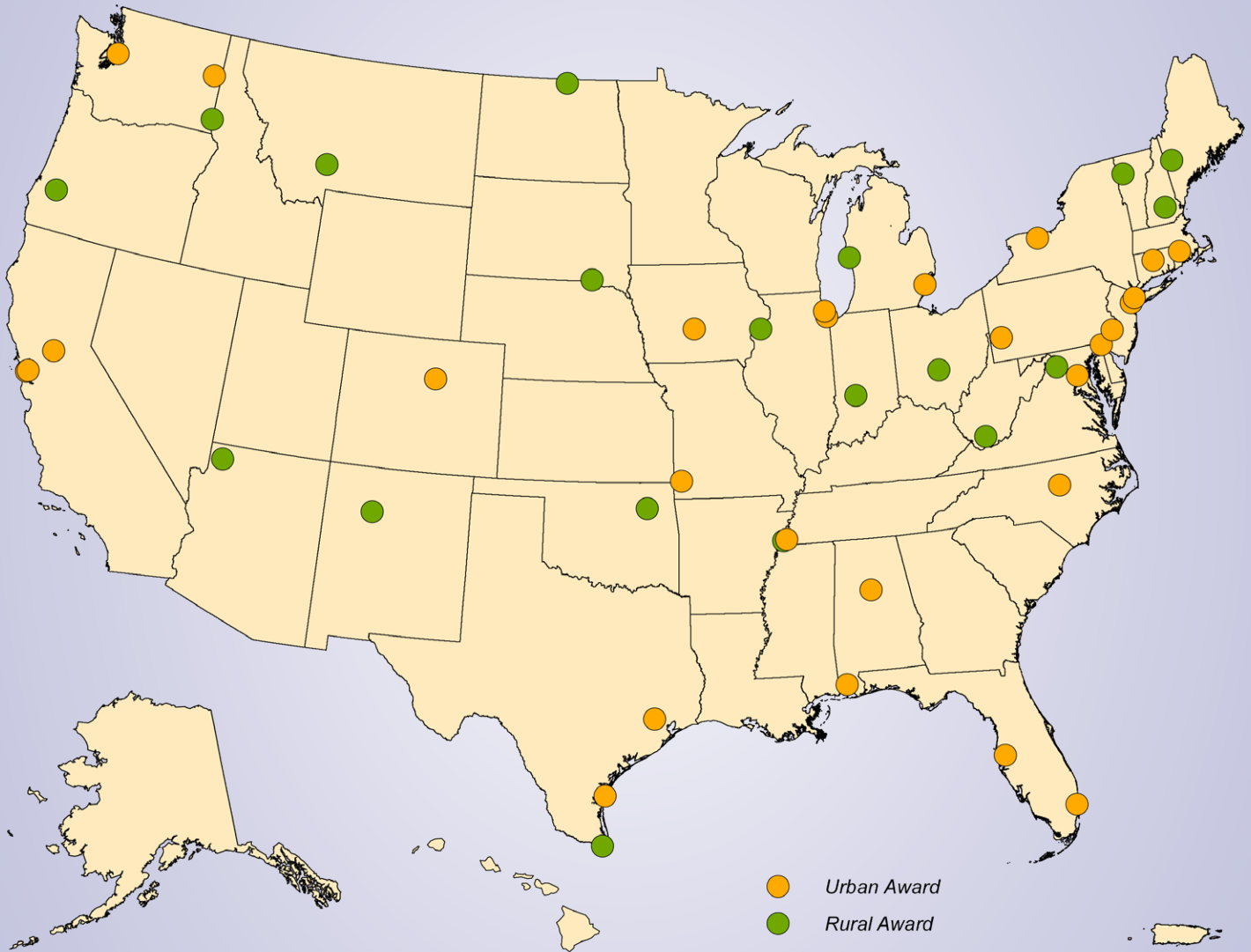


TIGER


2012 AWARDS



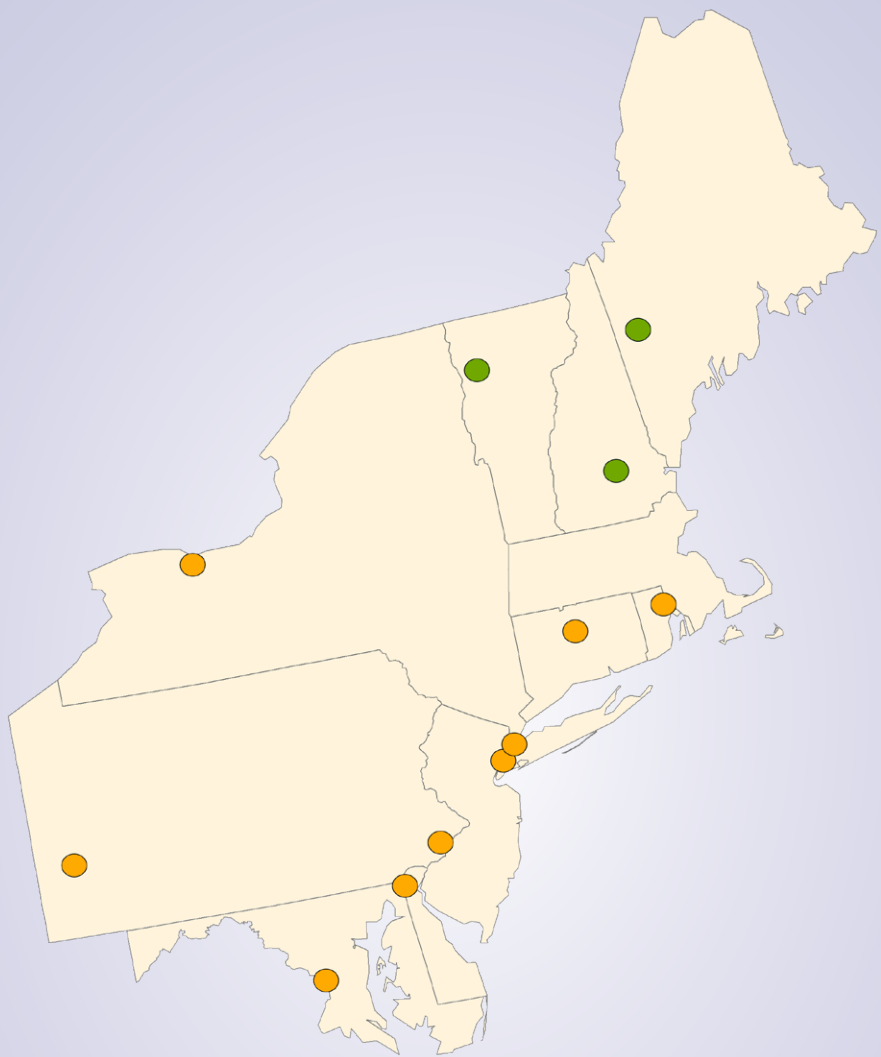
U.S. Department
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Click project names to jump to detailed description. Click TIGER logo to return to table of contents.

Project Name	State(s)	TIGER Grant
Birmingham Roads to Recovery	AL	\$10,000,000
Garrows Bend Intermodal Container Transfer Facility (Mobile)	AL	\$12,000,000
West Memphis International Rail Port	AR	\$10,953,244
I-15 Virgin River Gorge Bridge (Northwest Arizona)	AZ	\$21,600,000
Mission Bay / UCSF Hospital Multimodal Transportation Infrastructure (San Francisco)	CA	\$10,000,000
Port of Oakland Intermodal Rail Improvements	CA	\$15,000,000
Sacramento Valley Station Improvement	CA	\$15,000,000
I-25 North Managed Lanes Extension and Express Bus Project (Denver)	CO	\$15,000,000
Hartford's Intermodal Transportation Triangle	CT	\$10,000,000
Anacostia Bicycle and Pedestrian Project (Washington, DC & Prince George's County)	DC, MD	\$10,000,000
Newark Regional Transportation Center	DE	\$10,000,000
Fort Lauderdale Wave Streetcar Project	FL	\$18,000,000
Tampa Downtown Multimodal Improvements	FL	\$10,943,100
Downtown Clinton Street Improvements	IA	\$2,700,000
Southeast Connector Road Project (Des Moines)	IA	\$10,000,000
Port of Lewiston Dock Extension	ID	\$1,300,000
95th Street Terminal Expansion (Chicago)	IL	\$20,000,000
CREATE (Chicago)	IL	\$10,440,000
Monroe County Bridge Replacement (Stinesville)	IN	\$1,496,600
Martin Memorial Bridge Replacement (Rumford)	ME	\$5,202,700
Link Detroit Multimodal Enhancements	MI	\$10,000,000
Muskegon Rural Bus Service	MI	\$1,350,000
Joplin Transportation and Disaster Recovery Projects	MO	\$12,000,000
Yellowstone International Airport Interchange Development (Belgrade)	MT	\$8,976,224
Raleigh Union Station Phase I	NC	\$21,000,000
BIA 7 - College Road Improvements (Belcourt)	ND	\$4,000,000
Concord Downtown Complete Streets Project	NH	\$4,710,000
South Hudson Intermodal Facility (Bayonne)	NJ	\$11,400,000
Torreón Road Rehabilitation (Sandoval County)	NM	\$5,000,000
Hunts Point Freight Rail Improvement Project (Bronx)	NY	\$10,000,000
Rochester Intermodal Transportation Center	NY	\$15,000,000
Pickaway East West Connector Road (Columbus)	OH	\$16,082,435
Port of Catoosa Main Dock Rehabilitation (Tulsa)	OK	\$6,425,000
Siskiyou Summit Railroad Revitalization (Southwest Oregon)	OR	\$7,089,192
East Liberty Transit Center (Pittsburgh)	PA	\$15,000,000
Wayne Junction Substation Replacement (Philadelphia)	PA	\$12,862,699
I-95 Providence Viaduct Project	RI	\$10,000,000
Ihanktonwan Transit Facilities Project	SD	\$1,000,000
Main Street to Main Street Multimodal Connector (Memphis, TN & West Memphis, AR)	TN, AR	\$14,939,000
Gulf Marine Highway Intermodal Project (Brownsville)	TX	\$12,000,000
Houston Regional Multimodal Connections to Transit	TX	\$15,000,000
Nueces River Rail Yard Expansion (Corpus Christi)	TX	\$10,000,000
Northern Vermont Freight Rail Project (north of St. Albans)	VT	\$7,912,054
Mercer Corridor West Reconstruction (Seattle)	WA	\$14,000,000
North Spokane Corridor Railroad Realignment	WA	\$10,000,000
Coalfields Expressway (east of Mullens)	WV	\$5,000,000
Ranson-Charles Town Green Corridor Revitalization	WV	\$5,000,000

 = Rural Project





EAST



U.S. Department
of Transportation

TIGER

HARTFORD'S INTERMODAL TRANSPORTATION TRIANGLE

APPLICANT/SPONSOR: City of Hartford, Connecticut

TOTAL PROJECT COST: \$21,121,000

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will help the City of Hartford improve connectivity between its historic Main Street and Camden Union Station, the regional transportation hub for intercity rail and bus. The project includes bus stop enhancements and pedestrian access improvements at Union Station. It also incorporates Complete Streets elements, constructing water infrastructure in Bushnell Park North and re-designing streets within the Intermodal Triangle for bus access. By rerouting buses within the project area and allowing bus operations on Main Street, Union Station will be better linked to the city's commercial core.

PROJECT HIGHLIGHTS

- » Improves the integration of bus and passenger connections with other modes - train, taxi, bike, walking – at the historic Union Station
- » Incorporates Complete Streets principles (designing for cars, transit, bicyclists and pedestrians) with innovative green infrastructure, bike paths, and transit
- » Benefits the over 110,000 people who currently commute to jobs in Hartford, 80,000 of which are within one-half mile of Union Station, and the over 40,000 Hartford residents who commute to jobs in neighboring communities



EAST

PROJECT BENEFITS

This project supports implementation of Hartford's "One City, One Plan" vision focused on promoting job creation and economic revitalization in the city. It will strengthen the region's employment core and provide transportation options connecting these centers to housing and recreation opportunities. The project is the result of a collaborative planning effort that includes the iQuilt Partnership, a private-public partnership. It also leverages major federal investments such as a Federal Transit Administration FY11 Bus Livability grant and a HUD Sustainable Communities Regional Planning grant, and state investments and local improvements including the New Britain Hartford Busway and the New Haven-Hartford Springfield commuter rail.



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TIGER

ANACOSTIA BICYCLE AND PEDESTRIAN PROJECT

APPLICANT/SPONSOR: DC Department of Transportation

TOTAL PROJECT COST: \$15,000,000

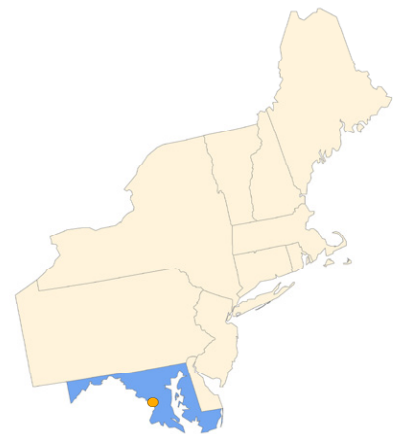
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will complete four missing miles of bicycle and pedestrian paths on the Kenilworth Gardens Trail, connecting hundreds of miles of existing trail networks in Maryland and DC. This path will create new options for bicycle commuters and bring economic and health benefits to communities along the trail. The overall project includes the construction of five bridges, raised pathways, and multi-use paths. It will connect 16 waterfront neighborhoods to the Anacostia River, as well as the Southwest Waterfront, the Nationals baseball stadium, the Navy Yard, RFK Stadium, the National Arboretum, and other popular destinations.

PROJECT HIGHLIGHTS

- » Shortens bicycle commute times between Maryland and the District while connecting trails to Metro and transit options
- » Uses innovative techniques for stormwater mitigation, which will reduce run-off into the highly-polluted Anacostia River
- » Serves as part of a larger Anacostia Waterfront Initiative designed to spur environmentally-sensitive economic development around the District's waterfront
- » Conserves the natural beauty of the river while enabling better public access to the waterfront



EAST

PROJECT BENEFITS

This multi-use bicycle and pedestrian project will enhance safety by providing cyclists with facilities that are removed from vehicular traffic. The trail will offer residents a safe and convenient alternative to driving and will help alleviate highly congested commuter corridors. The project will connect low-income neighborhoods to jobs and services in DC and Maryland while enabling bicycle and walking trips to schools, transit centers, and training and social service locations for residents east of the Anacostia River.



U.S. Department
of Transportation



NEWARK REGIONAL TRANSPORTATION CENTER

APPLICANT/SPONSOR: Wilmington Area Planning Council

TOTAL PROJECT COST: \$26,000,000

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will be used to create a regional transportation center at the site of the proposed University of Delaware's Science and Technology campus, a transit-oriented development on the site of a former Chrysler Assembly Plant. The project consists of two new high-level platforms, a new station building, realignment of nearby Norfolk Southern yard tracks, construction of a new rail track at the north end of the rail yard, and new turnouts accessing the rail yard track.

PROJECT HIGHLIGHTS

- » Expands freight and passenger rail capacity by eliminating an existing bottleneck on a single track shared by freight and passenger trains
- » Implements an innovative project planned with support from a TIGER II planning grant
- » Supports the reuse of the closed Chrysler Assembly Plant, supporting economic revitalization in the station area



EAST

PROJECT BENEFITS

This project leverages federal funds with a 61.5 percent local match from public and private entities and includes statewide partnerships. It will revitalize the immediate station area, provide long-term economic benefits for the area, and continue growth in transit-oriented development that is already occurring at the University of Delaware. Over 1.25 million travelers use the rail system annually in Delaware, a figure which has grown by 53.4 percent since 2003. TIGER funds will be used to build a modern train station better able to handle existing service, including four Amtrak trains a day and 17 SEPTA trains during weekdays.



U.S. Department
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TIGER

MARTIN MEMORIAL BRIDGE REPLACEMENT

APPLICANT/SPONSOR: Maine Department of Transportation

Rural

TOTAL PROJECT COST: \$8,671,200

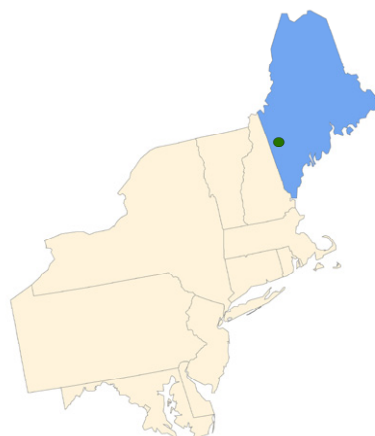
GRANT FUNDING: \$5,202,700

PROJECT DESCRIPTION

TIGER funds will replace the structurally deficient Martin Memorial Bridge running over the Androscoggin River on route 232 in Richmond, Maine. The current bridge, built in 1955, has a capacity of 26 tons, well below the state requirement of 45 tons. This prevents large trucks from using it, requiring a detour of 10-12 miles to cross the river. The area is an important trade link for lumber and paper, and the bridge is essential for the economic vitality of the region. Additionally, TIGER funds will support the inclusion of bike lanes on the new bridge, which is on the Maine bicycle system but does not currently have them.

PROJECT HIGHLIGHTS

- » Realigns the curve of the bridge to improve safety for all users
- » Increases safety, transit options, and bicycle & pedestrian access by adding three feet shoulders
- » Keeps residents connected to services and commercial centers through bridge maintenance



EAST

PROJECT BENEFITS

This project will eliminate a lengthy detour for trucks and replace a structurally deficient bridge with one that is in line with state requirements. As a result, it will also reduce greenhouse gas emissions and improve environmental sustainability. The TIGER grant leverages a 40 percent local match in a rural and economically distressed area. Replacing this bridge will improve livability for residents and boost the economic vitality of the region.



U.S. Department
of Transportation



CONCORD DOWNTOWN COMPLETE STREETS PROJECT

APPLICANT/SPONSOR: City of Concord, New Hampshire

Rural

TOTAL PROJECT COST: \$7,850,000

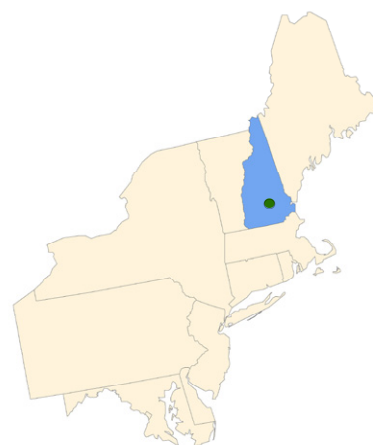
GRANT FUNDING: \$4,710,000

PROJECT DESCRIPTION

TIGER funds will reconstruct a 12-block section of Main Street in downtown Concord. Currently, Main Street is in a state of disrepair and cannot support optimal traffic operation. The project will improve safety and livability in the community by reconstructing the roadway from four lanes to three lanes, adding wider shoulders to accommodate bicycles, and bringing sidewalks into ADA-compliance.

PROJECT HIGHLIGHTS

- » Reduces the frequency of vehicular crashes by more than 25 percent
- » Reduces annual operations and maintenance costs by nearly \$600,000 over the lifecycle of the street through the installation of a roadway/sidewalk snow melting system
- » Encourages multi-modal use along Main Street, which is designated as a State Bike Route but currently has no bike lane
- » Improves the economic vitality of downtown Concord



EAST

PROJECT BENEFITS

This project leverages a 40 percent local match to update and improve an essential portion of downtown Concord. Main Street was last improved in the early 1970s, and traffic currently exceeds 12,000 vehicles per day. The proposed traffic calming improvements are expected to reduce vehicular speeds and the severity of crashes. The project will improve livability by adding wider shoulders to accommodate cyclists and pedestrians.



U.S. Department
of Transportation



TIGER

SOUTH HUDSON INTERMODAL FACILITY

APPLICANT/SPONSOR: City of Bayonne, New Jersey

TOTAL PROJECT COST: \$125,000,000

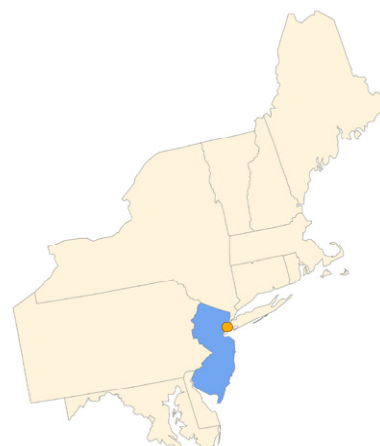
GRANT FUNDING: \$11,400,000

PROJECT DESCRIPTION

TIGER funds will expand the capacity of the largest port on the East Coast by building a new intermodal facility. New capacity is needed to accommodate larger, Post Panamax vessels that will be too big to sail under the Bayonne Bridge, limiting the port's effectiveness. The improvements funded by this grant will allow for direct transfer of export and import containers from the terminal on the ocean side of the Bayonne Bridge to the national rail network. The Port Authority of New York and New Jersey is matching these funds with over \$100 million to the creation of the facility. When completed, the South Hudson Intermodal Facility will be capable of handling 250,000 containers per year.

PROJECT HIGHLIGHTS

- » Significantly increases capacity at a nationally-significant port
- » Allows for direct transfer of rail export and import containers from the terminal on the ocean side of the Bayonne Bridge, which services vessels too big to under the bridge
- » Reduces diesel emissions in the port by reducing truck movements and incorporating electronic stacking cranes



EAST

PROJECT BENEFITS

This project will improve the overall efficiency of rail and port operations, enhance economic opportunity in the region, and significantly reduce the number of trucks on the already congested road network. This project will prepare the port for future growth after the expansion of the Panama Canal, promoting economic competitiveness. In addition to increased port activity, 50 permanent jobs will be created with the construction of this intermodal facility.



U.S. Department
of Transportation



TIGER

HUNTS POINT FREIGHT RAIL IMPROVEMENT PROJECT

APPLICANT/SPONSOR: New York City Department of Small Business Services

TOTAL PROJECT COST: \$20,602,377

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will make key freight rail improvements at the Hunts Point Terminal Produce Market located in the Bronx. The facility employs 3,600 people and is one of the world's largest wholesale markets, attracting agricultural goods from all over the nation. The planned rail improvements will modernize current infrastructure and create new circulation areas, reduce truck traffic and congestion, and improve air quality in the community. In addition, the community will benefit from a reduction in traffic accidents, and improved connectivity.

PROJECT HIGHLIGHTS

- » Brings rail infrastructure at the terminal into a state of good repair and reduces lifecycle maintenance costs
- » Enhances safety by eliminating rail-truck conflicts through operational improvements
- » Creates an estimated 195 construction jobs in an economically distressed area



EAST

PROJECT BENEFITS

This project will increase the capacity and improve the efficiency of the Hunts Point Terminal's freight rail service. These improvements will help freight rail move a greater share of the produce shipped into the Terminal, as well as handle more passenger rail traffic associated with local population growth. By eliminating major conflicts between truck and rail movements, reducing truck idling in the market, and reducing traffic on the Hunts Point road network, this project will have positive effects on safety, environmental sustainability, and community health.



U.S. Department
of Transportation



ROCHESTER INTERMODAL TRANSPORTATION CENTER

APPLICANT/SPONSOR: New York Department of Transportation

TOTAL PROJECT COST: \$27,500,000

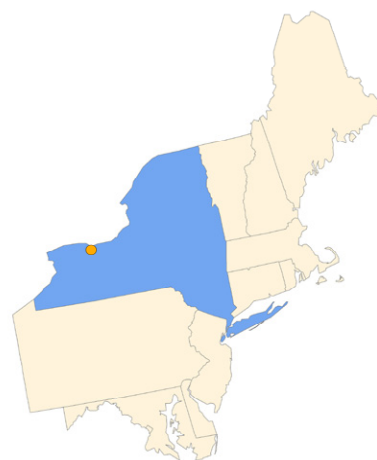
GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER funds will replace the existing Amtrak station, intended to be temporary when it was built in 1978, with the new Rochester Intermodal Transportation Center. The permanent, multi-modal facility will replace a low-level platform with a high-level, ADA-compliant platform with access to the train from both sides, which will minimize significant delays for freight and passenger trains. Additional project elements include an overhead pedestrian bridge, parking improvements, lighting, and sidewalks. The project also calls for track and signal work.

PROJECT HIGHLIGHTS

- » Reduces travel time through the station by five minutes per passenger for the current 140,000 passengers per year
- » Supports the building of a LEED Silver designed facility that will utilize innovative techniques to reduce operations and maintenance costs
- » Helps to revitalize the economically-distressed city and integrates the station with the rest of Rochester by encouraging in-fill development



EAST

PROJECT BENEFITS

The new Amtrak station will improve connections to downtown by creating a new public plaza and open space for the Rochester community. The safety and accessibility improvements will expand the high-quality transportation alternatives available in the city, offering a more sustainable lifestyle for Rochester residents, workers, and visitors. The station design will also accommodate the long-term vision of implementing high-speed rail service in the Empire Corridor.



U.S. Department
of Transportation



New York State
Department of Transportation

TIGER

WAYNE JUNCTION SUBSTATION REPLACEMENT

APPLICANT/SPONSOR: City of Philadelphia, SEPTA, Pennsylvania
Department of Transportation

TOTAL PROJECT COST: \$25,725,397

GRANT FUNDING: \$12,862,699

PROJECT DESCRIPTION

The Wayne Junction Power Substation serves a critical role in the Philadelphia region's commuter network, powering much of Southeastern Pennsylvania Transit Authority's (SEPTA) transit systems. This TIGER grant will allow the City of Philadelphia to rebuild the substation, which was originally constructed in 1931 and has been in continuous operation ever since. The project will also replace 25 indoor and outdoor rail breakers, transformers, cut-out switches, relays, and control equipment.

PROJECT HIGHLIGHTS

- » Improves safety of the commuter rail system in Philadelphia area
- » Brings the substation into a state of good repair while reducing the long-term maintenance costs
- » Extends the useful life of a critical transit substation
- » Enhances commuter rail service in Philadelphia and the surrounding communities as part of a larger regional project leveraging over \$40 million from the City of Philadelphia, SEPTA and Pennsylvania DOT



EAST

PROJECT BENEFITS

This project will improve the reliability and safety of a critical transit substation that has fallen into a state of disrepair. By bringing this facility into a state of good repair, the city will avoid much more costly repairs or replacements and service disruptions in the future. Maintaining the substation will ensure efficient, cost-effective, and safe commuter rail service for the City of Philadelphia and the region.



U.S. Department
of Transportation



TIGER

EAST LIBERTY TRANSIT CENTER

APPLICANT/SPONSOR: City of Pittsburgh, Pennsylvania

TOTAL PROJECT COST: \$34,020,056

GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER will fund the building of the East Liberty Transit Center, which will be the multimodal heart of a large, transit-oriented development center between the communities of East Liberty, Shadyside, and Squirrel Hill in Pittsburgh. This suite of complementary improvements includes a two-level transit station linking the bus rapid transit service with street level bus service as well as realignment and reopening of streets, sidewalks, streetscapes, a replacement road bridge, adaptive traffic signals, and a bike and pedestrian access bridge.

PROJECT HIGHLIGHTS

- » Improves transportation services for the economically disadvantaged, elderly, and disabled in the East Liberty neighborhood and throughout Pittsburgh
- » Replaces an obsolete bus station to enhance passenger comfort and reduce travel time and operating costs
- » Promotes transit ridership and enhances convenience for 3,600 passengers daily
- » Leverages \$400 million in current and expected private development in the project area



EAST

PROJECT BENEFITS

This transit center will enhance mobility and connectivity for bus passengers, bicyclists, drivers, and pedestrians. It is designed to stimulate sustainable economic development while reducing fuel use, emissions, and congestion in the project area. The project will also create a new crossing to enable residents to walk from the previously isolated East Liberty neighborhood to adjacent communities.



U.S. Department
of Transportation



TIGER

I-95 PROVIDENCE VIADUCT PROJECT

APPLICANT/SPONSOR: Rhode Island Department of Transportation

TOTAL PROJECT COST: \$169,000,000

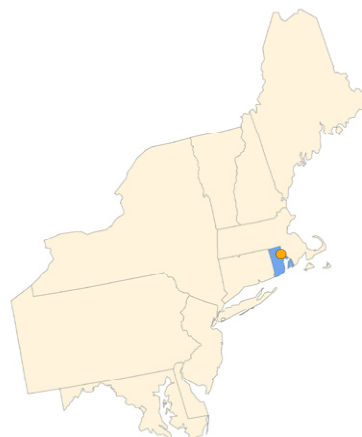
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will help to replace the I-95 Viaduct, a rapidly deteriorating eight-lane bridge and overpass that carries 230,000 vehicles per day over rail, road, and the Woonasquatucket River. This is the third most traveled section of the North-South highway, which runs from Maine to Florida along the Eastern Coast. This project will update the 46-year-old viaduct, which currently requires constant repairs and lengthy partial closures. It will also enhance bicycle, pedestrian, and transit facilities.

PROJECT HIGHLIGHTS

- » Minimizes maintenance costs by incorporating modern design with a 100-year anticipated life
- » Supplies a reliable route for local buses and access to Amtrak and MBTA commuter rail
- » Maintains critical connections between employment, commercial, and residential centers in an economically-distressed community



EAST

PROJECT BENEFITS

This project improves connectivity, economic competitiveness, and environmental sustainability throughout the state of Rhode Island. Improving safety, reducing congestion, and bringing the I-95 viaduct into a state of good repair also benefits regional commercial and passenger traffic. The project will improve access and livability for multiple modes of travel, including motorists, transit riders, bicyclists, and pedestrians.



U.S. Department
of Transportation



TIGER

NORTHERN VERMONT FREIGHT RAIL PROJECT

APPLICANT/SPONSOR: Vermont Agency of Transportation

Rural

TOTAL PROJECT COST: \$11,260,076

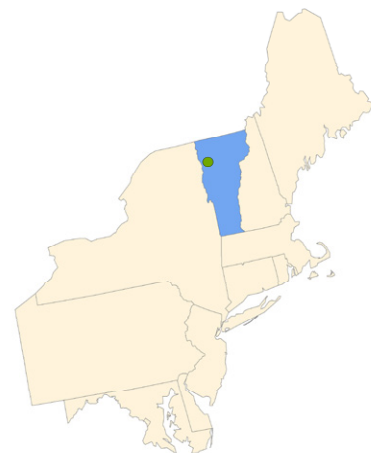
GRANT FUNDING: \$7,912,054

PROJECT DESCRIPTION

TIGER funds will upgrade 18.8 miles of railroad track between St. Albans, Vermont, and the Canadian border. The upgrades will enable the track to carry the gross rail weight standard of up to the 286,000 pounds, allowing more efficient movement of goods throughout the region and internationally.

PROJECT HIGHLIGHTS

- » Improves the competitiveness of the New England Central Railroad freight rail line by allowing heavier freight hauls
- » Provides Amtrak with the capability to extend its Vermonter service all the way to Montreal
- » Creates 145 construction-related jobs immediately and an estimated 170 long-term regional jobs, as estimated by the applicant



EAST

PROJECT BENEFITS

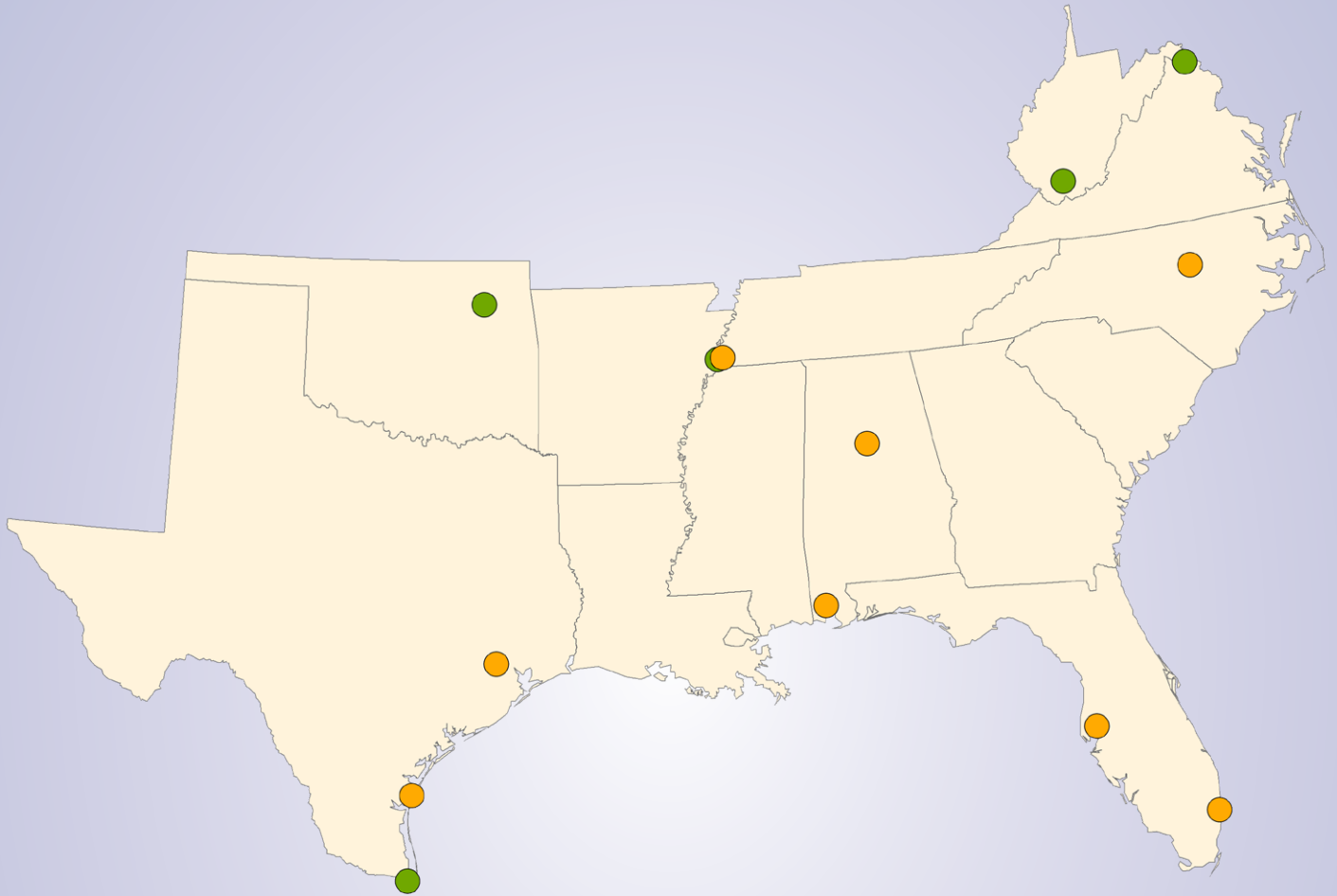
Upgrading the entire rail line to the modern 286,000 pound standard will improve capacity and overall performance while reducing lifecycle maintenance costs. These improvements will benefit rural, agricultural, and industrial businesses that move goods throughout New England. Additionally, 42,000 more riders are expected to use Amtrak's Vermonter service once it is restored and improved, a plan set to begin within 3 years. This additional rail capacity for goods and people will help alleviate roadway congestion and have a positive environmental impact.



U.S. Department
of Transportation



TIGER



SOUTH



U.S. Department
of Transportation

TIGER

GARROWS BEND INTERMODAL CONTAINER TRANSFER FACILITY

APPLICANT/SPONSOR: Alabama State Port Authority

TOTAL PROJECT COST: \$28,800,000

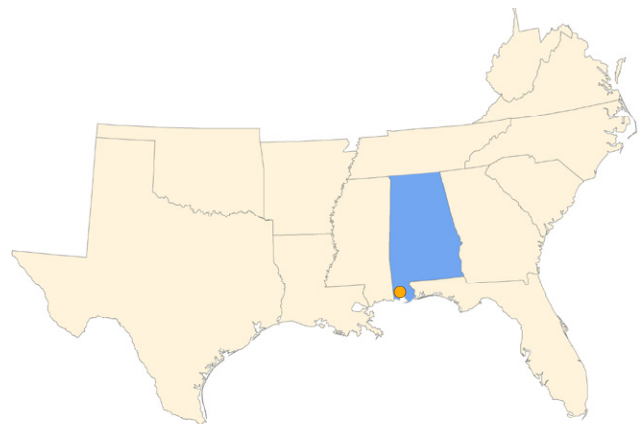
GRANT FUNDING: \$12,000,000

PROJECT DESCRIPTION

TIGER funds will enable the Port of Mobile to improve and connect a container facility with the national rail system. The new intermodal facility will feature 20 acres of new rail yard for loading and unloading containers at the water's edge and 1,225 feet of new rail bridge connecting to five Class I rail companies.

PROJECT HIGHLIGHTS

- » Invests in a strategic exports port located along the Gulf Coast and mouth of the Tennessee-Tombigbee Waterway
- » Enables the port to handle large container shipments and more efficiently move goods by sustainable and cost-effective modes such as barge and rail
- » Supports an estimated 600 jobs in the community and promotes overall economic competitiveness



SOUTH

PROJECT BENEFITS

This project will improve the Port of Mobile's economic and operational capability by providing a direct link to the existing rail system. The new facility's capacity for total number of containers will increase by an estimated 25 percent per year. The ability to directly transfer goods to and from rail will eliminate the need for short-haul trucks, which contribute to congestion and pollution. The result will be 275 million fewer vehicle miles traveled, and reduced transportation costs of approximately \$25 per container.



U.S. Department
of Transportation



TIGER

6 F A B; < 5 A ROADS TO RECOVERY

APPLICANT/SPONSOR: City of Birmingham, Alabama

TOTAL PROJECT COST: \$30,310,000

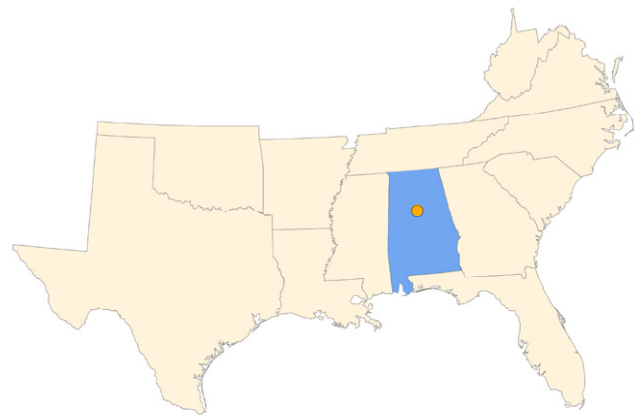
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will complete a regional multimodal street network in a community devastated by tornadoes in 2011. Rebuilding the Birmingham-area roads network will reconnect residents with public transit hubs, schools, employment centers, recreational facilities, and historic Civil Rights destinations.

PROJECT HIGHLIGHTS

- » Enhances Birmingham's economic competitiveness with a safe and connected transportation system
- » Connects residents to public transportation options in the Birmingham area
- » Supports efficient transportation alternatives, improving air quality and the health of Birmingham residents



SOUTH

PROJECT BENEFITS

The complete streets network will promote active transportation and enhance the health of Birmingham residents. Birmingham is considered highly dangerous for bicyclists and pedestrians, and these improvements aim to reverse that trend and create a multimodal space that is safe for all users. This project will leverage other investments in this area, including a new \$30 million downtown Intermodal Transportation Facility that will be connected with segments of this complete street network.



U.S. Department
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TIGER

WEST MEMPHIS INTERNATIONAL RAIL PORT

APPLICANT/SPONSOR: City of West Memphis, Arkansas

Rural

TOTAL PROJECT COST: \$26,953,244

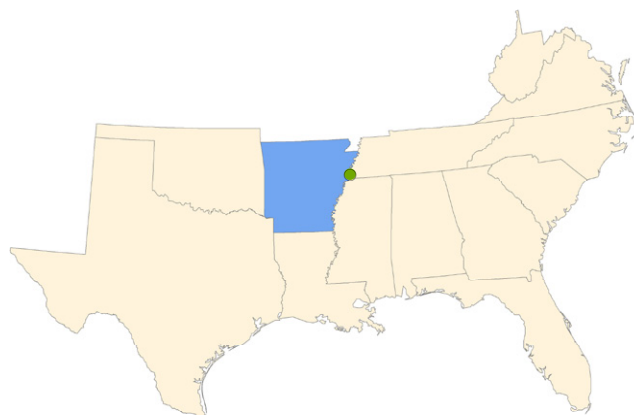
GRANT FUNDING: \$10,953,244

PROJECT DESCRIPTION

The West Memphis International Rail Port Logistics Park project, supported by a TIGER grant, will upgrade and strengthen existing rail, allowing it to carry heavier loads. The project will extend the spur 13,500 feet to the base of the St. Francis Levee, allowing for direct access between rail and waterborne cargo. Future development of a loop track, transload facility, and barge dock will allow exporters of coal, grain, steel, and petrochemicals to expand into this multimodal port.

PROJECT HIGHLIGHTS

- » Leverages significant private sector investment with more than a 59% percent local match
- » Increases capacity of the rail port to 10-15 million tons of coal annually
- » Provides potential for further economic development including new private facilities, rail and barge exporters, and distribution operations



SOUTH

PROJECT BENEFITS

This project will bring new private development, and allow coal exporters to reduce shipping costs and become more competitive in the global market place. It will also create construction jobs and jobs associated with the operation and maintenance of the Park's multimodal transload handling facilities.



U.S. Department
of Transportation



TIGER

TAMPA DOWNTOWN MULTIMODAL IMPROVEMENTS

APPLICANT/SPONSOR: City of Tampa, Florida

TOTAL PROJECT COST: \$15,633,000

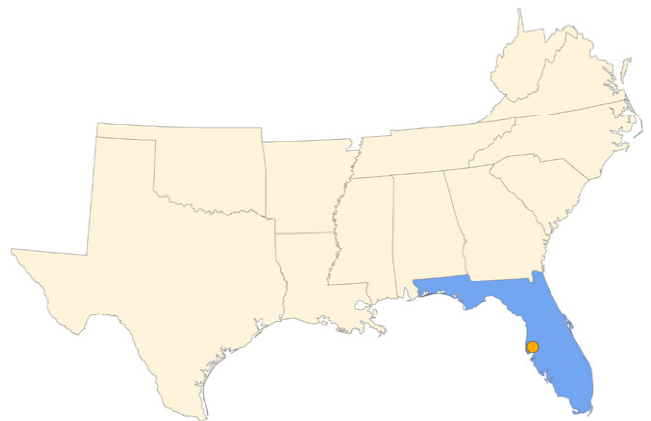
GRANT FUNDING: \$10,943,100

PROJECT DESCRIPTION

TIGER funds will be used to support bicycle and pedestrian transportation connections downtown. This project will complete the remaining sections of the 2.6 mile Tampa Riverwalk and construct the 1.7-mile Selmon Greenway. This project completes 12 years of planning by providing a 2.4 mile multimodal transportation loop in downtown Tampa. This project is supported by both public and private entities, including a non-profit created specifically for capital fundraising.

PROJECT HIGHLIGHTS

- » Provides continuous, safe transportation paths that connect downtown residents, University of Tampa students, and the surrounding mixed-income neighborhoods directly to the central business district
- » Increases safety in an area historically dangerous for bicyclists and pedestrians
- » Reduces downtown driving by facilitating a “park once” concept, in which visitors and workers park in one location then utilize the facilities to travel to various destinations



SOUTH

PROJECT BENEFITS

This project will connect a number of major roadways, bus lines, and the TECO Line Streetcar, while greatly increasing the safety of bicyclists and pedestrians traveling in the downtown area. Over the past four years, 31 pedestrian and 14 bicycle crashes with cars have been reported in downtown. The Tampa Riverwalk and Selmon Greenway are included in the city-wide greenways and trails plan and are key connectors in the downtown trails network.



U.S. Department
of Transportation



TIGER

FORT LAUDERDALE WAVE STREETCAR PROJECT

APPLICANT/SPONSOR: South Florida Regional Transportation Authority

TOTAL PROJECT COST: \$83,200,000

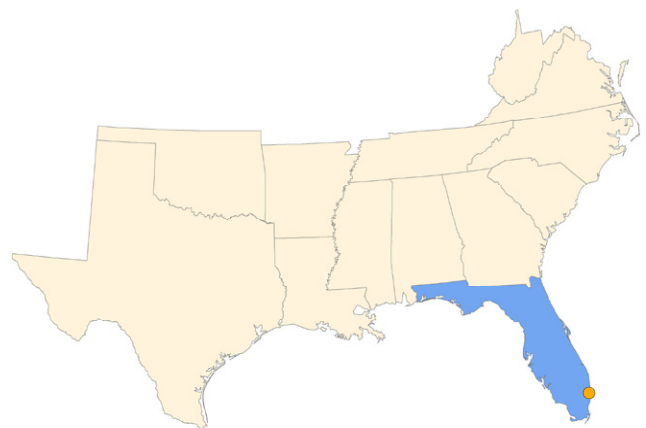
GRANT FUNDING: \$18,000,000

PROJECT DESCRIPTION

TIGER dollars will be used to leverage an additional \$ million from the Florida DOT, the City of Fort Lauderdale, and the Broward Metropolitan Planning Organization to build a new streetcar line in downtown Fort Lauderdale. The 1.4 mile streetcar line will serve the downtown urban center, which includes City Hall, the Federal Courthouse, the financial district, and Las Olas Riverfront. With streetcars running every 7.5 minutes, the Wave will serve an estimated 2,800 riders per day, many of whom will be riding transit for the first time.

PROJECT HIGHLIGHTS

- » Addresses mobility needs in a highly congested area where travel speeds have decreased to approximately 15 miles per hour during peak commute times
- » Complements the city's plans to redevelop the surrounding area through high-density, mixed-use development to support Fort Lauderdale's rapid population growth
- » Enhances connectivity with a pedestrian-accessible bridge across the New River



SOUTH

PROJECT BENEFITS

This project will stimulate economic development in downtown Fort Lauderdale while increasing pedestrian safety, mobility, and livability. The project will address an area experiencing severe congestion as the downtown region deals with rapid growth. The streetcar project, which is supported by the city, county, state, local transportation authority, and development authority, lays the foundation for a second phase that will eventually extend the line to 5.4 miles long with 10 stops.



U.S. Department
of Transportation



TIGER

RALEIGH UNION STATION PHASE I

APPLICANT/SPONSOR: City of Raleigh, North Carolina

TOTAL PROJECT COST: \$84,240,574

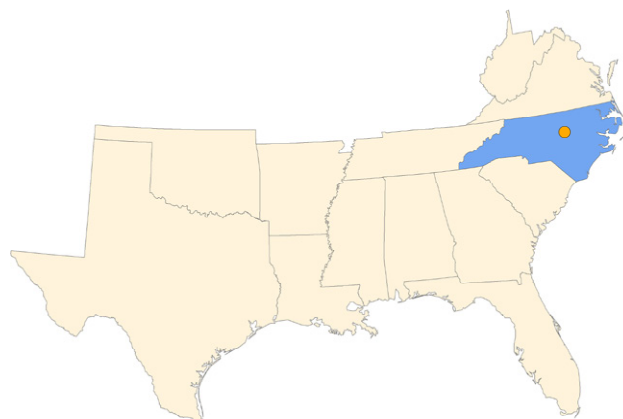
GRANT FUNDING: \$21,000,000

PROJECT DESCRIPTION

TIGER funds will support intercity passenger service in downtown Raleigh, North Carolina. The planned Southeast High Speed Rail Line will provide expanded service to intercity and commuter rail passengers, improve freight operations, and add local and intercity bus service. The project will also enhance safety by improving track signals and access to station platforms.

PROJECT HIGHLIGHTS

- » Eliminates current delays by constructing a new station track and 800-foot long platform that allows trains to stay in the station to offload passengers
- » Enhances safety by increasing passenger access and waiting space
- » Stimulates local economic development with an estimated 2.56 million square feet of office space and 6,000 residential units expected to be built within a half mile radius of the station



SOUTH

PROJECT BENEFITS

This project addresses current rail deficiencies in the Raleigh area and prepares for future growth. The existing station, which is used for daily Amtrak roundtrips, has insufficient waiting space for passengers, inadequate parking, and platforms that are not long enough to accommodate all trains. This project will accommodate additional passenger rail, including proposed high-speed service, and prepare the station to serve as an intermodal hub. The project, which is located near the State Capitol and the Raleigh Convention Center, will also spur economic development in the downtown area.



U.S. Department
of Transportation



TIGER

PORT OF CATOOSA MAIN DOCK REHABILITATION

APPLICANT/SPONSOR: Tulsa Port of Catoosa

Rural

TOTAL PROJECT COST: \$12,375,000

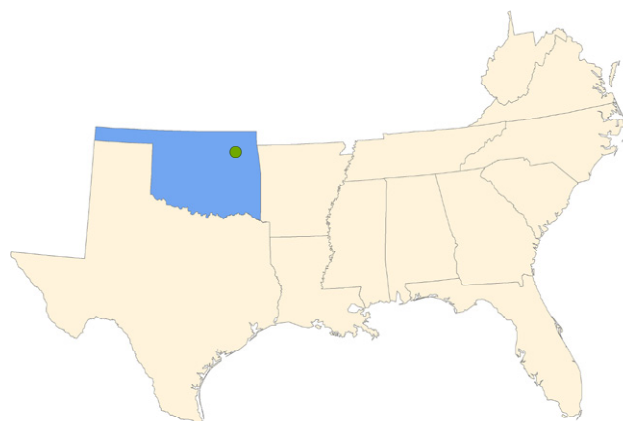
GRANT FUNDING: \$6,425,000

PROJECT DESCRIPTION

TIGER funds will allow the State of Oklahoma to renovate the main dock at the Tulsa Port of Catoosa, one of the largest inland ports in the nation. The river port is located at the head of the McClelland-Kerr Arkansas River system, the farthest point inland of any sea or river port. The TIGER grant will support resurfacing the main dock, realigning the on-site rail, and renovating a 200-ton crane.

PROJECT HIGHLIGHTS

- » Increases port capacity by over 1 million additional tons per year
- » Reduces congestion by diverting truck traffic, resulting in lower greenhouse gas emissions and \$2.1 million in savings over a thirty year period
- » Supports Tulsa's multi-modal plan to become a freight and logistics hub via the river facility and airport



SOUTH

PROJECT BENEFITS

This project increases efficiency, capacity, and economic potential for the City of Tulsa and the region. With a strong private partnership in place, the port is well positioned to grow its existing employment base of 3,700 people. These improvements will provide shippers in a large region in the Southern, Midwestern, and Western United States with an improved inland port option to lower transportation costs. Additionally, the investment in this inland port facility will reduce truck trips for many domestic shipping operations.



U.S. Department
of Transportation



TIGER

MAIN STREET TO MAIN STREET MULTIMODAL CONNECTOR

APPLICANT/SPONSOR: City of Memphis, Tennessee

TOTAL PROJECT COST: \$30,000,000

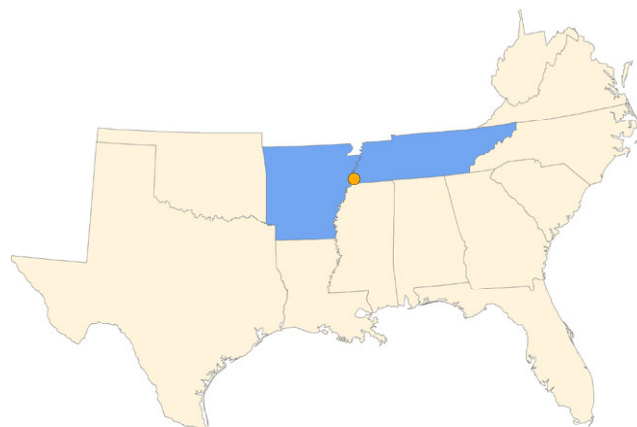
GRANT FUNDING: \$14,939,000

PROJECT DESCRIPTION

TIGER funds will improve transportation in downtown Memphis, Tennessee. The project includes upgrades to the Main Street Trolley, Main Street Mall, Central Amtrak Station, and Broadway Street. The project will also develop a new bike and pedestrian trail that will provide a crossing over the Mississippi River by way of the historic Harahan Bridge. The TIGER grant will be combined with matching investments from Memphis, West Memphis, the surrounding counties, the states of Tennessee and Arkansas, and private entities.

PROJECT HIGHLIGHTS

- » Promotes economic development through increased connectivity and improved infrastructure
- » Innovatively re-uses the historic Harahan Bridge, lowering project costs and environmental impacts
- » Serves as a model for inter-jurisdictional partnerships on infrastructure projects



SOUTH

PROJECT BENEFITS

This project will create a low-cost transportation option for the local community, and the enhanced mobility will boost opportunities for local economic development. Existing infrastructure will be brought into a state of good repair and improve access for citizens with disabilities. This project will provide a safe pathway for bicyclists and pedestrians who previously had no safe options for crossing the river.



U.S. Department
of Transportation



TIGER

GULF MARINE HIGHWAY INTERMODAL PROJECT

APPLICANT/SPONSOR: Brownsville Navigation District

Rural

TOTAL PROJECT COST: \$26,700,000

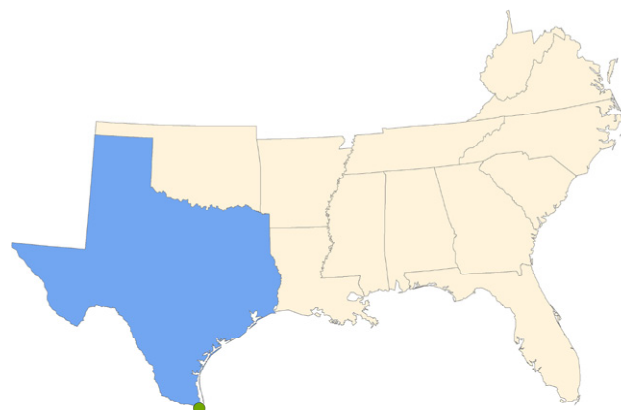
GRANT FUNDING: \$12,000,000

PROJECT DESCRIPTION

The TIGER grant will support the construction of a new 600-foot cargo dock on the south side of the Brownsville ship channel, allowing for the expansion of marine highway container operations. The new dock will include railroad sidings which will improve the intermodal transfer of materials and containers to rail or trucks for inland delivery. The expansion will also provide a second heavy-load capacity dock for steel and bulk materials traveling through the Port of Brownsville.

PROJECT HIGHLIGHTS

- » Improves safety on I-10 by reducing truck miles by an estimated 29.2 million annually
- » Leverages prior TIGER investments in Port Manatee, Florida, for improved connectivity and efficiency in the marine highway service
- » Expands limited berth space for ships at the Port of Brownsville, reducing delays experienced by existing customers



SOUTH

PROJECT BENEFITS

These improvements will continue the Port of Brownsville's success as an economic engine for Southeast Texas. This project will greatly improve operations along the M-10 marine highway corridor between Brownsville and Port Manatee, Florida, making it more efficient and cost-effective for shippers. Moving freight on the marine highway saves millions of gallons of fuel, reduces harmful emissions, and improves the safety of competing highway corridors. Supporting barge service takes trucks off the interstate and creates jobs at the Port of Brownsville.



U.S. Department
of Transportation



HOUSTON REGIONAL MULTIMODAL CONNECTIONS TO TRANSIT

APPLICANT/SPONSOR: City of Houston, Texas

TOTAL PROJECT COST: \$29,889,881

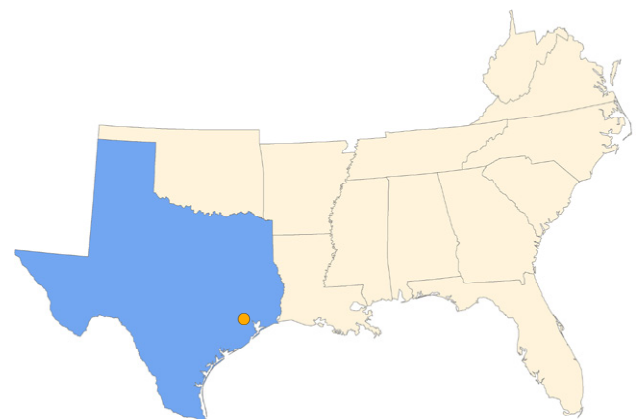
GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER funds will be used to eliminate major gaps in Houston's bike grid, providing direct bicycle and pedestrian transportation connections to local bus stops and rail stations. The TIGER grant will build 7.9 miles of on-street bike lanes, 2.8 miles of sidewalks, and 7.5 miles of off-street paths for use by bicyclists and pedestrians to connect to transit services.

PROJECT HIGHLIGHTS

- » Ensures smooth, efficient transportation routes between residential and employment centers
- » Links bikeways to numerous bus stops and light rail stations
- » Creates new paths along Houston bayous that will provide safe, off-street corridors that connect to the broader bike and pedestrian network
- » Leverages partnerships and support from Houston's business community, education and health institutions, and environmental and nonprofit groups



SOUTH

PROJECT BENEFITS

This project creates bikeways that run parallel to some of the most congested roads in Houston, providing an attractive alternative to sitting in traffic. The bikeways will connect three of Houston's most disadvantaged neighborhoods (Northside Village, Fifth Ward, and Third Ward) to Downtown, Midtown, Medical Center, and other employment centers. The project will improve safety by eliminating bikeway intersection crossings and providing alternatives to biking on high speed roads. The network is also supported by a number of public and private partners, with the local government funding 22 percent of the total project cost and private funds making up an additional 20 percent.



U.S. Department
of Transportation



TIGER

NUECES RIVER RAIL YARD EXPANSION

APPLICANT/SPONSOR: Port of Corpus Christi

TOTAL PROJECT COST: \$17,850,000

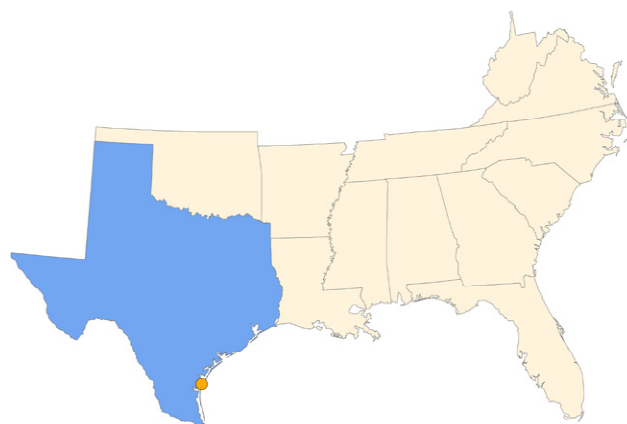
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will build new rail infrastructure at the Port of Corpus Christi, the nation's sixth largest port. With new rail siding along the Nueces River, the port will be able to better accommodate more shipments and more exports, increasing the capacity and efficiency of the port. Currently, trains are routinely turned away from the port due to insufficient rail structure, forcing their shipments to be trucked in from farther locations.

PROJECT HIGHLIGHTS

- » Constructs 7,800 feet of rail siding on the west side of the port as well as a new interchange yard, allowing the port to handle multiple large unit trains at once and increasing rail capacity
- » Leverages \$3.75 million investment from the port, as well as an additional \$4.12 million from robust private partnership of users, including three Class I railroads
- » Part of an integrated sustainability plan along the Fulton Corridor, which includes multimodal transit options for freight and commercial traffic



SOUTH

PROJECT BENEFITS

This project addresses a major bottleneck in one of the nation's key export zones where grain, wind generation equipment, military cargos, and other goods are shipped abroad. The completed project will move more long-distance shipments to rail, which will reduce highway maintenance costs, highway accidents, and greenhouse gas emissions. Over 30 years, the project is expected to reduce carbon emissions by an estimated 398,000 tons and save \$7.4 million in highway maintenance costs by eliminating 678,000 truck trips.



U.S. Department
of Transportation



RANSON-CHARLES TOWN GREEN CORRIDOR REVITALIZATION

APPLICANT/SPONSOR: City of Ranson, West Virginia

Rural

TOTAL PROJECT COST: \$23,500,000

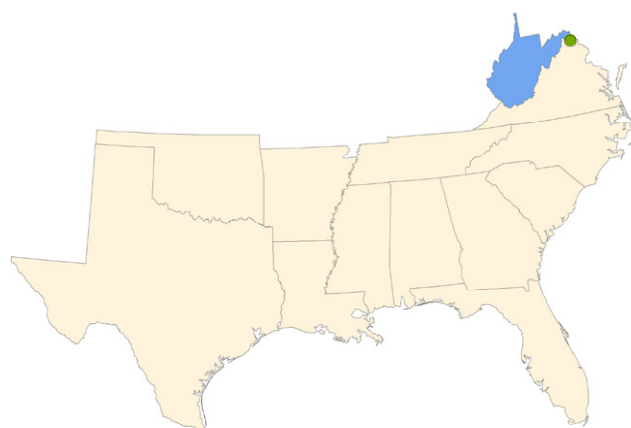
GRANT FUNDING: \$5,000,000

PROJECT DESCRIPTION

TIGER funds will be used in rural Jefferson County to expand the north-south Fairfax Boulevard by 1000 feet to connect the communities of Ranson and Charles Town to new growth areas at the north end of Ranson. The existing portions of Fairfax Boulevard and George Street will be transformed into an innovative, walkable, complete green street anchored by a new Charles Town Commuter Center. The Commuter Center will boost transit ridership via the regional PanTran commuter bus, MARC rail system, and Amtrak.

PROJECT HIGHLIGHTS

- » Connects Charles Town and Ranson to new growth areas north of Ranson
- » Promotes safe walking and biking by providing sidewalks and bike paths
- » Enhances transit service by creating a new Charles Town Commuter Center
- » Implements a project developed through a TIGER II planning grant



SOUTH

PROJECT BENEFITS

This project will help to revitalize the area, which is economically depressed. It is the culmination of three grants received in 2011: a TIGER II Planning Grant, a HUD Sustainable Communities Challenge Grant, and an EPA Area-Wide Brownfields Grant. This package of street and transit improvements will reduce sprawl, create focused growth, make the area walkable, and increase transit accessibility.



U.S. Department
of Transportation

TIGER

COALFIELDS EXPRESSWAY

APPLICANT/SPONSOR: Coalfields Expressway Authority

Rural

TOTAL PROJECT COST: \$98,000,000

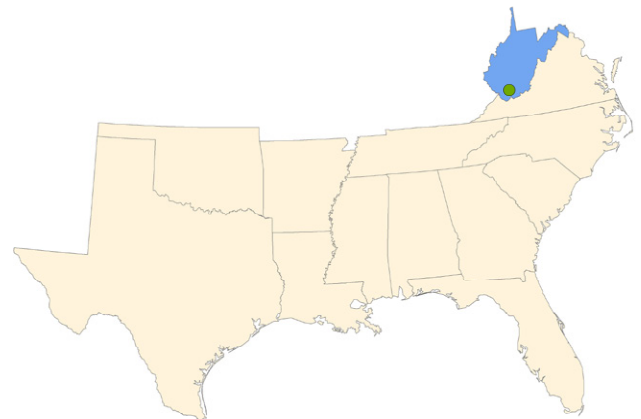
GRANT FUNDING: \$5,000,000

PROJECT DESCRIPTION

TIGER funds will support the building of a 62-mile, four-lane, divided, limited access highway. This grant will fund a four-mile segment of the project northeast of the Town of Mullens and enable previously constructed sections to be extended. The current system of rural roads passes through 31 towns and eight school zones, and encounters many at-grade railroad crossings and restricted bridges, addressing safety and state of good repair concerns.

PROJECT HIGHLIGHTS

- » Increases safety and reduces fuel consumption by establishing a new, extended highway where existing routes are primarily two-lane rural roads
- » Provides a significant economic boost to the area by reducing transportation costs and decreasing accidents
- » Greatly increases access to jobs, housing, recreation, healthcare, shopping and other amenities



SOUTH

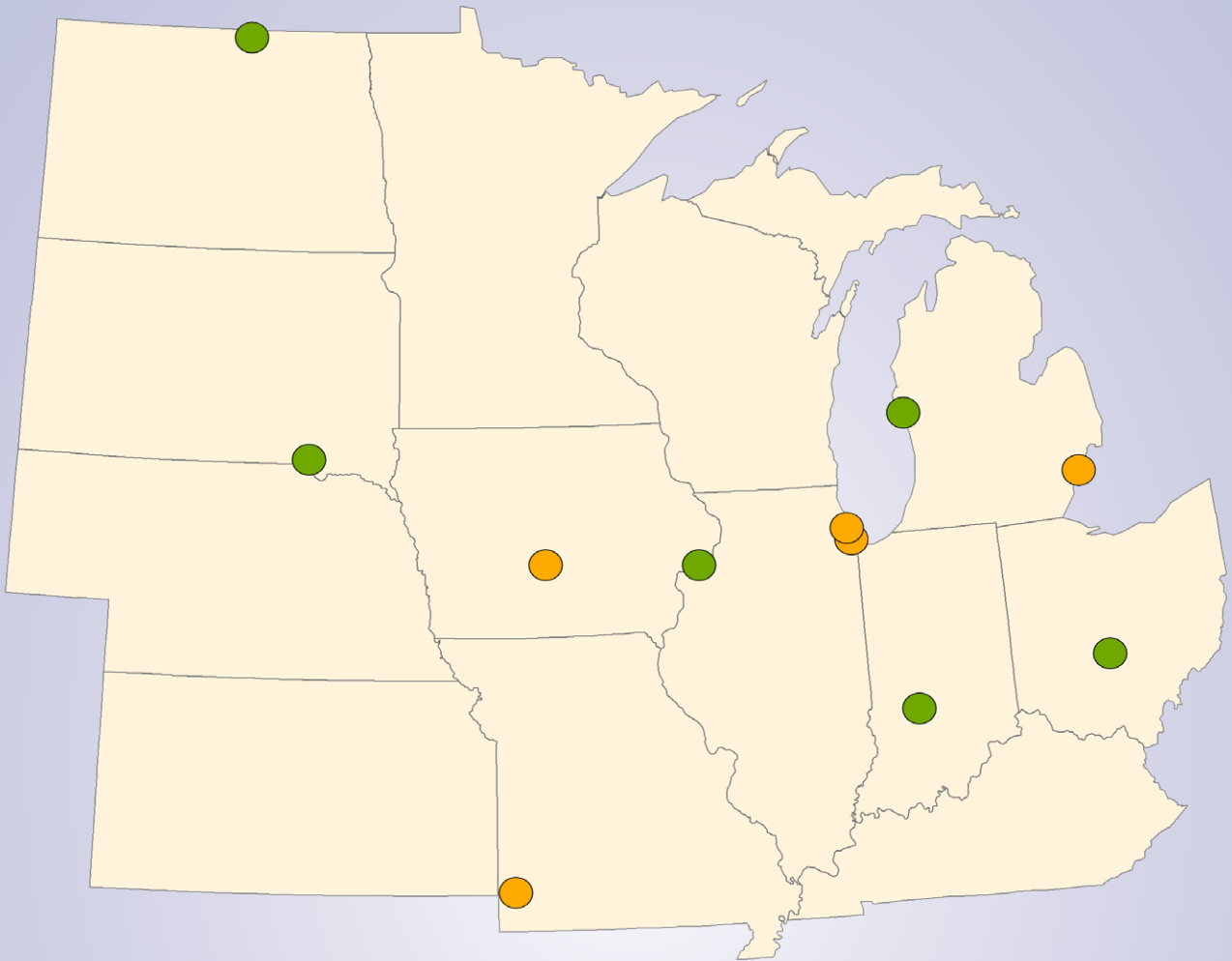
PROJECT BENEFITS

This project creates a well-designed, interconnected transportation network with increased capacity. This project will reduce steep grades and sharp horizontal curves, increase access controls, and reconfigure railroad crossings, all of which will result in safer, more efficient travel. Construction of the new facility is expected to result in a 65% reduction in traffic congestion its first year. This will also reduce operating costs, prevent crashes and improve travel time for drivers.



U.S. Department
of Transportation





CENTRAL



U.S. Department
of Transportation

TIGER

DOWNTOWN CLINTON STREET IMPROVEMENTS

APPLICANT/SPONSOR: City of Clinton, Iowa

Rural

TOTAL PROJECT COST: \$14,667,670

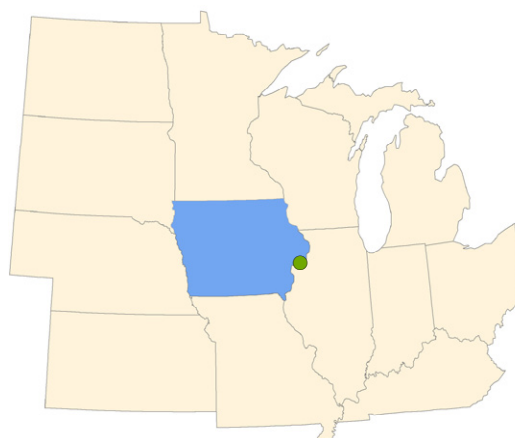
GRANT FUNDING: \$2,700,000

PROJECT DESCRIPTION

TIGER funds will be used to reconstruct 1.77 miles of Camanche Ave (U.S. Highway 30), which will improve road conditions and mobility in a redeveloping area. The city will shift the roadway 20 degrees south to create more space between Camanche Avenue and the properties bordering it, improving access to the roadway from intersecting streets. In addition, Clinton is constructing an adjoining shared-use trail that provides a direct connection to the Mississippi River Trail.

PROJECT HIGHLIGHTS

- » Completes the last segment of a \$50 million local investment to rehabilitate the polluted Liberty Square area
- » Increases transportation choices with a “complete streets” design that accommodates cars, transit, bicyclists and pedestrians
- » Enhances the city and state’s efforts to reverse decades of industrial pollution and economic decline



CENTRAL

PROJECT BENEFITS

This project will bolster the city’s partnership with the private sector to bring investment to a formerly demolished area. By building “Complete Streets” that connect to regionally significant bike and pedestrian trails and realigning roadways to manage access and prevent collisions, this project will catalyze local public and private investment in the community, enhance safety, and improve environmental sustainability for residents and visitors.



U.S. Department
of Transportation



TIGER

SOUTHEAST CONNECTOR ROAD PROJECT

APPLICANT/SPONSOR: City of Des Moines, Iowa

TOTAL PROJECT COST: \$50,000,000

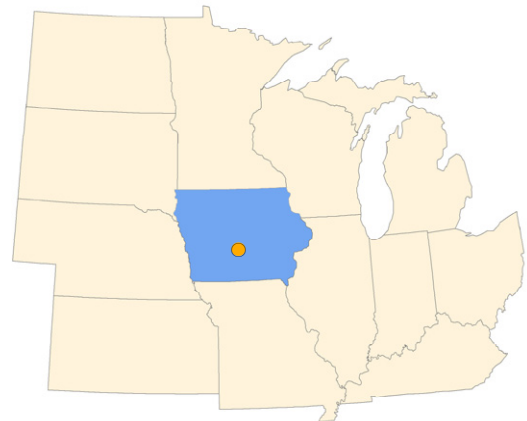
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will be used to build a 2.1 mile extension of Martin Luther King Jr. Parkway, which is part of a larger project to connect downtown Des Moines through the industrial southeast quadrant of the city to the U.S. 65 Beltway. The project will provide a direct connection for residents and businesses through this area, while also providing bicycle lanes and sidewalk along the entire length of the roadway.

PROJECT HIGHLIGHTS

- » Invests in infrastructure necessary for development in low income, industrial brownfield area to create 200 jobs and support economic redevelopment
- » Enhances access and safety for residents and visitors by creating sidewalks and bike lanes.
- » Increases environmental sustainability and reduces greenhouse gas emissions by addressing congestion and providing transportation choices



CENTRAL

PROJECT BENEFITS

This project will provide significant safety and economic benefits. The safety benefits include eliminating two at-grade rail crossings, reducing congestion to improve emergency response times, and providing safe facilities. The economic development through this east-west connector will promote urban development. The project will improve transportation options and the overall livability of the neighborhoods with sidewalks, trail access, and general aesthetic improvements to the abandoned rail corridor.



U.S. Department
of Transportation



TIGER

95TH STREET TERMINAL EXPANSION

APPLICANT/SPONSOR: Chicago Transit Authority

TOTAL PROJECT COST: \$140,000,000

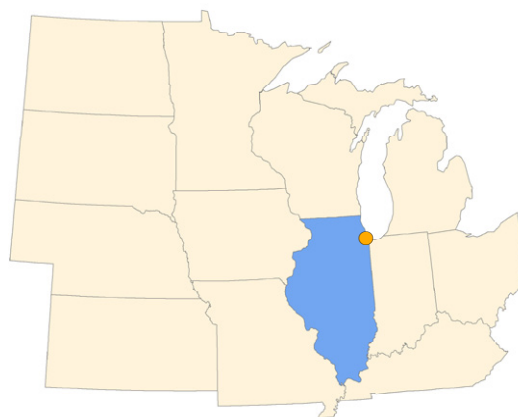
GRANT FUNDING: \$20,000,000

PROJECT DESCRIPTION

TIGER funds will be used to improve the 95th Street Terminal as part of a larger overall improvement project. A portion of the award will support an innovative loan from DOT's TIFIA program for up to one third of the project's costs, and the rest will be provided as grant funds. The 95th Street Terminal is the Chicago Transit Authority's (CTA) fourth busiest rail station and a major Chicago bus terminal. In 2011, the terminal served four million rail passengers and an additional 1.3 million bus passengers. Serving Chicago's south side, the 95th Street Terminal connects 350,000 households to transit services throughout the region, which includes a large elderly and disabled population, 20,000 zero car households, and a 76 percent minority population. Originally constructed in 1969, the terminal is in need of infrastructure updates and repairs. The 95th Street Terminal Improvement project will expand the number of bus bays, widen the sidewalks and bus platforms, and extend the terminal to provide a direct entrance from 95th Street.

PROJECT HIGHLIGHTS

- » Repairs and updates bus terminals and stations, reducing congestion and greatly improving safety
- » Improves bus and pedestrian circulation and accessibility for commuters, including elderly and paratransit users
- » Minimizes costs of repair and maintenance costs
- » Complements two other projects in the immediate area, including an extension of CTA service and state of good repair work on adjacent track line



CENTRAL

PROJECT BENEFITS

This project will improve the long-term transit efficiency, reliability, cost competitiveness, and sustainability of an essential terminal in an economically distressed community, which services the largest number of bus routes of any rail station on the CTA system. The project will minimize delays, improve movement of buses, and improve pedestrian safety. The congestion relief gained through the improvements will allow for an unrestricted flow of vehicles and people, enhancing the safety of all involved and reducing travel times for each passenger.



U.S. Department
of Transportation



TIGER

APPLICANT/SPONSOR: Illinois Department of Transportation

TOTAL PROJECT COST: \$17,700,000

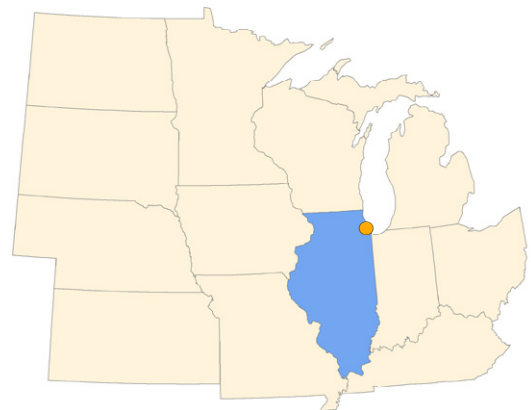
GRANT FUNDING: \$10,440,000

PROJECT DESCRIPTION

TIGER funds will be used to complete two projects in the Chicago Region Environmental and Transportation Efficiency (CREATE) program, a public-private partnership to improve freight flows through the Chicago region. The partnership includes the Illinois DOT, Chicago DOT, Metra, Amtrak, and the Association of American Railroads (AAR). This grant funding completes the planned improvements along the Western Avenue rail corridor, including replacing 16 hand-thrown switches with automatic switches; constructing connection tracks between CSX, Norfolk Southern, and BNSF tracks; and installing a computerized Traffic Control System to improve speeds and reduce delays throughout the corridor.

PROJECT HIGHLIGHTS

- » Prevents conflicts and reduces delays between numerous freight and passenger trains that cross the corridor daily
- » Reduces train travel times by as much as 50 minutes
- » Reduces delays on the St. Louis corridor for both Amtrak and Metra Heritage Corridor passenger trains



CENTRAL

PROJECT BENEFITS

Upgrades will lead to an increase in overall capacity. Replacing hand-thrown switches with remote/automatic switches will improve the speed, capacity, and reliability of the corridor. The signal system upgrades will provide greater visibility to the train dispatcher, providing information on the exact locations of trains while enhancing the dispatcher's ability to route more trains through the region. In addition, operations in and out of the four intermodal yards, each of which handles five or more intermodal trains per day, will be improved.



U.S. Department
of Transportation



Illinois Department
of Transportation

TIGER

MONROE COUNTY BRIDGE REPLACEMENT

APPLICANT/SPONSOR: Monroe County, Indiana

Rural

TOTAL PROJECT COST: \$3,126,250

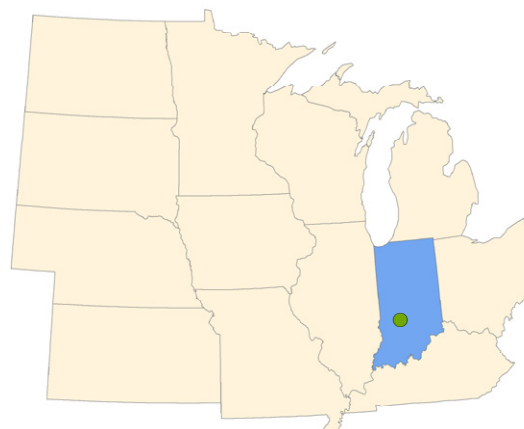
GRANT FUNDING: \$1,496,600

PROJECT DESCRIPTION

TIGER funds will reconstruct a functionally obsolete bridge that serves as the primary access point for the Town of Stinesville, Indiana. The bridge is near the end of its design life, and is currently under weight restrictions. Part of the structure is currently below the 100 year flood plain and is often subject to closure due to heavy rain. The replacement bridge will have a 75 year life span, significantly reducing maintenance costs and improving safety.

PROJECT HIGHLIGHTS

- » Replaces a functionally obsolete bridge and reduces annual maintenance costs
- » Ensures economic competitiveness of the community by maintaining important connector for mobility of goods and people
- » Reduces emissions, vehicle operating costs, and travel times by preventing detours



CENTRAL

PROJECT BENEFITS

This project will reduce daily travel times for residents and improve response times for emergency services. Currently, the obsolete bridge is used by 90 percent of the town's residents and emergency services. Safety improvements along the new bridge, including wider shoulders and geometric alignment, will reduce the potential risk for accidents.



U.S. Department
of Transportation

TIGER

LINK DETROIT MULTIMODAL ENHANCEMENTS

APPLICANT/SPONSOR: City of Detroit, Michigan

TOTAL PROJECT COST: \$24,834,173

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will support the Link Detroit project, a series of multi-modal infrastructure improvements that will connect multiple destinations in downtown Detroit. The project will enhance the area surrounding Eastern Market, one of the oldest and most successful public markets in the nation. In addition, it will connect the market district to an existing bike and pedestrian network, while also providing access to employment and educational centers.

PROJECT HIGHLIGHTS

- » Connects Detroit's downtown central businesses to Eastern Market, Midtown, and Hamtramck
- » Supports collaboration of three non-profit organizations and municipal project partners, all dedicated to revitalizing the city
- » Enhances pedestrian and bicyclist safety by separating them from automobile traffic
- » Returns bridges to a state of good repair while lowering maintenance costs over the lifecycle of the new structures
- » Stimulates economic activity and job creation in an economically depressed city



CENTRAL

PROJECT BENEFITS

This project will generate opportunities for economic reinvestment and support the local and regional community by providing convenient and cost-effective transit options. By enhancing bike and pedestrian transportation options through improved streetscapes and access to public transportation, this project will improve the quality of life and keep more individuals in the area. The \$24.8 million overall investment is projected by the applicant to create over 16,000 jobs throughout Wayne County, largely in the retail, professional services, and construction sectors, and generate nearly \$1.9 billion in economic activity between 2015 and 2020. Within the Eastern Market District, over 7,000 new jobs in the retail and professional sectors are anticipated.



U.S. Department
of Transportation



TIGER

MUSKEGON RURAL BUS SERVICE

APPLICANT/SPONSOR: County of Muskegon, Michigan

Rural

TOTAL PROJECT COST: \$1,350,000

GRANT FUNDING: \$1,350,000

PROJECT DESCRIPTION

TIGER funds will enable Muskegon County to purchase three compressed natural gas (CNG) buses, extending transit services to rural areas of the county that are currently not served. The new transit service will provide access to the many large employers located in rural and suburban areas in the county.

PROJECT HIGHLIGHTS

- » Expands transit service to areas previously not served, connecting residents with major employers and job training opportunities
- » Fulfills a recommendation from an EPA smart growth technical assistance grant, which identified expanding transit service to rural areas in the county as a top priority
- » Aligns with the Muskegon Area-Wide Plan, a land-use and economic development plan based on livability and sustainability principles
- » Features buses fueled by compressed natural gas, which have significantly lower air pollution than regular buses



CENTRAL

PROJECT BENEFITS

This project will expand transit service to an additional 47,000 citizens, making public transportation available to 79 percent of the county's residents. Thousands of workers in the area have been affected by recent plant closures and economic challenges, and this project will provide access to new employment opportunities, as well as low income housing units, job training sites, literacy programs, and recreation facilities.



U.S. Department
of Transportation



TIGER

JOPLIN TRANSPORTATION AND DISASTER RECOVERY PROJECTS

APPLICANT/SPONSOR: City of Joplin, Missouri

TOTAL PROJECT COST: \$23,500,000

GRANT FUNDING: \$12,000,000

PROJECT DESCRIPTION

TIGER funds will be used to construct two grade-separated highway overpasses over the Kansas City Southern Railway at 15th and 20th Streets. The Joplin Transportation and Disaster Recovery Project builds on recovery activities following the devastating EF5 tornado that struck Joplin in May 2011. This project was one of several identified to help Joplin's transportation systems recover, while also promoting the return of economic activity in areas of devastation.

PROJECT HIGHLIGHTS

- » Eliminates vehicle delays at railroad crossings as well as long delays and route changes for emergency vehicles. Approximately 15 trains travel over these highway-rail grade crossings daily with a projected increase to 29 per day in 20 years
- » Creates new jobs in Jasper County, where the unemployment rate jumped by 1.7 percent after the tornado
- » Reduces greenhouse gas emissions resulting from congestion



CENTRAL

PROJECT BENEFITS

The grade separation projects will reduce fuel usage and improve air quality by eliminating idling time waiting on trains at the grade crossings. The project will improve safety by reducing the number of highway rail grade crossing crashes and will build on previous federal investments dedicated to assisting in the disaster recovery after the May 2011 tornado. To date, Joplin has received \$350,000 in Community Development Block Grant funding to establish a Habitat for Humanity program, and the Federal Emergency Management Agency (FEMA) provided an emergency response team.



U.S. Department
of Transportation



TIGER

BIA 7 - COLLEGE ROAD IMPROVEMENTS

APPLICANT/SPONSOR: Turtle Mountain Band of Chippewa

Rural

TOTAL PROJECT COST: \$9,177,091

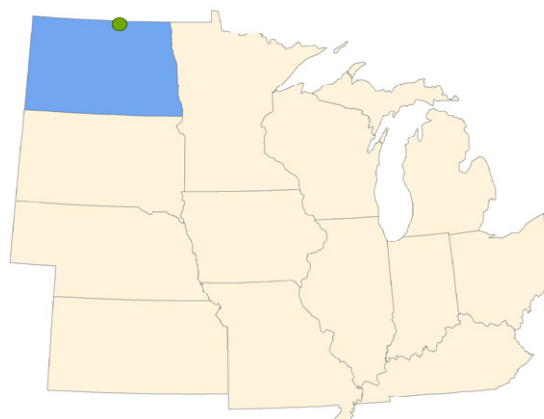
GRANT FUNDING: \$4,000,000

PROJECT DESCRIPTION

TIGER funds will reconstruct 4.26 miles of the most heavily traveled road in the Turtle Mountain Band of Chippewa community, as well as add pedestrian and bicycle paths. Rebuilding College Road will address the roadway's current state of disrepair and improve safety for pedestrians and cyclists who currently travel on the road's narrow shoulders.

PROJECT HIGHLIGHTS

- » Repairs current substandard roadway conditions, including extensive surface cracking, narrow shoulders, and poor rainwater management
- » Creates a new bike and pedestrian lane, enabling local students and community members to commute more safely
- » Provides safe access to the local hospital and all other municipal services for community residents
- » Leverages a 56 percent local match from a highly economically distressed community to complete an essential project



CENTRAL

PROJECT BENEFITS

This project will create construction jobs in this small, rural community in northern North Dakota, as well as improve links to surrounding towns, offering more employment opportunities. The community suffers from a staggering 69.25 percent unemployment rate, and many local residents do not have access to cars. Having safe, well-paved roads to reach the local community college, health center, and municipal services is essential, and this project will directly address that need. By engaging the entire community, the Turtle Mountain Band of Chippewa has illustrated its commitment to this project and its recognition of the importance of investing in local infrastructure to expand opportunities for residents.



U.S. Department
of Transportation



TIGER

PICKAWAY EAST WEST CONNECTOR ROAD

APPLICANT/SPONSOR: Columbus Regional Airport Authority

Rural

TOTAL PROJECT COST: \$25,715,481

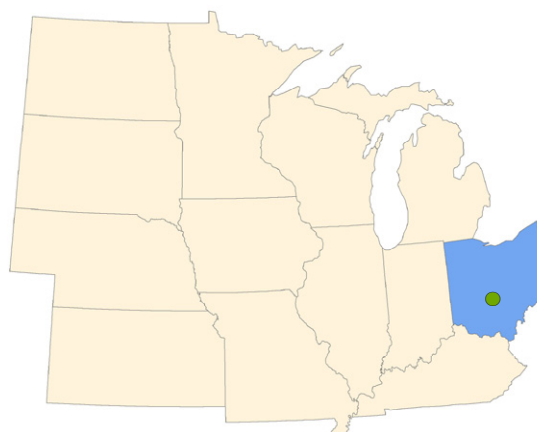
GRANT FUNDING: \$16,082,435

PROJECT DESCRIPTION

TIGER funds will be used to upgrade two weight-restricted township roads that link Rickenbacker Airport and Intermodal Facility to U.S. 23. Upgrades include adding shoulders, widening the roads, adding signals at intersections, and providing grade separations over two Class I railroads. The roads are currently overused by trucks traveling to the cargo-dedicated airport, and traffic is projected to increase dramatically due to the completion of the Heartland Corridor project and the Panama Canal expansion.

PROJECT HIGHLIGHTS

- » Grade separations over railroad crossings will improve safety and efficiency, eliminating truck bottlenecks at the entrance of the Intermodal Facility that cause delays, increased emissions, and safety hazards
- » Connects Rickenbacker Airport and Intermodal Facility via the newly developed Heartland Corridor to the deep water port in Norfolk, Virginia
- » Positions the Ohio region to take advantage of the Panama Canal expansion through improved capacity and connectivity



CENTRAL

PROJECT BENEFITS

This project will be the last segment of a vast and impressive partnership between an array of stakeholders including the Columbus Regional Airport Authority, Ohio Department of Development, Norfolk Southern Railroad, Ohio Department of Transportation, Franklin County Board of Commissioners, and CSX Railroad, leveraging over \$490 million in public and private investments. Once complete, the project will create an efficient freight corridor between regional, national, and global markets. It will maintain the roads in a state of good repair while allowing Rickenbacker Airport and Intermodal Facility to handle the increased commercial traffic resulting from the Heartland Corridor and the Panama Canal expansion.



U.S. Department
of Transportation



COLUMBUS REGIONAL
AIRPORT AUTHORITY

TIGER

IHANKTONWAN TRANSIT FACILITIES PROJECT

APPLICANT/SPONSOR: Yankton Sioux Tribe

Rural

TOTAL PROJECT COST: \$1,200,000

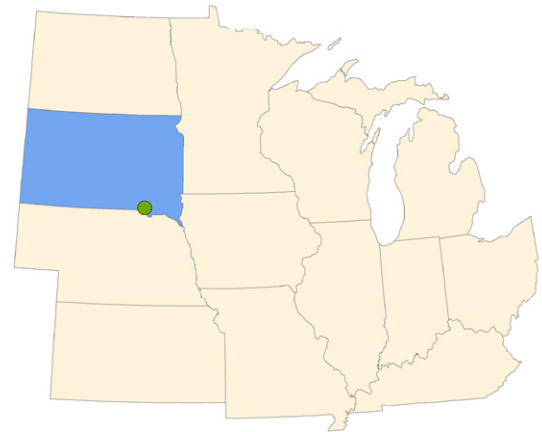
GRANT FUNDING: \$1,000,000

PROJECT DESCRIPTION

TIGER funds will build the Ihanktonwan Transit Facility, creating a single location in rural Marty, South Dakota, to house maintenance, transit vehicle storage, and administrative functions for buses serving the Yankton Sioux Tribe reservation. The tribe began providing transit services to residents in May 2011, and is currently operating a fleet of three vehicles. However, without a storage and maintenance facility, vehicles are being stored at the homes of drivers, exposing them to the elements. Vehicles currently undergo maintenance and repair at regular commercial facilities. The proposed facility will allow for safe vehicle storage, more regular maintenance, and cost savings.

PROJECT HIGHLIGHTS

- » Expands transportation options in a rural, economically distressed Native American community, improving economic competitiveness, safety, and livability
- » Partners include the Yankton Sioux Tribe Business and Claims Committee, Wagner Community School District no. 11-4, Veterans of Foreign Wars and American Legion local posts, Ihanktonwan Community College, and the four communities on the reservation
- » Supports bus service which connects residents to jobs, education, and the community



CENTRAL

PROJECT BENEFITS

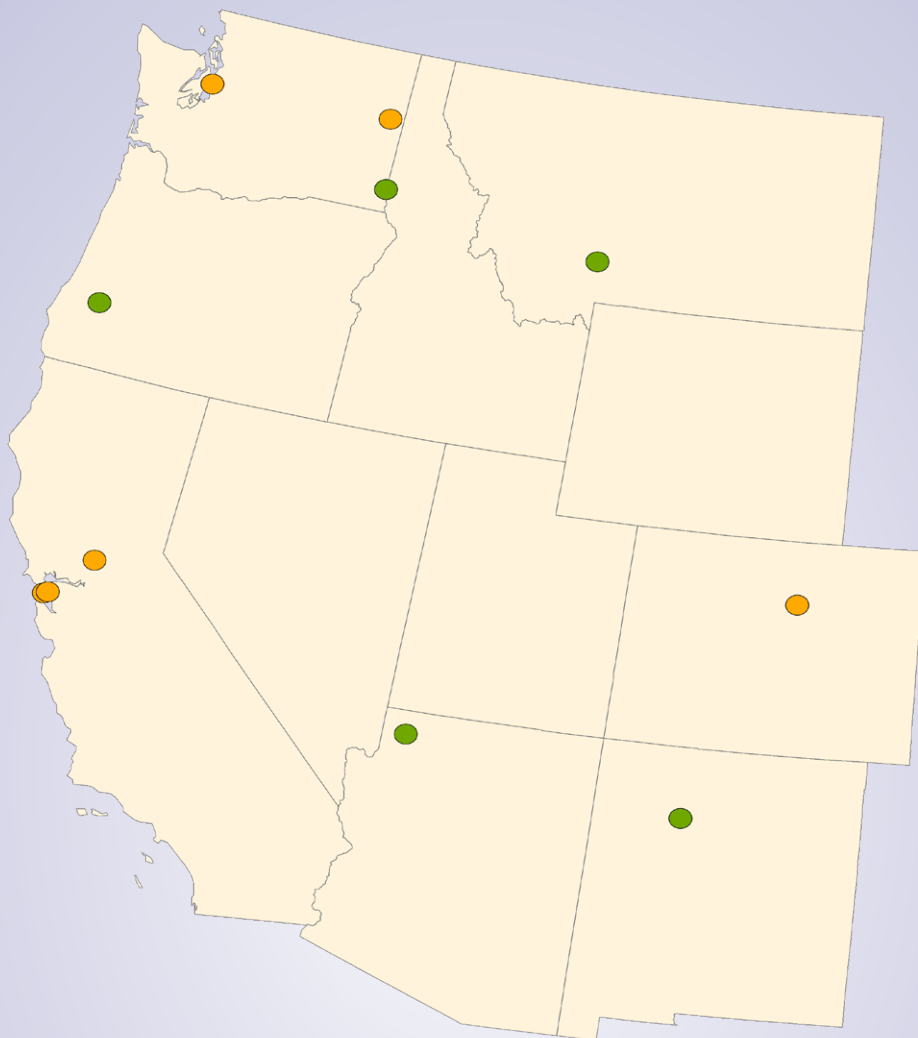
This project will provide reliable and critical transit services to an underserved population. Currently, 55 percent of adult tribal members do not have driver's licenses, and many others do not own a personal vehicle. After the expanded service began in May 2011, 23 unemployed residents were able to get jobs. By providing safe transportation, the project sponsors estimate that, over a 20 year period, the service will avoid one fatality, six injury accidents, eleven non-injury accidents, and \$285,000 in property damage.



U.S. Department
of Transportation



TIGER



WEST



U.S. Department
of Transportation

TIGER

I-15 VIRGIN RIVER GORGE BRIDGE

APPLICANT/SPONSOR: Arizona Department of Transportation

Rural

TOTAL PROJECT COST: \$27,000,000

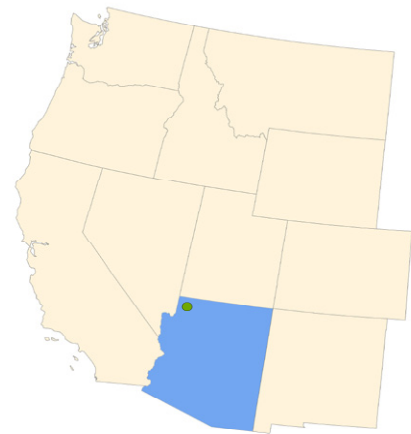
GRANT FUNDING: \$21,600,000

PROJECT DESCRIPTION

TIGER funds will rehabilitate bridge number 6 along I-15 in the Virgin River Gorge. The project is a multi-state initiative with the support of neighboring Nevada and Utah. Currently classified as structurally deficient due to fatigue cracks in steel girders, TIGER funds will replace the deteriorating sections of the bridge with improved elements, increasing its lifespan and efficiency. The bridge is an important aspect of the interstate corridor that links Arizona, Utah, Nevada, and California to Canada and Mexico. I-15 is the only north-south interstate route that allows triple truck trailers.

PROJECT HIGHLIGHTS

- » Rehabilitates a structurally deficient, nationally significant freight and passenger bridge on the Interstate system
- » Improves movement on the Canamex Corridor, an important trade route linking the western states with Canada and Mexico
- » Reduces congestion, fuel use, greenhouse gas emissions, and maintenance costs



WEST

PROJECT BENEFITS

This project will significantly improve the state-of-good-repair of the bridge and surrounding roads by preventing detours and excessive traffic. The reduction in congestion, fuel usage, and maintenance costs will benefit the economic competitiveness of the region; maintaining the trade route will benefit the nation. Additionally, the prevention of detours and bridge closures reduces greenhouse gas emissions and improves environmental sustainability.



U.S. Department
of Transportation



MISSION BAY/UCSF HOSPITAL MULTIMODAL TRANSPORTATION INFRASTRUCTURE

APPLICANT/SPONSOR: City and County of San Francisco/San Francisco Municipal Transportation Agency (SFMTA)

TOTAL PROJECT COST: \$46,500,000

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will allow San Francisco Municipal Transportation Agency (SFMTA) and the City and County of San Francisco to fill critical gaps in the transportation infrastructure of a major brownfields redevelopment site. Less than one mile from downtown San Francisco, this blighted, abandoned former rail-yard and industrial site will be transformed into a mixed-use, transit-oriented development. TIGER funds will complete the street grid, build pedestrian and bicycle facilities, improve the highway off-ramp, and construct a short-run loop for the light rail that will enable SFMTA to double service to the area.

PROJECT HIGHLIGHTS

- » Enables quick and easy movement by foot, bike, bus, rail, or car with mixed-use development one mile from downtown
- » Reduces vehicle miles traveled by 1.5 million miles per year, emissions by 800 metric tons, and saves over 2 million hours of travel time delay annually
- » Within Mission Bay, 100% of households and places of employment will be located within ¼ mile of transit, providing jobs within walking distance to housing and public transit



WEST

PROJECT BENEFITS

At completion, this project will be a model of livability with five light rail stops, a commuter rail line, 6,000 housing units, nine million square feet of biotech facilities, a 500 room hotel, several hundred thousand square feet of retail, 49 acres of open space, a grocery store, new school, new public library, city police headquarters and local police and fire stations. TIGER provides funding for the multimodal transportation infrastructure that will create immediate jobs through the construction of infrastructure, and permanent jobs through the expansion of the biotech industries and the surrounding development.



U.S. Department
of Transportation



SFMTA

TIGER

SACRAMENTO VALLEY STATION IMPROVEMENT

APPLICANT/SPONSOR: City of Sacramento, California

TOTAL PROJECT COST: \$30,000,000

GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER funds will be used to rehabilitate the 1926 Sacramento Valley Station, the seventh busiest rail station in the nation. It will also upgrade service for passengers on four different Amtrak routes, including the Capital Corridor, Amtrak's third busiest route in the country. In addition to Amtrak, this station will connect passengers with buses and light rail. This phase of station restoration will improve the interior and exterior of the building, and install modern electrical, heating, and cooling systems.

PROJECT HIGHLIGHTS

- » Improves passenger flow and amenities for Sacramento Valley station, serving 42 trains and 4,700 passengers daily
- » Leverages and boosts planned economic development in the station vicinity including a new stadium for the Sacramento Kings and a new transit-oriented mixed-use development
- » Greatly increases commercial lease space, enhancing the economic sustainability of the station



WEST

PROJECT BENEFITS

This station will function as an intermodal hub, with a co-located light rail station and bays for transit and inter-city buses. It will also expand the potential for bicycle commuting amenities, adding about 200 secure, weather-protected, lockable bicycle parking stalls. The improvements to the station will spur an estimated increase of 5% in near-term ridership at this already busy hub, with ridership projected to quadruple by 2035. Development around the station site will enhance community economic development and livability.



U.S. Department
of Transportation



TIGER

PORT OF OAKLAND INTERMODAL RAIL IMPROVEMENTS

APPLICANT/SPONSOR: Port of Oakland, California

TOTAL PROJECT COST: \$43,000,000

GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER funds will boost rail access and capacity at the port by building a new arrival track and high-speed turnout from Union Pacific's mainline, two track leads into the port's new Joint Intermodal Terminal, and a new manifest yard (Knight Yard) to replace the former Oakland Army Base Yard. Knight Yard will be able to handle 100-150 rail cars per day. The TIGER project is a crucial first step in the Oakland Global development program, a \$400 million dollar effort to redevelop the former Oakland Army Base into a nationally significant trade and logistics hub.

PROJECT HIGHLIGHTS

- » Improves capacity and access at the leading U.S. gateway for exports.
- » Supports one of the nation's designated domestic Strategic Ports, a critical link in the logistics transfer for our military forces overseas
- » Increases economic competitiveness of an economically distressed area, as well as the region and nation by fostering trade capacity



WEST

PROJECT BENEFITS

This project improves efficiency, capacity, and economic growth at the Port of Oakland by eliminating costly delays. Today, trains accessing the port's Joint Intermodal Terminal must slow to five miles per hour to cross through Union Pacific's yard. This causes delays to both Union Pacific and Burlington Northern Santa Fe (BNSF) operations. By eliminating this conflict, the freight operations are improved with spillover benefits for the 60 passenger trains that share the corridor and pass by the port daily. The Port of Oakland is one of only six U.S. ports with a 50 foot depth, to accommodate large ships.



U.S. Department
of Transportation



PORT OF OAKLAND

TIGER

I-25 NORTH MANAGED LANES '9LH9BG=CB AND EXPRESS BUS PROJECT

APPLICANT/SPONSOR: Colorado Department of Transportation

TOTAL PROJECT COST: \$44,300,000

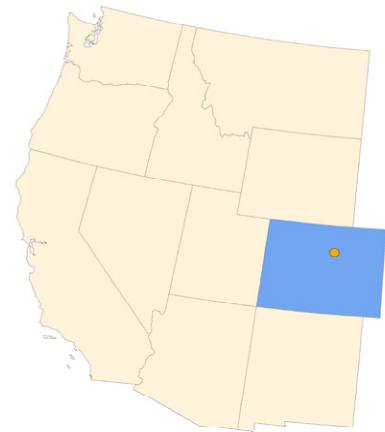
GRANT FUNDING: \$15,000,000

PROJECT DESCRIPTION

TIGER funds will allow the Colorado Department of Transportation to resurface a six mile portion of I-25 north of Denver and extend managed toll lanes. Currently, drivers on Interstate 25, an essential highway in the movement of goods and people across the West, experience significant congestion and delays in their commutes. Managed lanes offer a less congested alternative for high-occupancy vehicles and express bus service, while charging variable prices for single occupant vehicles based on overall demand. This project is the result of immense collaboration with the support of 24 project partners.

PROJECT HIGHLIGHTS

- » Relieves extreme congestion during peak commuting times, avoiding long delays for drivers and freight
- » Improves economic competitiveness of the city, state, and region by ensuring efficient movement of goods through the Western Transportation Trade Network
- » Utilizes existing right-of-way for two additional managed toll lanes, one in each direction
- » Reduces collisions by an estimated 10 percent



WEST

PROJECT BENEFITS

This project will improve transit and carpooling for commuters. By extending lanes northward in this six mile corridor, these lanes will save commuters valuable time. The Regional Transportation District (RTD) has committed to expanding its express bus service along this corridor to reach a greater number of commuters who otherwise would drive into Denver. Colorado DOT and the communities affected by this project have contributed extensive resources to this application, requesting TIGER assistance to complete a robust package of state and local funding. This project will reduce congestion for local industries who depend on I-25 to move their goods to market.



U.S. Department
of Transportation



TIGER

PORT OF LEWISTON DOCK EXTENSION

APPLICANT/SPONSOR: Port of Lewiston, Idaho

Rural

TOTAL PROJECT COST: \$2,900,000

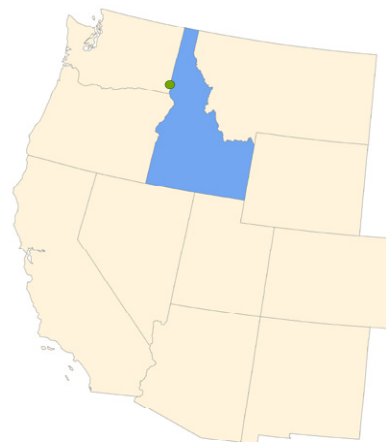
GRANT FUNDING: \$1,300,000

PROJECT DESCRIPTION

TIGER funds will improve this inland port on the Columbia/Snake River System. In 2011, the Port of Lewiston exported cargo to 17 countries, including 85% of the regional production of soft white wheat, peas and lentils, making it one of the primary inland export terminals in the nation. TIGER funding will be used to extend the port's existing 120 foot dock by 150 feet. The current size of the dock limits the movement of the port's unloading crane to a relatively small area. Currently, the barge or crane must be repositioned several times to reach cargo, a long and cumbersome procedure. Extending the dock will allow the crane to move along the entire face of the dock and provide access to two barges simultaneously.

PROJECT HIGHLIGHTS

- » Increases the Port of Lewiston's capacity
- » Supports the growth of international trade throughout the region
- » Reduces greenhouse gas emissions by increasing the capacity for barges, while decreasing the need for truck movement



WEST

PROJECT BENEFITS

This project will increase the efficiency and productivity of port operations, reduce environmental impacts, and enhance safety for dock workers. One ton of cargo can travel 576 miles per gallon of fuel by barge, making barges the most fuel efficient mode of transportation. Reducing shipping costs and increasing exporter profitability will benefit the national economy and further the President's initiative to double exports.



U.S. Department
of Transportation



YELLOWSTONE INTERNATIONAL AIRPORT INTERCHANGE DEVELOPMENT

APPLICANT/SPONSOR: Gallatin County, Montana

Rural

TOTAL PROJECT COST: \$54,316,236

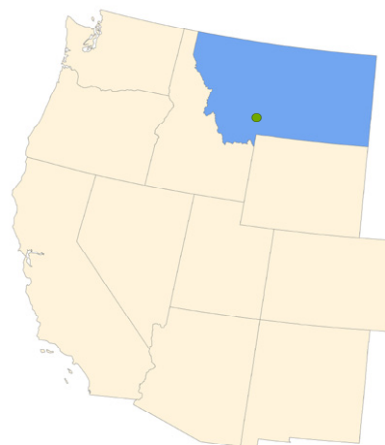
GRANT FUNDING: \$8,976,224

PROJECT DESCRIPTION

TIGER funds will be used to create a new interchange on I-90 near Alaska Road and the entrance to the Yellowstone International Airport in Belgrade, Montana. The new interchange will reduce congestion and delays, improve safety by removing at-grade rail crossings, and maintain the local roads by rerouting traffic to the interstate.

PROJECT HIGHLIGHTS

- » Creates a bypass roadway to the new airport terminal expansion and the north side of Belgrade
- » Improves access between Belgrade and I-90 for first responders and public safety vehicles when trains are on the tracks
- » Removes two at-grade rail crossings and creates a north/south grade separated interstate and rail crossing
- » Reduces traffic congestion at a four-way stop at the intersection in Belgrade



WEST

PROJECT BENEFITS

This project will shift traffic from local Belgrade streets onto Interstate 90, increasing efficiency and reducing greenhouse gas emissions. It will also improve safety by eliminating two at-grade rail crossings and creating a grade-separated interstate and rail crossing. The project creates a south connector roadway from the new interchange directing traffic more efficiently from the airport to Yellowstone National Park and Big Sky, improving the flow of goods and people, and increasing the economic competitiveness of the region.



U.S. Department
of Transportation



TIGER

TORREON ROAD REHABILITATION

APPLICANT/SPONSOR: Sandoval County, New Mexico

Rural

TOTAL PROJECT COST: \$5,740,000

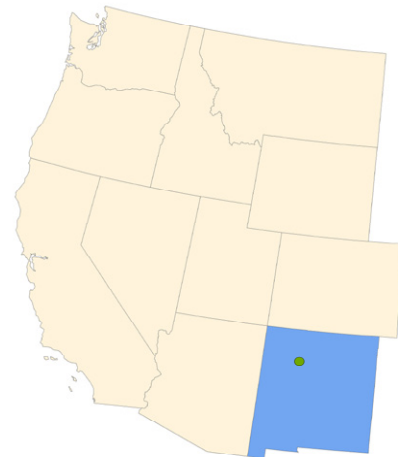
GRANT FUNDING: \$5,000,000

PROJECT DESCRIPTION

TIGER funds will turn 11.9 miles of a vital, but deteriorating, rural road into a paved connector with shoulders, allowing 55-65 miles-per-hour speeds. This section of the road serves four chapters of the Navajo Nation as well as Sandoval County. The project demonstrates widespread support and collaboration between the New Mexico Department of Transportation, Navajo DOT, and the Mid Region Council of Governments.

PROJECT HIGHLIGHTS

- » Reduces travel distance by 45 miles, significantly decreasing travel time, fuel consumed, and greenhouse gas emissions
- » Facilitates use of the land by mining companies, which will increase the economic activity in the highly economically distressed area with an unemployment rate of 46 percent
- » Once complete, the road will be made accessible to buses, emergency vehicles, and trucks for the first time



WEST

PROJECT BENEFITS

This project connects the Village of Torreon to San Luis, New Mexico, improving access to employment, commerce, and service centers for residents. Bringing the road up to a state-of-good-repair will reduce future maintenance costs and increase safety for both pedestrians and drivers. This project will also provide the opportunity for economic development in a community suffering from high unemployment.



U.S. Department
of Transportation



TIGER

SISKIYOU SUMMIT RAILROAD REVITALIZATION

APPLICANT/SPONSOR: Oregon Department of Transportation

Rural

TOTAL PROJECT COST: \$9,492,256

GRANT FUNDING: \$7,089,192

PROJECT DESCRIPTION

TIGER funds will support the rehabilitation of a 296-mile stretch of the short line railroad operated by the Central Oregon & Pacific Railroad, closed since 2008 due to a poor state-of-repair and lack of funds. TIGER funds will improve tunnels, rails, ties, and bridges; reopen the rail line; and upgrade the line to carry the current standard 286,000 pound freight capacity. As the track runs parallel to I-5 between Northern California and Oregon, reopening the line provides a more environmentally friendly and economically competitive method of shipping goods in the region.

PROJECT HIGHLIGHTS

- » Restores service along an interstate rail line that connects multiple communities in California and Oregon with the national freight rail system
- » Accommodates the industry standard 286,000 pound rail cars, which will increase the efficiency and cost-effectiveness for shippers, providing incentives to rail, rather than truck cargo through the region
- » Creates safe and economical transportation options for the forest products industry, a major exporter in the region



WEST

PROJECT BENEFITS

This project will improve freight transportation options to Southern Oregon and Northern California. With new freight rail options, the project can be expected to boost local business by mitigating losses and damage to forest products that occur when the goods are shipped by truck. The project is expected to reduce yearly truck accidents. It will also improve the state of the roads and reduce greenhouse gas emissions by removing trucks from mountainous highways where there are elevated safety concerns and highway maintenance costs.



U.S. Department
of Transportation



TIGER

MERCER CORRIDOR WEST RECONSTRUCTION

APPLICANT/SPONSOR: City of Seattle, Washington

TOTAL PROJECT COST: \$98,000,000

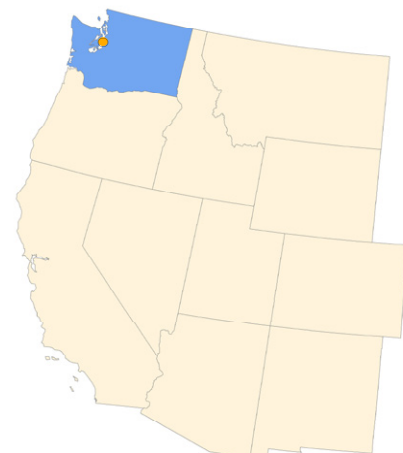
GRANT FUNDING: \$14,000,000

PROJECT DESCRIPTION

TIGER funds will continue the six-lane cross-section of the Mercer Corridor East project under State Route 99, which will both increase capacity and improve mobility for all users. It will also complete the project's second critical phase, creating a continuous two-way arterial street from Interstate 5 (I-5) to Elliott Avenue West. TIGER funds will replace the winding westbound route now on Broad Street and will modify signals and movement to convert the Mercer and Roy Street couplet into two-way streets from Fifth Avenue North to Queen Anne Avenue North. Mercer Street was constructed 60 years ago and is now 20 years beyond its intended lifespan. Sidewalks are inadequate, signal equipment is obsolete, drainage facilities have insufficient capacity, and utility infrastructure is old and at risk of failure.

PROJECT HIGHLIGHTS

- » Transforms a major east-west bottleneck into an integrated system for freight, transit, pedestrian, bicycle and car movements, connecting four of the Puget Sound's growth centers
- » Significantly reduces travel time for commuters traveling through Mercer West during peak periods
- » Serves as a vital international trade and transportation route, receiving and distributing goods and passengers via roadway, water, rail, and air to domestic and international ports of call



WEST

PROJECT BENEFITS

This project will enhance safety by eliminating five extra turns in current westbound traffic, reducing conflicts between vehicles, pedestrians, and bicyclists. It will ease congestion and reduce travel time in a major east-west bottleneck. The project will make pedestrian crossing safety improvements at 15 intersections and provide 14 blocks of bikeways.



U.S. Department
of Transportation



TIGER

NORTH SPOKANE CORRIDOR RAILROAD REALIGNMENT

APPLICANT/SPONSOR: Washington State Department of Transportation

TOTAL PROJECT COST: \$31,500,000

GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

TIGER funds will support Washington State's continued construction of the U.S. 395 North Spokane Corridor (NSC). Once completed, the NSC will provide a regional link between I-90 and U.S. 2 and U.S. 395, allowing for more efficient movement of freight and passengers and increasing safety by removing intercity traffic from local roads. TIGER funds will relocate 7.5 miles of railroad, building on previous grants to continue the project and allow for future extension, growth, and improvements of the NSC.

PROJECT HIGHLIGHTS

- » Reduces intercity traffic along local roads and promotes economic development opportunities within the region
- » Extends the "NSC Children of the Sun" trail by one-mile into an adjacent neighborhood, providing additional transportation options for bicyclists and pedestrians
- » Supports approximately 410 jobs during construction, as projected by the applicant



WEST

PROJECT BENEFITS

This project will facilitate efficient movement of goods and people, create jobs, and stimulate the local economy. Once fully built, the 10.5-mile corridor will serve as the only Interstate-level highway that links I-90 in the south and U.S. 2 and U.S. 395 in the north. The NSC is projected to save 9.4 million hours per year of travel time by diverting passenger and freight traffic off local roads, as projected by the applicant. It will also improve access to over 500 acres of commercial and industrial land and 329 acres of underutilized residential property in the region.



U.S. Department
of Transportation

