridge will be maintained in a state of good repair for many years to come, and it reduces the long-term expenditures associated with the current structure. The project also increases the economic competitiveness and livability of the Tulsa area. Economic competitiveness is increased through significant improvements for both truck and rail freight traffic over the Arkansas River. The I-244 Bridge Replacement improves the region's livability by providing additional travel choices. The new bridge is critical both to intercity passenger rail and to Tulsa's planned commuter rail line, which will link Tulsa's Central Business District and West Bank area. The new structure can accommodate rail lines as well as bicycle and pedestrian traffic.

14. New Orleans Streetcar - Union Passenger Terminal/Loyola Loop (New Orleans, LA)

The New Orleans Streetcar–Union Passenger Terminal/Loyola Loop project will construct a new streetcar line that will run through New Orleans' central business district along Loyola Avenue, from the Union Passenger Terminal to Canal Street. The Terminal is a major southern hub for Amtrak, which operates three trains serving the station. The Loyola Avenue corridor is home to significant commercial and business activity, including the City's energy, government, healthcare, and financial sectors; as well as to entertainment and other attractions. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the livability and economic competitiveness of the New Orleans area and the sustainability of the transportation system. The project increases livability by improving transit options and choices for residents traveling to and from the central business district and along the Loyola Loop. Encouraging the use of transit options also improves the sustainability of the transportation system because transit is more fuel efficient than other modes of transportation. The city's economic competitiveness will be increased because the streetcar will enhance the ability of the New Orleans central business district to attract development and redevelopment of under-utilized properties along Loyola Avenue.

15. Texas State Highway 161 (Irving & Grand Prairie, TX)

The Texas State Highway 161 project requested a TIGER TIFIA Payment to pay for the subsidy and administrative costs of a TIFIA loan for up to one third of the project's costs. The project will improve a newly-built toll road, which is located along the western boundary of Dallas County in a high-growth center of the Dallas-Ft. Worth Metroplex. The project will use intelligent transportation systems, real-time traffic flow, and visual data to enhance mobility, reduce emissions, and shorten incident response time. The goal of the project is to improve the

transportation network and level of service in the region. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the Dallas area. The project completes the western portion of a second beltway around Dallas and will use electronic toll collection to increase the capacity of the road and provide reliable and predictable levels of service. Congestion management technologies such as dynamic message signs will be used to reduce delays and emissions.

This project also received priority because a portion of the project is in an economically distressed area, a recommendation that is consistent with the Department's notice of funding availability.

16. Downtown Dallas Streetcar (Dallas, TX)

The Downtown Dallas Streetcar project will develop a streetcar line that originates in Downtown Dallas at Harwood and Main Street, and continues down Main Street to Houston Street through the largest job center in the North Texas area. The line has a stop at Union Station in Downtown Dallas, which provides access to the Dallas Area Rapid Transit Authority's Red/Blue light rail lines, and to Fort Worth via the Trinity Railway Express. The alignment will include stops at the Dallas Convention Center and Hotel, Trinity River Park (which will be the largest urban park in the United States), Methodist Medical Center (the largest employer in Dallas's Southern Sector), the Oak Cliff Gateway area, and multiple residential areas. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the livability and economic competitiveness of the Dallas area and the sustainability of the transportation system. The project increases livability by improving transit options and linking walk-able, mixed-use neighborhoods in the urban core with employment centers throughout the region. Encouraging the use of transit options, rather than less fuel-efficient modes of transportation, also improves the sustainability of the transportation system. The city's economic competitiveness will be increased because the Streetcar will enhance the ability of the downtown area to attract development.

17. I-85 Corridor Improvement & Yadkin River Crossing (Rowan & Davidson Counties, NC)

The I-85 Corridor Improvements & Yadkin River Crossing project will replace an interstate river crossing on I-85 approximately midway between Greensboro and Charlotte, NC. I-85 is the most direct interstate route between Atlanta, GA, and Richmond, VA, and carries a substantial amount of truck traffic. This portion of I-85 is one of the last remaining substandard segments between SC and Durham, NC. The interstate has been widened to the immediate north and south

of the project and completion of the project will remove the bottleneck between adjoining sections. The project sponsor for the I-85 Corridor Improvement & Yadkin River Crossing project also will have the opportunity to work with the USDOT on an innovative financing approach, which includes a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it ensures that the Yadkin River Crossing, which is a part of a major interstate freight corridor, will be maintained in a state of good repair for many years to come. The project also increases the economic competitiveness of the region and Nation through significant improvements for truck and rail freight traffic moving through this corridor over the Yadkin River. This project also received priority because Rowan and Davidson Counties are economically distressed areas, a recommendation that is consistent with the Department's notice of funding availability.

18. I-95 Interchange & Access Project (Dillon County, SC)

South Carolina is developing a new interstate highway that will run from the coast of South Carolina to the North Carolina border through Marlboro, Dillon, Marion, and Horry counties. The TIGER project is an 11-mile segment located in Dillon County where the new highway intersects with I-95, the major north-south East Coast interstate. The project sponsor for the I-95 Interchange & Access project also will have the opportunity to work with the USDOT on an innovative financing approach, which includes a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will significantly improve safety. The fatality rate for interstate highways in South Carolina is 0.82 percent, as compared to 2.27 percent for other roads. Limiting access on the interstate also will segregate interstate traffic, including motorists travelling from I-95 to the South Carolina coast, from the local traffic, which is significantly slower. Furthermore, the economic competitiveness of the Myrtle Beach region and South Carolina will be significantly improved by the project, which will substantially improve interstate access for a major city that is currently not connected to the Interstate system. Travelers from I-95 to Myrtle Beach will save as much as 25 minutes on this 65-mile trip, which is significant because, according to the Myrtle Beach Chamber of Commerce, 90 percent of the visitors to Myrtle Beach arrive by car.

This project also received priority because Dillon County is an economically distressed area, a recommendation that is consistent with the Department's notice of funding availability.

19. U.S. 17 Septima Clark Parkway (Charleston, SC)

The U.S. 17 Septima Clark Parkway project will redesign and reconstruct the Septima Clark Parkway to include a storm water runoff system that will quickly shunt water into a nearby river. The roadway will be redesigned to improve highway accessibility, traffic efficiency, and safety for vehicular and pedestrian traffic. The project includes the introduction of intelligent transportation systems for more efficient traffic flow. Any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it ensures that this portion of the downtown Charleston road network, which is subject to significant flooding in moderate to severe rain, will be maintained in a state of good repair. The project also improves safety in downtown Charleston and enhances the city's economic competitiveness through improvements to the roadways, storm water drainage, conveyance and storage systems, which will prevent the frequent flooding of this highway. LED signaling will be introduced to improve pedestrian safety.

20. Bella Vista Bypass (AR & MO)

The Bella Vista Bypass project requested a TIGER discretionary grant and a TIGER TIFIA payment to pay for the subsidy and administrative costs of a TIFIA loan for up to one third of the project's costs. The project will create a 19-mile, access-controlled, 4-lane, partially tolled road around the City of Bella Vista in Northeast Arkansas and Southeast Missouri. The bypass will complete a critical link in the I-49 corridor, connecting the Port of New Orleans with a number of interstates, and improving the flow of goods to the Great Lakes and Canada. The proposed bypass would separate through traffic from local traffic and improve the movement of freight on a major north-south route. The project sponsor for the Bella Vista Bypass project also will have the opportunity to work with the USDOT on an innovative financing approach, which includes a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the region and the safety of the downtown Bella Vista road network. As a controlled-access facility, the Bella Vista Bypass will allow for the free-flow of commercial vehicles by avoiding nine signalized and numerous other at-grade intersections that currently delay their passage through Bella Vista. These improvements will encourage economic expansion and also will make the existing route through downtown safer.

CENTRAL REGION:**21. CREATE Program Projects (Chicago, IL)**

The CREATE Program Projects comprises 78 projects that address freight rail congestion in the Chicago area, a nationally significant freight bottleneck adversely affecting the delivery of goods throughout the entire Country. The program is the product of extensive outreach and planning among Federal, state, local and private stakeholders. TIGER funds will be used to complete five of the highest priority projects in the CREATE Program. These priorities are to:

1. Install a traffic control system on three tracks between Canadian Pacific, LaGrange, and Canadian Pacific Hill; and upgrade running track to main track, increasing speed to 25 mph.
2. Construct an additional track on the Union Pacific Geneva Subdivision, including construction of a bridge, and upgrade the connection track to Indiana Harbor Belt Railroad to 25 mph, including associated signal work.
3. Reconstruct, rehabilitate, and restore the roadway and sidewalks under multiple rail viaducts in the city of Chicago.
4. Install traffic control system signaling between CP Harvey and CP Dolton, and upgrade hand-thrown switches to power switches.
5. Construct a grade separation between four CSX and Indiana Harbor Belt rail tracks and 71st Street in the Village of Bridgeview.

It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States by making substantial improvements to our freight rail network. One quarter of the rail traffic in the United States travels through the Chicago region. Each day, nearly 1,300 trains (800 passenger and 500 freight), or 40,000 rail cars, traverse the Chicago region. The congestion created by these rail movements delays the movement of goods throughout the country. The CREATE Program, including the projects to be funded with the TIGER discretionary grant, is designed to address key systemic issues related to freight movement, freight/passenger rail conflict, and highway/rail conflict.

These projects will increase capacity and improve connections throughout the Chicago metropolitan area rail network. By increasing the capacity and performance of the freight rail network, CREATE also will improve the sustainability of the transportation system by encouraging the use of rail, which is a fuel efficient mode of transportation. The projects also will improve safety in Chicago by constructing grade separations, and will help ensure that the vast Chicago area rail network is maintained in a state of good repair.

The CREATE Package of Projects received priority because it leverages substantial co-investment from the project sponsors, and because many of the areas supported by this

investment are economically distressed areas. This recommendation is consistent with the Department's notice of funding availability.

22. Normal Multimodal Transportation Center (Normal, IL)

The Normal Multimodal Transportation Center project will create a centralized transportation hub connecting the Town of Normal's air, rail, bus, automobile, and pedestrian facilities. The Town of Normal is in the heart of Illinois and the new transportation center will sit along a major rail corridor, at the intersection of three interstate highways (I-55, I-74 and I-39). The new center is less than four miles from the Central Illinois Regional Airport, and will be located on the primary leg of a heavily used 26-plus-mile dedicated bicycle and pedestrian pathway connecting Normal with Bloomington, IL. Several offsite roadway improvements incorporated into Normal's Uptown renewal plan will enhance livability in conjunction with the Multimodal Transportation Center. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of the area and will improve the sustainability of the transportation system. The transportation center will greatly enhance the livability of the region by consolidating numerous transportation options and modal transfer opportunities that are currently separate and difficult to negotiate. Populations currently dependent on transit service, such as the large Illinois State University student population, will benefit, as well as others who would have been dependent on automobiles as the only viable option. The transportation center is also the primary component of Normal's uptown redevelopment effort and essential to attracting businesses, residents, and visitors. Enhancing transit options for the region will improve the sustainability of the transportation system by encouraging the use of more fuel efficient modes of travel.

23. Southwestern Illinois Regional Intermodal Freight Transportation Hub (Granite City, Madison & Venice, IL)

The Southwestern Illinois Regional Intermodal Freight Transportation Hub project will construct a public harbor on the Mississippi River in the Metropolitan St. Louis Area that will be used for barge loading and unloading. The primary products to be moved are liquid and dry bulk products that will interface with associated rail and truck connections. The project will allow the Tri-City Regional Port District to expand barge, rail, and truck transportation systems in the region; and allow shippers, including Midwest agricultural shippers, to move goods down the Mississippi River, from Illinois to the Gulf of Mexico, without the use of a lock. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will contribute to the economic competitiveness of the United States by reducing congestion on the Mississippi River and by providing new efficiencies and savings for Midwest shippers moving

freight down the Mississippi River. Barge transportation is a low cost, fuel efficient alternative that helps reduce costs to shippers and makes their products more competitive. The project is consistent with efforts to maintain transportation facilities in a state of good repair. Improvements to the inland waterway network also encourage waterborne shipping, which is an energy efficient and environmentally friendly transportation option that improves the sustainability of the transportation system.

24. Saint Paul Union Depot Multi-Modal Transit and Transportation Hub (Saint Paul, MN)

The Saint Paul Union Depot Multi-Modal Transit and Transportation Hub project will renovate the City's historic Union Depot and co-locate Amtrak, intercity bus carriers, local bus, light rail services, taxis, limousines, and bicycle accommodations. The redevelopment of the depot, which is in the heart of downtown Saint Paul, presents an opportunity to catalyze the area, promote economic growth, and create a vibrant, multi-modal transportation center. The depot could provide future capacity for high-speed rail and other planned inter-city and light rail services. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of the area and improve the sustainability of the transportation system. The project will improve the area's livability by connecting several modal choices (Amtrak, intercity and local bus, light rail, taxis, limousines and bicycles), increasing their efficiency and improving their overall level of service. The inclusion of protected bike storage will enable riders to access transit options without having to drive a car. The establishment of the multi-modal center with associated commercial development within the Depot will improve Saint Paul's economic competitiveness by bringing growth to the downtown area and improving the city's connectivity to other cities in the region. The sustainability of the transportation system will be improved because people in Saint Paul and the region will have more appealing modal choices, encouraging the use of more fuel efficient modes of transportation. This project also received priority because of the substantial local match that is being invested by the project sponsors.

25. Kansas City Transit Corridors & Green Impact Zone Project (Kansas City, MO & Kansas City, KS)

The Kansas City Transit Corridors & Green Impact Zone Project has two parts. The Green Impact Zone portion of the project will improve infrastructure and replace the Troost Avenue Bridge over Brush Creek in the Green Impact Zone, a 150-block area in Kansas City. This urban core has been devastated over the years by high rates of unemployment, poverty, violence, crime, and high concentrations of vacant and abandoned properties. Local and regional leaders are targeting resources to this area in an effort to jump-start its economic recovery. The Green Impact Zone project also will provide better access to regional opportunities through expanded transit and pedestrian facilities.

In the Transit Corridors part of the project, including the portions in Kansas City, Kansas, the TIGER discretionary grant will be used to make investments in major transit corridors, including State Avenue and Metcalf Avenue/Shawnee Mission Parkway. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of the area and will improve the sustainability of the transportation system. The Green Impact Zone Project will improve the livability of the area by providing better access to jobs and services for the people who live there. Expanding transit service on major transit corridors will provide the public with affordable, clean transportation alternatives and better connect neighborhoods to economic opportunities region-wide. The project also will increase the economic vitality of the Green Impact Zone and the areas served by the improved transit corridors, leading to additional investment and development. By encouraging the use of fuel efficient transit options, the project also improves the sustainability of the transportation system.

This project also received priority because Kansas City, MO and Kansas City, KS are economically distressed areas, a recommendation that is consistent with the Department's notice of funding availability.

26. Black River Bridge Replacement (Port Huron, MI)

The Black River Bridge Replacement project will replace the existing structure built in 1963 with a new bridge. The bridge replacement is part of the integrated \$583 million Blue Water Bridge Plaza Expansion Project. The Blue Water Bridge connects Port Huron, MI with Canada. The overall project will expand the existing international border crossing plaza, improve the approaching I-94/I-69 corridors, including some interchanges, relocate a city street and an electrical substation, and replace the International Welcome Center. The TIGER discretionary grant will be used to replace the existing aging bridge over the Black River with a modern facility separating international and local traffic. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the economic competitiveness of the United States and, by replacing an aging bridge with a new structure, will help ensure that the Black River Bridge is maintained in a state of good repair in the future. The project improves the country's economic competitiveness by replacing an aging bridge and upgrading a nationally and regionally significant border crossing that serves the local community and carries 4 percent of the international trade between the United States and Canada. The new Black River Bridge will provide six dedicated lanes for eastbound traffic—three for local traffic and three for international traffic headed—to the Blue Water Bridge and Canada, and three westbound lanes. The reconstruction will increase capacity, improve operations, and provide for future growth.

This project also received priority because Port Huron, MI is an economically distressed area in a State that has been extremely hard hit by the current economic downturn, a recommendation that is consistent with the Department's notice of funding availability.

27. M-1/Woodward Avenue Light Rail Project (Detroit, MI)

The M-1/Woodward Avenue Light Rail Project will construct a light rail system between Downtown Detroit and the New Center district along the region's main artery, Woodward Avenue (M-1). The relevant section of Woodward Avenue carries, on average, 27,000 vehicles per day. The light rail system, which will be 3.4 miles long with 12 station stops, will run on both sides of the street in the second lane from the curb and will be co-mingled with vehicular traffic. The TIGER discretionary grant will be used for associated road rehabilitation, a streetscape enhancement project, and the purchase of light rail cars. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of the Detroit area and improve the sustainability of the transportation system. The project improves livability by enhancing mobility on a heavily-used corridor. The light rail line will intersect the regional bus system, city bus routes, and run close to transit and intercity bus carriers. It also will improve accessibility for disadvantaged populations in the largest city in the United States not currently served by significant rail transit. The project will improve Detroit's economic competitiveness by alleviating congestion and enhancing mobility options along the corridor, and attracting investment to Downtown Detroit and the New Center area. By encouraging the use of fuel efficient transit options, the project also improves the sustainability of the transportation system.

This project also received priority because Detroit, MI is an economically distressed area which has been extremely hard hit by the current economic downturn, a recommendation that is consistent with the Department's notice of funding availability.

28. Ames Intermodal Facility (Ames, IA)

The Ames Intermodal Facility will link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycles, and pedestrians) for the residents, students, faculty, and visitors of Ames and the Central Iowa region. Currently, the local transportation facilities are not connected, and do not provide access to the private carrier services located in an industrial area that is more than 2 miles from public transit routes. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of Ames and will improve the sustainability of the transportation system. The project will improve the livability of the Ames area by linking various forms of transportation in the city so that residents, students, faculty and visitors can seamlessly transfer between modes of travel within the city and the region. The project also aims to spur transit oriented development near the facility, which will increase the area's economic competitiveness by creating development opportunities in Ames and Central Iowa. Encouraging more and better transit options also contributes to efforts to provide a more sustainable transportation system.

29. Millwork District Multimodal Improvements (Dubuque, IA)

The Millwork District Multimodal Improvements project is a Complete Streets project that will help create a vibrant, urban living environment for the people who live and work in the Historic Millwork District in downtown Dubuque. The district is home to over 6,000 local employees. The objective of the Complete Streets project is to design streets that are attractive, convenient, and safe for a broad range of users; including automobile drivers, public transit, pedestrians, bicyclists, children, those without access to automobiles, and people with disabilities. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of Dubuque and improve the sustainability of the transportation system. The project will improve livability in the Millwork District by reducing commute times and providing new travel options for walkers, bicyclists, and transit riders. It will improve connectivity and provide greater access for people that are transit-dependent. For the estimated 60 percent of new residents within the Historic Millwork District who travel to work downtown, the project will allow them to walk, bike, or take transit to work safely and more conveniently. The vibrancy of the Complete Streets neighborhood also will encourage economic development and business activity in the downtown area. The project will increase the sustainability of the transportation system by making more fuel efficient travel options attractive and appealing to area residents.

30. Park East Corridor Lift Bridges (Milwaukee, WI)

The Park East Corridor Lift Bridges project will reconstruct the Juneau Avenue lift bridge and rehabilitate the Wisconsin Avenue lift bridge. The Juneau Avenue bridge was built in 1953 and connects Milwaukee residents to one of the most vital employment areas in downtown Milwaukee. Reconstruction of the bridge's superstructure, lifting mechanisms, and deck is necessary owing to its advanced deterioration. The Wisconsin Avenue bridge is an integral connection within the central business district and is the major urban arterial within the city, connecting high employment areas east of the river with Grand Avenue and the Marquette University campus, located west of the river. In addition, eight different bus routes cross the Wisconsin Avenue bridge, making Wisconsin Avenue the city's primary transit corridor. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the economic competitiveness of Milwaukee. Further, replacing two insufficient and aging bridges with new structures will help ensure that they are maintained in a state of good repair in the future. The Juneau Avenue bridge and the Wisconsin Avenue bridge have sufficiency ratings of 2 and 23.5 (out of 100), respectively, and the project will give the bridges additional useful life of 75 and 45 years, respectively. The project improves Milwaukee's economic competitiveness by ensuring the continued availability of two of the downtown area's important river crossings, and maintaining and enhancing connectivity, modal choice, and vibrant development opportunities.

31. Milton-Madison Bridge Replacement (Milton, KY & Madison, IN)

The Milton-Madison Bridge Replacement project will replace the existing Milton-Madison (US 421) Bridge constructed in 1929. The bridge provides a link between the communities of Milton, KY, and Madison, IN. The existing bridge is both structurally deficient and functionally obsolete by today's standards: its 2009 sufficiency rating was 6.5 out of 100. An estimated 10,700 vehicles cross the bridge each day. Both Kentucky and Indiana will share in the funding of the project. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the economic competitiveness and livability of the area. Replacing an aging, structurally insufficient, and functionally obsolete bridge with a new structure will help ensure that the bridge is maintained in a state of good repair in the future. The replacement also will increase the area's economic competitiveness because the bridge serves as a vital link between the two towns. If the bridge is not reconstructed in place, the detours will create hardships for residents on both sides of the river and substantially increase the cost to commute. The bridge increases livability for the towns by providing access to pedestrians and cyclists and connecting

them to facilities on both sides of the river, and presents an additional modal choice for residents traveling from one town to the other.

This project also received priority because the construction work and improved condition and performance of the bridge will benefit economically distressed areas, a recommendation that is consistent with the Department's notice of funding availability.

32. Improvements to US-18 (Oglala & Pine Ridge, SD)

The Improvements to US-18 project will reconstruct and resurface a deteriorating 15.6 mile segment of US-18 in Oglala and Pine Ridge, SD. Shoulders with rumble strips will be constructed, and other measures will be taken to improve safety and diminish the high incidence of fatal road accidents. Additional improvements include adding sidewalks with lighting and improving access to transit. Curbs, gutters, and storm sewers also will be constructed. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will provide substantial safety improvements on the segment of road to be reconstructed, which has an accident rate more than 2.5 times higher than South Dakota's average. The reconstruction and upgrades also will achieve a state of good repair for the road.

This project also received priority because the road improvements will enhance the quality of life in the communities of Oglala and Pine Ridge, a primarily rural, economically distressed area, and one of the poorest regions of the State and Nation. This recommendation is consistent with the Department's notice of funding availability.

33. Indianapolis Bicycle & Pedestrian Network (Indianapolis, IN)

The Indianapolis Bicycle & Pedestrian Network will complete an eight-mile urban bicycle and pedestrian network in the heart of downtown Indianapolis. The network will connect the downtown districts of Mass Avenue, Indiana Avenue, the Canal Walk, White River State Park, and the Wholesale District and Fountain Square, along with many other commercial and business destinations. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will provide substantial livability and economic competitiveness benefits for the Indianapolis area and will increase the sustainability of the transportation system. The project will improve the city's economic competitiveness because investing in pedestrian and bicycle infrastructure is a cost-effective strategy to reduce traffic congestion. Furthermore, the improvements are expected to boost downtown revenue by increasing easy access to vendors and services offered downtown, thereby encouraging residents and visitors to spend more time there. The project improves livability by providing alternative travel modes and better connectivity. The project enhances the

sustainability of the transportation system by encouraging bicycling and/or walking, which will reduce greenhouse gas emissions and dependence on oil; while also providing public health, safety, and air quality benefits. This project also received priority because it demonstrates strong local partnership, leveraging significant contributions of \$26.5 million from private foundations, individuals, and local corporations.

34. Kent Central Gateway Multimodal Transit Facility (Kent, OH)

The Kent Central Gateway Multimodal Transit Facility will include a new bus transfer facility in downtown Kent with 100 transit parking spaces, and 200-to-300 parking spaces to support planned development. The facility also will include commercial space and bicycle storage to improve transit accessibility in Kent, as well as linkages to Cleveland and Akron. The Portage Area Regional Transportation Authority's current bus transfer facility is in a parking lot on the Kent State University campus. Only Kent State University permit holders may park in this parking lot, and automobile and bus traffic are not separated. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the livability and economic competitiveness of the area and improve the sustainability of the transportation system. The project will improve the area's livability by constructing an attractive new transit facility with 10 bus bays, an indoor waiting area, public bathrooms, automobile parking, a passenger pickup/drop-off area, an outdoor waiting area, and a bicycle storage area. These improvements will increase the travel options and modal connectivity available to residents and visitors. The new facility will encourage the use of transit and expand community access. It has the potential to improve the area's economic competitiveness because of the economic development benefits related to the increased pedestrian traffic that will occur in downtown Kent, particularly among students of the University. The project will improve sustainability by increasing more energy efficient travel modes.

This project also received priority because the City of Kent is an economically distressed city, hit hard by the current economic downturn. This recommendation is consistent with the Department's notice of funding availability.

35. Appalachian Regional Short-Line Rail Project (KY, WV, & TN)

The Appalachian Regional Short-Line Rail Project comprises a package of improvements that will rehabilitate hundreds of miles of track on five unconnected short-line railroads in three states (Kentucky, West Virginia, & Tennessee), all operated by a single holding company. Investments include rail, crossties, grade crossings, bridge work, and tunnel work. The project also will install reflective tape at multiple crossings to improve safety. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will increase the economic competitiveness of the regions served by the railroads, and by repairing and upgrading rail lines, will help ensure that they are maintained in a state of good repair. Economic competitiveness will be improved by providing a more cost-effective option for the short-line customers to move their products to markets, thereby reducing costs and making the products more competitive in the domestic market and abroad. Eliminating slow orders on the lines will increase the speed of rail service, allowing goods to reach their markets more quickly. In addition, the transportation system's sustainability will be improved because the upgraded rail lines will divert bulk commodity shipments of aluminum, sand, and chemicals from truck to rail; which will reduce fuel consumption, emissions, and traffic accidents.

This project also received priority because it supports private investment in local economies as the holding company has made a commitment to identify, recruit, and train area workers. The project also supports investment in several counties that are economically distressed areas, a recommendation that is consistent with the Department's notice of funding availability.

WESTERN REGION:

36. Tucson Modern Streetcar (Tucson, AZ)

The Tucson Modern Streetcar project will construct a 3.9 mile modern streetcar line in the city of Tucson. The line will connect the city's major activity centers, including the Arizona Health Sciences Center, the University of Arizona main campus, the Main Gate retail/entertainment area, the 4th Avenue retail/entertainment area, Downtown Tucson, the West End planned development, the El Rio Community Health Center, and the Tucson Empowerment Zone. The TIGER grant will assist in funding: (1) construction of track work and guide work, (2) construction of stations, stops, terminals, and support facilities, (3) rights-of-way and land acquisition, and (4) purchase of streetcar vehicles. Any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the livability and economic competitiveness of the Tucson area and the sustainability of the transportation system. The project increases the livability of Tucson by supporting sustainable growth, providing new transit connections between major urban destinations (including the University of Arizona and Downtown Tucson), and adding much needed service frequency, hours, and capacity. Approximately 10 percent of the region's residents currently live and/or work within walking distance of the modern streetcar route. The project area is one of the most transit-dependent areas in the region and includes some of the highest concentrations of low-income residents, as well as a high number of people without access to an automobile. Corridor planning for the streetcar has been well integrated with overall community planning, which also contributes to livability. The project will improve the city's economic competitiveness because the new streetcar alignment will attract investment and raise the value of existing properties. This project also received priority because it demonstrated strong local partnership, with a local financial commitment for more than 50 percent of project costs.

37. Doyle Drive Replacement (San Francisco, CA)

The Doyle Drive Replacement project will replace Doyle Drive in San Francisco. The project will construct a new Presidio Parkway, a high-viaduct structure between the Park Presidio Interchange and San Francisco National Cemetery. The improvements will maintain existing parking and provide better pedestrian access. The project also will improve an important commuter route for both highway and transit riders in an environmentally enhanced way and within the road's existing footprint. It should be noted that any commitment for this project will be subject to successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will provide substantial safety improvements and helps maintain the road in a state of good repair by replacing a bridge currently rated by the Federal Highway Administration as the fifth worst bridge in the nation, and the worst in California for structural sufficiency. The project will increase safety by improving the seismic, structural, and traffic safety of Doyle Drive while being sensitive to the Presidio and its purpose as a National Park. The highway, built in 1936, no longer meets acceptable standards in terms of the structural integrity of its bridges and viaducts, the ability to withstand potential earthquakes, nor the capacity to safely handle the large volume of daily traffic.

38. Alameda Corridor East: Colton Crossing (Colton, CA)

The Alameda Corridor East: Colton Crossing project will eliminate the mainline at-grade rail crossing of the Union Pacific Railroad and the BNSF Railway at Colton in San Bernardino County, CA. This crossing is on the major East-West corridor for each of the two carriers, and at its peak in 2006, handled 129 trains a day. The trains that wait and queue behind the crossing create a major choke point for traffic moving to and from Southern California. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States and the sustainability of the transportation system. The project increases economic competitiveness by reducing travel time, saving on inventory costs, and improving reliability for the movement of goods across the country. Approximately 40 percent of all containerized traffic entering or leaving the United States passes through the ports of Los Angeles/Long Beach. More than 60 percent of the volume from these ports is moved inland through the L.A. basin, and the vast majority of this volume moves via rail over Colton Crossing. The crossing is also of vital importance to California's local economy, as 40 percent of its traffic is not port related. The improvements in freight rail movement will reduce delays for motorists at 24 rail-highway grade crossings affected by the Colton Crossing railway congestion. The project will increase sustainability by allowing more freight to move by rail, reducing highway congestion, highway maintenance costs, greenhouse gas emissions, and fuel usage.

This project also received priority because Colton, CA is in an economically distressed area in a state that has been extremely hard hit by the current economic downturn. This recommendation is consistent with the Department's notice of funding availability. Furthermore, the project leverages substantial co-investment from California and private railroads.

39. California Green Trade Corridor/Marine Highway Project (Oakland, Stockton & West Sacramento, CA)

The California Green Trade Corridor is a collaborative effort of three regional ports in California to develop and use a marine highway system as an alternative to existing truck and rail infrastructure. The port of Oakland, along with the inland ports of Stockton and West Sacramento, have formed a partnership to provide freight service via barge, primarily for consumer goods moving by ocean vessel and agricultural products grown in Central California. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States and the sustainability of the transportation system. The marine highway project will achieve these objectives by making barge shipments cost-effective and viable. A viable barge service also will improve the region's economic competitiveness by reducing greenhouse gas emissions and air pollution, and relieving congestion and wear-and-tear on Northern and Central California's highways. The project will help reduce overall truck miles traveled to and from distribution centers and port facilities in the area, with corresponding savings in fuel costs. A cost-effective and viable marine highway strengthens import and export markets and increases the economic competitiveness of California and the Nation.

This project also received priority because the three ports (Oakland, Stockton, and West Sacramento) entered into an innovative partnership together, and because each port is in an economically distressed area in a state that has been extremely hard hit by the current economic downturn. This recommendation is consistent with the Department's notice of funding availability.

40. Otay Mesa Port-of-Entry I-805/SR-905 Interchange (San Diego, CA)

The Otay Mesa Port-of-Entry I-805/SR-905 Interchange project will construct a critical new interchange linking I-805 in San Diego to the new SR-905 highway, which is currently under construction. Once completed, the project will provide a direct 6-lane highway link to the Otay Mesa Port of Entry at the Mexican border, with reduced grades and improved shoulders. Otay Mesa is the largest freight border crossing between California and Mexico. International freight will use the new highway instead of Otay Mesa Road, a heavily congested arterial with 11 traffic lights. Construction of SR-905 began in April 2008 and the TIGER discretionary grant will be used to complete the final interchange, linking SR-905 with I-805. It should be noted that any commitment for this project be subject to the successful completion of certain important steps by

the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the United States. Completing this interstate connection is a high priority for reducing congestion on a major international freight route at the border. The project will improve efficiency and reliability in the movement of goods and services and will reduce border wait times. The interchange completes the "last mile" intermodal connector, connecting the port-of-entry with the interstate highway system, which is critical to realizing the full benefit of the new SR-905 highway. The project will also encourage redevelopment of the local arterial road currently used by freight traffic, which will provide economic benefits for the local economy.

This project also received priority because the TIGER discretionary grant will complete an overall financing package that demonstrates strong local partnership. The TIGER discretionary grant is providing 4 percent of the total \$449 million cost of completing SR-905.

41. US 395 North Spokane Corridor – Francis Ave. to Farwell Rd. Southbound (Spokane, WA)

The US 395 North Spokane Corridor project will build 3.7 miles of road on southbound US-395 from Francis Avenue to Farwell Road in Spokane County, Washington, to complement the existing northbound lanes. The northbound lanes are currently being used in a limited fashion for both north and southbound traffic. The build-out of the southbound lanes will divert local traffic onto this facility, which will alleviate traffic on the local arterials. The full project, once completed, will provide a necessary link between I- 90 on the south end to existing US-2 and US-395 on the north end. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it increases the economic competitiveness of the Spokane region and improves safety. The project will improve the region's economic competitiveness by providing a divided, free-flow freeway facility that will take freight and regional traffic off of local roads, thereby reducing freight travel times and congestion. By streamlining through-traffic flows and keeping traffic off of local streets, the project also will enhance safety.

42. Mercer Corridor Redevelopment (Seattle, WA)

The Mercer Corridor Redevelopment project will reconstruct and realign the main roadway through the growing biotechnology hub in South Lake Union, thereby connecting a number of urban centers to Interstate 5 in Seattle. The project will build multi-modal improvements along Mercer and Valley Streets, including widening Mercer to create a two-way boulevard, reconstructing Valley Street as a local access street, providing new and wider sidewalks, improving connections to transit, and adding bicycle lanes. It should be noted that any commitment for this project will be subject to the successful completion of certain important

steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it redevelops a road that is in extremely poor condition and in need of rehabilitation. This will help to ensure that the road will be maintained in a state of good repair for years to come. The project also will improve the livability and economic competitiveness of the South Lake Union area. The roadwork will improve the area's livability by reengineering a key bottleneck and fully integrating it with Seattle's transit, bicycle, and pedestrian plans; re-routing traffic flow, and opening space for alternative transportation options and mixed-use development. The project provides accessibility for economically disadvantaged populations, senior citizens, and persons with disabilities; linking them to jobs, housing, shopping, services, and recreation. The project improves the area's economic competitiveness by helping to create a vibrant, walk-able mixed-use urban community that will attract development and business activity.

43. Sahara Avenue Bus Rapid Transit (Las Vegas, NV)

The Sahara Avenue Bus Rapid Transit project will improve the efficiency and quality of transit service by converting existing breakdown lanes on a 17-mile east-west segment of Sahara Avenue to bus-only lanes. This will improve passenger amenities, increase the use of off-board fare collection, and expand the corridor's intelligent transportation system infrastructure to improve traffic and transit operations. The implementation of this project will further bolster the Regional Transportation Commission's efforts to implement a comprehensive bus rapid transit (BRT) network by connecting this BRT route directly to two other BRT routes and Deuce premium double-deck bus service. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will improve the livability and economic competitiveness of the Las Vegas area. The BRT route will improve mobility, connectivity, and accessibility on a major commuter corridor in Las Vegas, and help spur local economic growth. The Regional Transportation Commission expects to use project improvements to expand service frequency and coverage. This expansion will occur with no increase in either fleet size or net costs; owing to faster service, operational efficiencies, and projected increases in ridership. The project complements initiatives by the City of Las Vegas and Clark County to promote more intensive development along corridors that have more frequent transit service.

This project also received priority because Las Vegas is an economically distressed area in a state that has been extremely hard hit by the current economic downturn. This recommendation is consistent with the Department's notice of funding availability.

44. Portland's Innovation Quadrant – SW Moody Street & Streetcar Reconstruction (Portland, OR)

The SW Moody Street & Streetcar Reconstruction project will reconstruct SW Moody Avenue in the South Waterfront area. The project will elevate the roadway by 14 feet to cap contaminated soils. It will include three traffic lanes, dual streetcar tracks, and pedestrian and bicycle facilities. To support future development, the project will introduce urban development standards such as fiber optic, sewer, storm water, and water infrastructure. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it will improve the livability and economic competitiveness of the Portland area. The project will improve Portland's economic competitiveness by opening up for development large parcels of land adjacent to SW Moody Avenue. The reconstruction project will improve livability by increasing transportation options: three traffic lanes, double-track streetcar tracks, and pedestrian and bicycle facilities. These new modal options also will help ensure the economic success of the South Waterfront district. This investment in roadway and streetcar facilities supports the Portland-Milwaukie Light Rail extension and streetcar extensions, including the Close the Loop line (connecting eastside and Westside streetcar lines) and the Portland-to-Lake Oswego lines.

45. US-491 Safety Improvements (Northwest New Mexico)

The US-491 Safety Improvements project will upgrade the primary north-south highway in an extremely rural area of northwest New Mexico. The road connects the local Navajo Nation to other parts of New Mexico, Colorado, and the Four Corners area. It is a major trucking route that carries increasingly high volumes of commercial traffic. The full project, which is broken into segments, will expand the width of US-491 over a corridor that is approximately 69 miles long by constructing two new lanes adjacent to the two existing lanes. The TIGER funds will be used for a section that is ready to proceed to construction quickly. Additional safety improvements include constructing turn lanes for acceleration and deceleration in commercial and high-traffic areas, and improving intersections, signage, markings, and drainage facilities. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it improves the safety of US-491 and ensures that the road will be maintained in a state of good repair. The project also helps improve the region's economic competitiveness. The road has a history of traffic accidents and safety problems, which the project will address by providing two additional lanes and separating north- and south- bound traffic with a 46-foot median, among other improvements. Statistics indicate the fatality rate at the north portion of the corridor is about 3.6 times the average rate for the State, and about 2.2 times the average rate at the south portion. Improvements to the road also will provide opportunities for economic development in the corridor.

This project received priority because San Juan and McKinley Counties are economically distressed areas and US-491 is the life link for Navajo Nation residents in this extremely rural area, which is experiencing severe unemployment. This recommendation is consistent with the Department's notice of funding availability.

46. US-36 Managed Lanes/Bus Rapid Transit (Denver, CO)

The US-36 Managed Lanes/Bus Rapid Transit project on the US-36 corridor from Boulder to Denver will consist of one managed lane in each direction on US-36, bus rapid transit operations for the corridor, a commuter bikeway, and an intelligent transportation system for toll collection and incident management. US-36 is the only direct highway connection between Boulder and Denver and use of the corridor continues to expand rapidly with the area's continued growth. The highway currently carries between 80,000 and 100,000 vehicles daily, operating at close to 90 percent capacity. The project sponsor for the US-36 Managed Lanes/Bus Rapid Transit project also will have the opportunity to work with the USDOT on an innovative financing approach, which includes a direct loan for the project through the USDOT's Transportation Infrastructure Finance and Innovation Act credit assistance program. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it improves the economic competitiveness and livability of the Denver and Boulder areas and will improve the sustainability of the transportation system. Managed lanes and bus rapid transit improve livability by creating new travel options and providing safety benefits and travel time savings to low-income families who use transit. Economic competitiveness in the region will be increased because the project will significantly improve operations and performance, and reduce congestion and travel time. The Denver to Boulder corridor is of great significance to the Denver Metropolitan area and the state of Colorado, as many industries are located along US-36. The project improves the sustainability of the transportation system by reducing fuel consumption and emissions.

47. Reconstruction of Pier 29 in Honolulu Harbor (Honolulu, HI)

The Reconstruction of Pier 29 in Honolulu Harbor will add approximately 12 acres of upgraded cargo yard while also increasing efficiency and safety in Honolulu Harbor. In 2008, the Pier 29 container yard at the Honolulu Harbor suffered structural failures, displacing the international carrier that used it. Reconstructing Pier 29 will allow the international carrier that was displaced to return to Pier 29 from its current location in Pier 1, where working conditions are becoming increasingly congested and untenable. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it brings Pier 29 in Honolulu Harbor back to a state of good repair and increases the economic competitiveness

of Hawaii. Reconstructing Pier 29 will reduce truck traffic on busy and congested roadways in downtown Honolulu near Piers 1 and 2 by moving much of the traffic west towards the reconstructed Pier 29. Since Pier 29 is closer to Nimitz Highway and the primary inter-modal highway routes, reconstructing Pier 29 helps reduce fuel consumption and greenhouse emissions from cargo movements at Piers 1 and 2 in the downtown Honolulu area. Harbor investments support a primary mode of transportation in Hawaii, an island that imports 80 percent of all commercial goods and receives 98 percent of these goods by port.

48. Lake County Transportation Connectivity Project (Lake County, MT)

The Lake County Transportation Connectivity Project will upgrade City and County streets and roads, including Skyline Drive in the Polson area, and help further local efforts to provide safe routes between and within communities for pedestrians and cyclists. The project includes road paving and construction that will provide better connectivity throughout the Mission Valley portion of Lake County, in Northwest Montana. The project encompasses approximately 30 miles of the 70 mile length of Lake County that lies along US Highway 93. Lake County is a rural county that encompasses most of the Flathead Indian Reservation. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department's published selection criteria because it brings Skyline Drive in the Polson area to a state of good repair and increases the livability and safety of the Lake County region. The project will increase the livability of the predominately rural area by providing better connections for residents traveling to work, school, or other destinations. The improvements are aimed at creating a safer and more convenient transportation system on facilities that are currently in need of improvements. Skyline Drive has been identified by the Montana DOT as a risk in its Safety Management Program, and has steep grades, sharp curves, a narrow roadway, and a narrow bridge.

The project also received priority because of the partnership demonstrated by the project, which includes the Confederated Salish and Kootenai Tribes, the Cities of Polson and Ronan, the Town of St. Ignatius, and the Lake County Community Development Corporation, a community-based non-profit organization.

49. US-93/2nd Street Improvements (Whitefish, MT)

The US-93/2nd Street Improvements project consists of improvements to US-93/2nd Street in downtown Whitefish, Montana. Key elements include a modern, coordinated traffic signal system, the addition of left turn lanes, ADA-compliant crosswalks, and angled parking. The project also will include curb-to-curb reconstruction of the roadway, and upgraded sewer and water lines. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department’s published selection criteria because it brings US-93/2nd Street in downtown Whitefish to a state of good repair and increases the livability and economic competitiveness of Whitefish. The project improves the livability of Whitefish with a pedestrian-oriented streetscape that eases congestion, a modern traffic signal system, and increases safety with ADA-compliant crosswalks. The city’s economic competitiveness will be improved by revitalize existing infrastructure as part of an overall plan for long-term economic growth in downtown Whitefish. The project will promote economic expansion by increasing the value of downtown properties. Improving traffic flow also will contribute to reductions in fuel consumption and greenhouse gas emissions, which will improve the sustainability of the transportation system.

50. Beartooth Highway Reconstruction Project (Park County, WY)

The Beartooth Highway Reconstruction Project involves the complete reconstruction of a 7- mile segment of scenic highway in a rugged and remote area northeast of Yellowstone National Park within the Shoshone National Forest. TIGER funds will be used for a \$6 million portion of the full \$65 million reconstruction of the Beartooth Highway, known as “America’s Most Beautiful Highway.” Reconstruction will address several deteriorating or deficient elements: roadway surface, road alignment, travel lane width, shoulder width, bridges, drainage facilities, parking areas, pullouts, and access road intersections. It will include full-depth pavement replacement, new and replaced bridges, and drainage improvements. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department’s published selection criteria because it brings a portion of the Beartooth Highway in Wyoming to a state of good repair. The project will have substantial safety benefits, create jobs, and have a positive impact on the regional economy. It also improves an important link on a scenic road that connects a prominent National Park to Wyoming and Montana communities.

51. Auke Bay Loading Facility (Juneau, AK)

The Auke Bay Loading Facility, Phase II, includes an additional half-acre of storage, lighting, security gate and fences, freighter loading facility, and ramp and fisheries dock in Juneau, Alaska. The completed Phase I created a 1.75 acre gravel upland freight staging/storage area with highway access and a gravel loading facility. Phase I also installed a drive-down commercial fisheries dock and freight loading facility dock. It should be noted that any commitment for this project will be subject to the successful completion of certain important steps by the project sponsors, including the successful completion of requisite environmental documentation.

This project aligns well with the Department’s published selection criteria because it brings the Auke Bay loading facility to a state of good repair. The project also will increase the economic competitiveness of the region by improving transport options and promoting greater competition among transport companies serving outlying communities that depend on the Juneau regional transport hub. The Auke Bay Loading Facility will help deliver government programs to remote

communities and contribute to lower costs of living and improved living standards. The facility is important to serving the needs of the fishing community by providing almost direct access to Juneau airport for fresh seafood exports, thereby reducing the need for long and dangerous voyages around Douglas Island to reach Juneau. The freight transshipment service is particularly important to Alaskans because Seattle-based barge lines no longer serve several smaller communities near Juneau.
