

U.S. Department of Transportation Transportation Investment Generating Economic Recovery (TIGER) Grants

February 17, 2010

The U.S. Department of Transportation is proud to announce \$1.5 billion in TIGER Grant funding for over 50 high-priority, innovative transportation projects across the country. The projects, funded by the American Recovery and Reinvestment Act (ARRA), will create thousands of jobs all over the country and help get the economy back on track

The TIGER grant program targets major national and regional transportation projects that are in many cases difficult to pursue through other government funding programs. Selected projects must foster job creation, show strong economic benefits, and promote communities that are safer, cleaner and more livable.

The projects selected for TIGER grants are diverse. They range in size from under \$4 million to over \$100 million, and are found in both rural and urban communities from Alaska to Maine and Hawaii to South Carolina. The projects are distributed throughout 41 states and the District of Columbia.

Key Sectors for Investment

Major investments are being made in a number of key sectors of the economy, including:

Freight Rail: Eleven national freight projects will help get freight off America's highways and onto rail. This investment will make our roads safer, the air cleaner, reduce traffic congestion and decrease our reliance on foreign oil.

Road and Bridge Repair: Thirteen highway infrastructure projects will make critical repairs to roads and bridges that are in dire condition. These projects include bridge repairs in Michigan, Indiana and Oklahoma and road work in Texas, Vermont and California.

Community Livability: Twenty-two livability projects are aimed at giving Americans more choices about how they travel and improving access to economic and housing opportunities in their communities. This includes new transit options in Arizona, Louisiana and Nevada.

The TIGER program takes a new, common-sense approach to investing scarce federal resources on transportation projects of national significance. Unlike other federal transportation programs, TIGER funds are open to all types of projects, from roads and bridges to transit and rail. In order to receive funding, each project must show how it will help the United States meet its national goals, most importantly growing and rebuilding the economy.

Background

In 2009 Congress created the new \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program in the American Recovery and Reinvestment Act of 2009 (ARRA) to fund transportation projects that “have a significant impact on the Nation, a metropolitan area, or region.” Since then, the TIGER program has been allocated another \$600 million for fiscal year 2010, meaning at least one more round of project awards will be made.

The TIGER program has generated huge enthusiasm nationwide. The U.S. DOT received nearly 1,400 applications requesting more than \$57 billion from every state and hundreds of communities across the U.S. Projects eligible for TIGER funding include highways, bridges, transit, passenger and freight rail, and port infrastructure.

Because projects must have a national or regional impact, states, regions and communities have worked together toward transportation solutions that have a significant impact on their transportation networks and in many cases would have been difficult to finance through existing formula programs. For the first time, federal funds are breathing life into a range of creative and cooperative proposals from States, regional planning agencies, local governments and public-private partnerships.

Project Evaluation

To review the nearly 1,400 TIGER grant applications received, the U.S. DOT created a unique, multimodal review process involving staff from every specialty within the Department. Each project was evaluated for its ability to help the nation achieve five simple but very important goals:

- A state of good repair for our existing transportation facilities;
- Enhanced economic competitiveness;
- Safer streets and communities;
- Environmental sustainability; and
- Enhanced community livability.

The TIGER evaluation process also relied on rigorous analytical work, including cost-benefit analysis. Projects that scored well against these criteria were considered for funding.

Transparency, Accountability and Performance Review

The U.S. DOT will track the performance of the TIGER projects and their contributions to economic recovery and our long-term goals. These projects represent significant transportation investments that align multi-modal project designs to forward critical national goals.

SELECTION CRITERIA

Each of the projects selected for TIGER discretionary grant funding provides long-term benefits that will have a significant impact on the Nation, a metropolitan area or a region and contributes to National efforts to create jobs and business activity. TIGER selection criteria include:

1. Long-Term Outcomes

- a. **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- b. **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- c. **Livability:** Improving the quality of living and working environments and the experience for people in communities across the United States.
- d. **Sustainability:** Improving energy efficiency, reducing dependence on foreign oil, reducing greenhouse gas emissions and benefitting the environment.
- e. **Safety:** Improving the safety of U.S. transportation facilities and systems.

2. Job Creation & Economic Stimulus

Quickly creating and preserving jobs and stimulating rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

3. Innovation

Using innovative strategies to pursue the long-term outcomes outlined above.

4. Partnership

Demonstrating strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

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Name: Downtown Dallas Streetcar

Location: Dallas, TX

Sponsor: North Central Texas Council of Governments

Total Cost: \$58,000,000

TIGER Funding: \$23,000,000

Project Description:

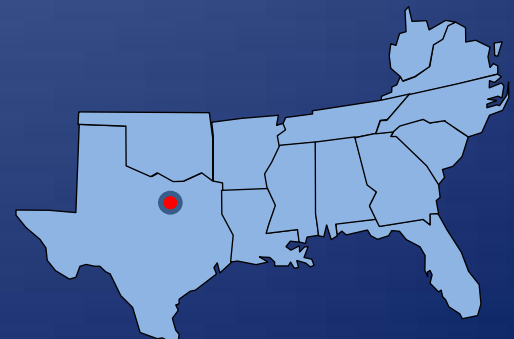
The proposed streetcar line originates in Downtown Dallas at Harwood and Main Street, continuing down Main Street to Houston Street through the largest job center in the North Texas area. The line has a stop at Union Station in Downtown Dallas, which provides access to the Dallas Area Rapid Transit Authority's Red/Blue Light rail lines and to Fort Worth via the Trinity Railway Express. It also includes stops at the Dallas Convention Center and Hotel, Trinity River Park (which will be among the largest urban parks in the United States), Methodist Medical Center, the Oak Cliff Gateway area and multiple residential areas.

Highlights:

- Provides mobility and connectivity and increases transportation options in downtown Dallas, a city with more than 1.2 million people
- Links walkable, mixed use neighborhoods in the urban core with employment centers throughout the region

Project Benefits:

This project will improve transportation within downtown Dallas by creating a seamless transit connection and providing a multi-modal link between jobs and residents. It specifically targets commuters in mixed use districts adjacent to downtown and will help create a transit network linking urban areas by providing multiple transportation alternatives.



SOUTH

