

PLANNING GRANTS

Project Name	State(s)	TIGER II Grant
US-14 Underpass (Barrington)	IL	\$2,800,000
Newark Train Station Improvement Plan	DE	\$2,250,000
Oakland Army Base Infrastructure Master Plan	CA	\$2,000,000
Canal Crossing *	NJ	\$1,964,400*
Sheridan Expressway Corridor	NY	\$1,510,171
Aloha-Reedville Study and Livable Community Plan *	OR	\$1,500,000*
Bike/Ped Trail Design	NM	\$1,470,000
Denver TOD Program - Strategic Implementation *	CO	\$1,155,872*
Grand Boulevard: Removing Barriers to Livable Communities	CA	\$1,097,240
Claiborne Corridor Plan *	LA	\$1,072,000*
Downtown Madison Intermodal Terminal	WI	\$950,000
Augusta Sustainable Development Implementation Program *	GA	\$908,307*
Asheville NC East Riverside Sustainable Multi-Modal Neighborhood	NC	\$850,000
Allegheny Riverfront Green Boulevard Planning *	PA	\$825,000*
South Shore Commuter Railroad Realignment Study	IN	\$800,000
Linking the Rural Regions of Five Counties in Maine	ME	\$770,988
Downtown Dahlongega Complete Streets Corridor Improvements	GA	\$720,069
Ranson-Charles Town Corridor Revitalization *	WV	\$708,500*
Lexington Multi-Modal Transportation Station Area Plan	NC	\$700,000
Owasco River Multi-modal Trail Corridor Plan	NY	\$590,000
Broad Street Road Diet	SC	\$456,000
Colorado Sustainable Main Streets Initiative *	CO	\$395,600*
Greater Downtown OKC Transit Circulator Environmental Assessment	OK	\$378,000
Building Livability in Pontiac: Planning for Connectivity between the Downtown, Neighborhoods and Transit	MI	\$300,000
Bridge Boulevard Corridor Redevelopment Plan *	NM	\$262,500*
Saint Paul Complete Streets Plan	MN	\$250,000
Linking Greenville's Neighborhoods to Jobs and Open Space *	SC	\$235,000*
Parkview Gardens: a Sustainable and Accessible Neighborhood *	MO	\$150,000*
Downtown St. Albans Streetscape Improvements	VT	\$125,000
Hull Street Corridor Revitalization *	VA	\$100,000
Highway 13/Maguire Street Corridor Study *	MO	\$90,000*
Randolph County Housing & Transportation Plan *	WV	\$85,750*
Village Center Street, Transit and Infrastructure Improvement Planning Study	MO	\$85,000

* = Joint HUD/DOT Planning Grant

= Rural Project



U.S. Department
of Transportation





NORTHEAST

NEWARK TRAIN STATION IMPROVEMENT PLAN

TIGER II

APPLICANT/SPONSOR: Wilmington Area Planning Council

TOTAL PROJECT COST: \$3,025,000

TIGER II GRANT: \$2,250,000

PROJECT DESCRIPTION

Money from TIGER II will pay for the design of a multi-modal passenger rail station that will be located in a former Chrysler automotive plant now owned by the University of Delaware. The money will also help eliminate existing freight rail conflicts. This transit-oriented development on a brownfield site will increase passenger service on the Northeast Corridor and provide transportation choices for transit users, pedestrians and bicyclists.

PROJECT HIGHLIGHTS

- » Enhances transportation choices and provides a catalyst for redevelopment of a closed auto plant.
- » Supports economic competitiveness and reuse of vacant industrial land.



NORTHEAST

PROJECT BENEFITS

This project will expand transportation choices and make use of vacated industrial land. It will also provide community access to employment and strengthen the local economy by reducing freight conflicts.



CANAL CROSSING

TIGER II

Community Challenge

APPLICANT/SPONSOR: Jersey City Redevelopment Agency

TOTAL PROJECT COST: \$2,830,345

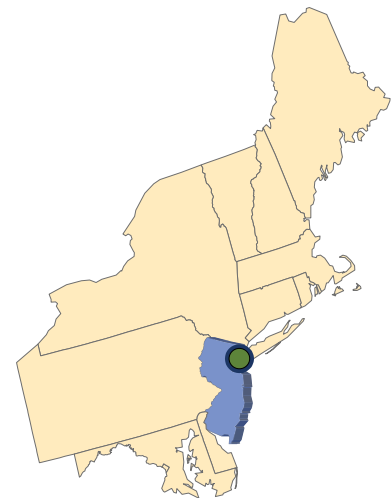
TIGER II GRANT: \$1,964,400

PROJECT DESCRIPTION

Planning and design efforts will address modifications to infrastructure, subdivision of properties, zoning changes, and connections to the light rail stop and bike paths at Canal Crossing, a 111-acre redevelopment site in Jersey City surrounded by predominately minority households with high unemployment and poverty rates. Revitalization of this area has been hampered by outdated infrastructure, large tracts of contaminated former industrial lands, and a road system that fails to sufficiently link up with the local regional rail network. The project focus will be to create a residential, mixed-use, transit-oriented development with access to open space amenities in a community with a significant low-income population. The process will also develop a formal legal framework to ensure that redevelopment is equitable.

PROJECT HIGHLIGHTS

- » Plans the redevelopment of a large area with more than 30 brownfield sites
- » Expands transportation choices and increases resident connection to housing and employment in an extremely disadvantaged region



NORTHEAST

PROJECT BENEFITS

The redevelopment of Canal Crossing will support the community by re-purposing more than 30 under utilized former industrial tracts of land to better link transportation with housing and employment. The project will support recent master planning efforts and utilize LEED-Neighborhood Development principles to create a more livable community.



SHERIDAN EXPRESSWAY CORRIDOR

TIGER II

APPLICANT/SPONSOR: New York City Department of Transportation

TOTAL PROJECT COST: \$2,021,418

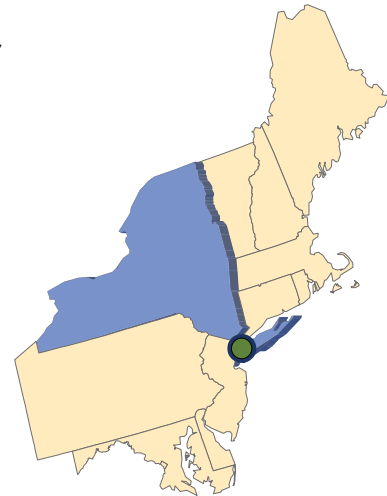
TIGER II GRANT: \$1,510,171

PROJECT DESCRIPTION

The project will create a neighborhood development plan for the Sheridan Expressway and Hunts Point area. Through a City-led, multi-agency, holistic planning process the plan will identify the needs and goals of the business and residential communities in the area. Technical analysis will examine alternatives to improve access to the Hunts Point Food Distribution Center allowing the area to come to an informed position about how possible solutions will affect the community. Alternatives under consideration include removing the Sheridan, rebuilding the interchange of the Sheridan and the Bruckner, or creating a new interchange for Hunts Point at Oak Point Avenue.

PROJECT HIGHLIGHTS

- » Addresses a critical need for changes to transportation and housing provision in a high traffic area
- » Features strong and varied partnerships and a significant opportunity to build community capacity for planning efforts



NORTHEAST

PROJECT BENEFITS

This revitalization planning study proposal will determine the best means to provide transportation and housing solutions in existing communities. The area currently experiences truck congestion, has minimal rail access, insufficient affordable housing and antiquated storm water and drainage control systems. The corridor planning study will address congestion issues at the access point to the main food distribution center in the US Northeast and develop strategies to improve infrastructure and increase affordable housing in the area.



ALLEGHENY RIVERFRONT GREEN BOULEVARD

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of Pittsburgh, PA

TOTAL PROJECT COST: \$2,080,000

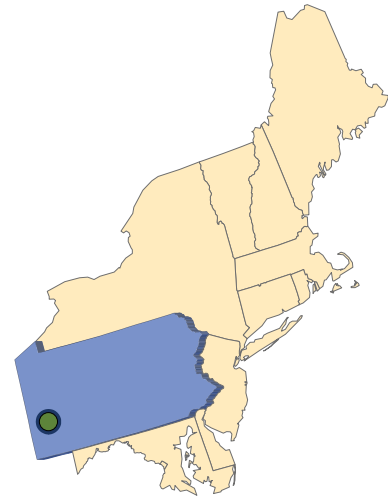
TIGER II GRANT: \$825,000

PROJECT DESCRIPTION

The project will include the development of a plan to convert an existing six-mile stretch of rail right-of-way into a green riverfront rail and trail corridor extending from downtown Pittsburgh to the eastern edge of the city. An engineering study will determine how to best transform the corridor into a multi-modal transportation network that includes time-segregated passenger and freight rail operations and a parallel bicycle and pedestrian trail. The study will build on a recently completed community master plan, which includes strategies for housing and ecological restoration along the corridor.

PROJECT HIGHLIGHTS

- » Plans the reuse of vacated industrial land to promote transportation choices
- » Supports partnerships and best practices that could provide cross-cutting lessons for other communities



NORTHEAST

PROJECT BENEFITS

Planning for redevelopment along the corridor has the potential to jump start sustainable development within the City of Pittsburgh and in the neighboring riverfront communities of Allegheny and Westmoreland Counties. The project has strong stakeholder partnerships and could serve as an example for other communities.



LINKING THE RURAL REGIONS OF MAINE

TIGER II

APPLICANT/SPONSOR: Penobscot County, ME

TOTAL PROJECT COST: \$912,303

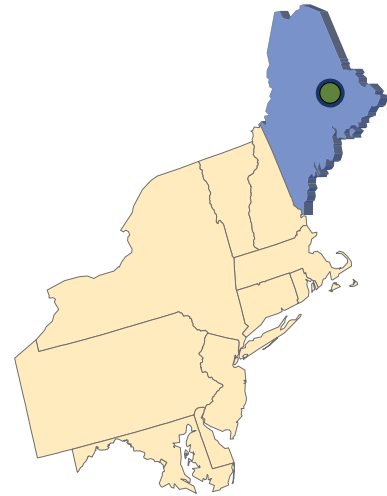
TIGER II GRANT: \$770,988

PROJECT DESCRIPTION

A feasibility study will be performed to determine the regional transportation needs and assets of five rural counties, with a particular focus on its aging population. Community partners and the Margaret Chase Smith Policy Center, part of the University of Maine, will assist with data collection, evaluation and community outreach.

PROJECT HIGHLIGHTS

- » Researches transportation barriers for residents in rural Maine
- » Brings a wide variety of partners together to develop strategies to expand transportation choices in rural communities.



NORTHEAST

PROJECT BENEFITS

This wide-ranging, rural study will identify strategies to deliver transportation choices in rural communities to support the aging and transit-dependent populations. The project features significant partnership and could develop best practices for other rural communities around the country.



OWASCO RIVER MULTIMODAL TRAIL CORRIDOR

TIGER II

APPLICANT/SPONSOR: City of Auburn, NY

TOTAL PROJECT COST: \$1,075,000

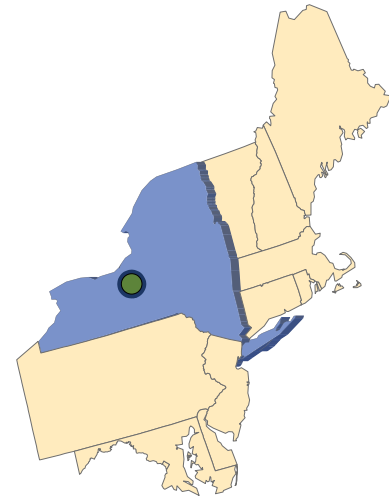
TIGER II GRANT: \$590,000

PROJECT DESCRIPTION

The TIGER II grant will pay for the planning and design of a six-mile shared use bicycle and pedestrian trail along the Owasco River. The trail corridor will connect neighborhoods with five key activity centers in downtown Auburn to rural Cayuga County's Emerson Park at Owasco Lake. Once completed, the project will connect trail hubs to transit facilities and will also support tourism in the Finger Lakes region of upstate New York.

PROJECT HIGHLIGHTS

- » Increase connectivity and support transportation choice in rural New York & promote tourism
- » Support community partnerships and develop capacity for planning efforts



NORTHEAST

PROJECT BENEFITS

The planning project will expand transportation choices in rural New York, promote active lifestyles and support tourism. The project features strong commitments from community partners and local support.



DOWNTOWN ST. ALBANS STREETSCAPE

TIGER II

APPLICANT/SPONSOR: Northwest Regional Planning Commission

TOTAL PROJECT COST: \$325,000

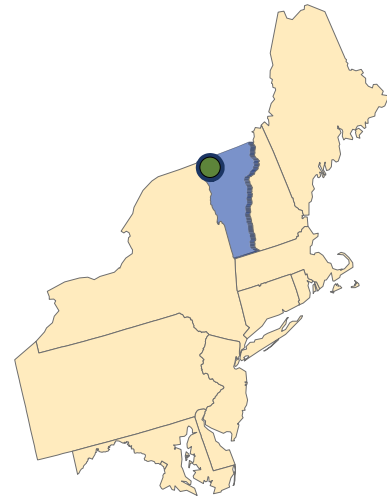
TIGER II GRANT: \$125,000

PROJECT DESCRIPTION

The City of St. Albans envisions a revitalized downtown by improving sidewalks, installing energy efficient light fixtures, replacing street trees, and reducing conflict among transportation modes. The city has already raised an initial \$1 million for construction. The Northwest Regional Planning Commission, on behalf of the city, will use planning dollars for design engineering that will create a downtown where housing and services are accessible by bicycle and foot.

PROJECT HIGHLIGHTS

- » Plans to use a Complete Streets design as part of its economic redevelopment strategy
- » Enhances transportation choices and leverages community commitment to redevelopment

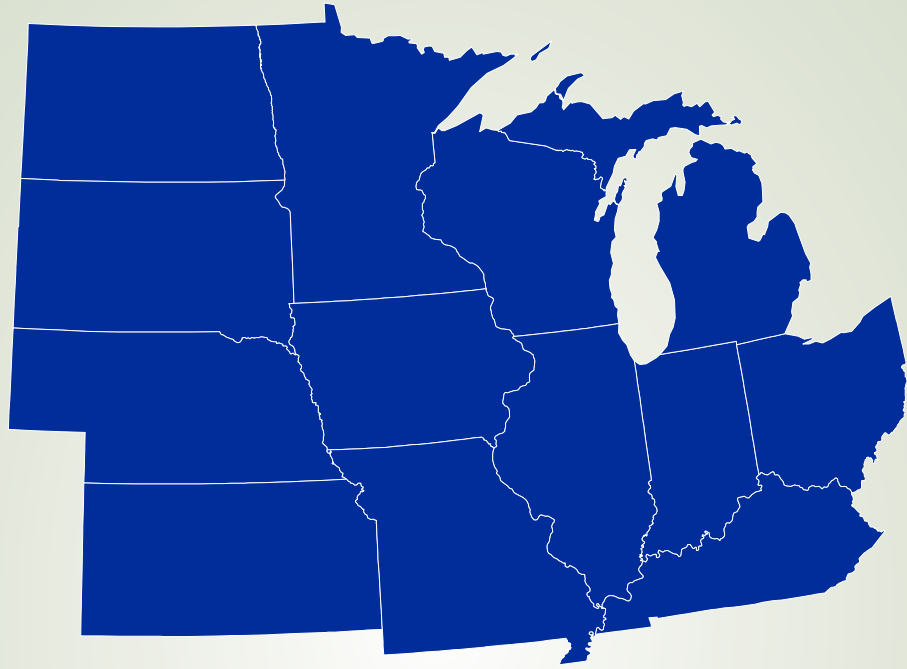


NORTHEAST

PROJECT BENEFITS

The State of Vermont has designated downtown St. Albans as a sustainable growth center, and the project will support the city's efforts to pursue redevelopment through a Complete Streets public space model. Designing roadways to support local multi-modal travel will help the rural city pursue economic growth and strengthen community connections.





CENTRAL

US-14 UNDERPASS

TIGER II

APPLICANT/SPONSOR: Village of Barrington, IL

TOTAL PROJECT COST: \$69,111,387

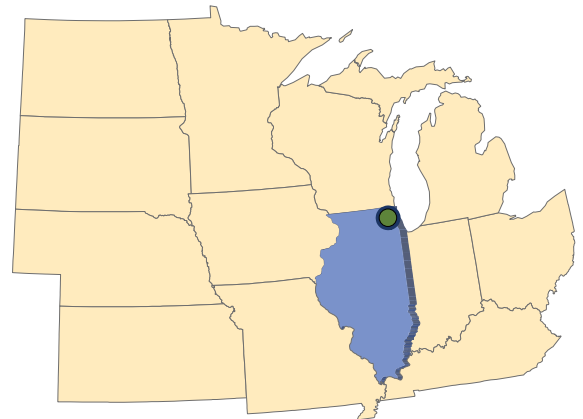
TIGER II GRANT: \$2,800,000

PROJECT DESCRIPTION

The US-14 Underpass project will complete preliminary engineering and design for the grade separation of five lanes of US Route 14, as well as the existing pedestrian walkway and bike trail from the EJ&E/Canadian National Railway. This project will alleviate safety concerns due to significantly increased rail traffic following the Surface Transportation Board's approval of the Canadian National acquisition of the EJ&E Railroad. The TIGER II grant will fund preliminary work to prepare for the \$70 million construction project that will increase safety, efficiency and economic competitiveness in rural Illinois.

PROJECT HIGHLIGHTS

- » Preliminary engineering and design for grade separation of freight from US-14
- » Reduces rail-livability conflicts, increases safety and efficiency



CENTRAL

PROJECT BENEFITS

Planned grade separation of auto, bicycle, pedestrian and freight traffic will maintain help safety with Canadian National's expansion . The project will increase economic competitiveness in the region by removing those conflicts and provide significant livability and safety benefits for local residents.



DOWNTOWN MADISON INTERMODAL TERMINAL

TIGER II

APPLICANT/SPONSOR: City of Madison, WI

TOTAL PROJECT COST: \$2,250,000

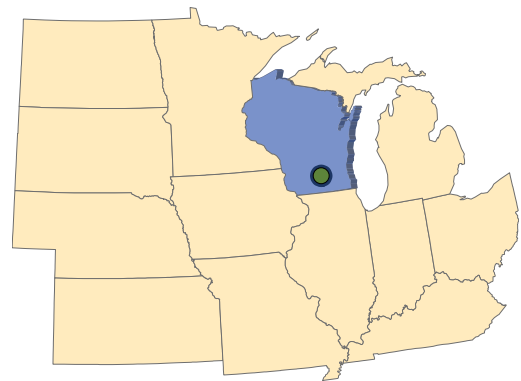
TIGER II GRANT: \$950,000

PROJECT DESCRIPTION

The project will develop planning and conceptual design for the downtown Madison intermodal terminal and surrounding areas. The project includes a development plan, architecture and engineering for a two-block Intermodal Terminal/mixed-use redevelopment site integrated with the new rail station. The plan will look at the Madison Public Market and other supportive retail, replacing an aging parking structure, building a bike station, constructing a potential affordable housing project, and improving links to transportation modes, a hotel, and the Convention Center.

PROJECT HIGHLIGHTS

- » Supports current transportation infrastructure investments and broadens transportation choice
- » Integrates transportation and urban development, features significant community partnerships and could develop innovative best practices for other communities



CENTRAL

PROJECT BENEFITS

This project combines transportation planning and urban building on the coming investment in high-speed intercity rail service between Chicago and the Twin Cities. Madison would be a major stop on that route and station integration into the local community supports an already well-established market for transit in downtown Madison, adjacent to the capitol building and with the University of Wisconsin.



SOUTH SHORE COMMUTER RAILROAD

TIGER II

APPLICANT/SPONSOR: Northern Indiana Commuter Transportation District

TOTAL PROJECT COST: \$1,099,500

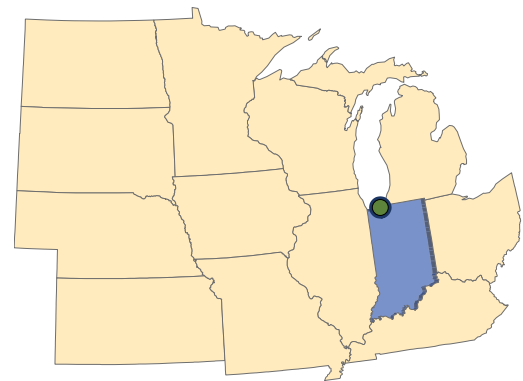
TIGER II GRANT: \$800,000

PROJECT DESCRIPTION

The project will evaluate alternative alignments for South Shore freight and passenger services and recommend a preferred alignment to replace two miles of single track embedded in the middle of 10th and 11th Streets in Michigan City affecting operations and safety, and capacity, as well as train and street maintenance costs. Michigan City has identified this “street running” as a community concern for more than fifty years.

PROJECT HIGHLIGHTS

- » Explores realignment of an embedded railroad track to improve safety and rail efficiency
- » Supports strong prior planning and collaboration between NICTD the City and local groups



CENTRAL

PROJECT BENEFITS

Money from TIGER II will enable Michigan City to develop a realignment plan that is cost-effective, enhances railroad and vehicular safety by reducing grade crossings, improves railroad operating flexibility and capacity, improves operating speeds, reduces long term maintenance costs and consolidate the two Michigan City stations into a new ADA accessible station with sufficient parking and other station amenities. The new station could also serve as the focal point for redevelopment in Michigan City.



BUILDING LIVABILITY IN PONTIAC

TIGER II

APPLICANT/SPONSOR: County of Oakland, MI

TOTAL PROJECT COST: \$441,265

TIGER II GRANT: \$300,000

PROJECT DESCRIPTION

The project seeks to capitalize on physical assets – an existing regional bike trail system and a refurbished multi-modal transit center by studying how these and other assets can serve as hubs and linkages between downtown Pontiac, immediate neighborhoods, and other surrounding communities. This plan will also address problems created by a high speed roadway that cuts off the downtown area from the rest of Pontiac. Special attention will be paid to the livability and marketability of a more vibrant mixed-use development style within the downtown “loop.” This will be supported through improved connectivity and the leveraging of the Neighborhood Stabilization Program investment. Planning funds will be directed toward a coordinated planning process to develop a shared community vision for the city, county, and state planning and transportation offices.

PROJECT HIGHLIGHTS

- » Focuses on establishing connections to existing transportation solutions and strengthening downtown Pontiac, a region of need
- » Promotes community planning partnerships and reuse of assets



CENTRAL

PROJECT BENEFITS

This plan will support improved livability in the community by enhancing connectivity between the downtown, the multimodal Pontiac Transportation Center, regional trail system, and surrounding neighborhoods, as well as increase the livability and marketability of new development through improved connectivity and leveraging of Neighborhood Stabilization Program investment in a city with 30 percent unemployment.



SAINT PAUL COMPLETE STREETS PLAN

TIGER II

APPLICANT/SPONSOR: City of St. Paul, MN

TOTAL PROJECT COST: \$380,580

TIGER II GRANT: \$250,000

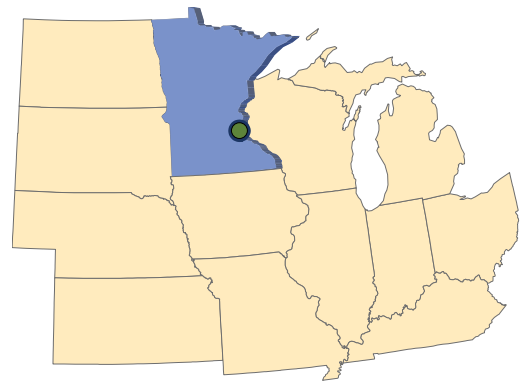
PROJECT DESCRIPTION

The project involves surveying the City's streets to examine alternatives for a city-wide complete streets policy and preparation of a reference Planning Book that will guide future street improvements and design.

Specifically, it will provide clear guidelines for street designs that balance the needs of pedestrians, cyclists, transit, automobiles, and freight, and help prioritize the projects that should be implemented.

PROJECT HIGHLIGHTS

- » Establishes and strengthens connections between existing neighborhoods
- » Pursues goals outlined by local and state partners



CENTRAL

PROJECT BENEFITS

Planning for Complete Streets supports St. Paul's recently adopted Comprehensive Plan goals to provide a safe, balanced system to connect neighborhoods and provide transportation choices that encourage active lifestyles and a healthy environment.



PARKVIEW GARDENS: A SUSTAINABLE & ACCESSIBLE NEIGHBORHOOD

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of University City, MO

TOTAL PROJECT COST: \$633,500

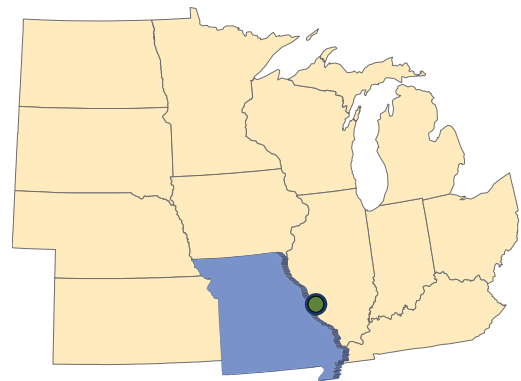
TIGER II GRANT: \$150,000

PROJECT DESCRIPTION

The joint planning grant will allow University City to pursue improvements to the Parkview Gardens neighborhood that will foster greater connectivity to the light rail system; create LEED-certified affordable housing; and develop a portion of the Centennial Greenway trail and on-street bike routes. The project will also redesign parks as the center of neighborhood life and create local development plans.

PROJECT HIGHLIGHTS

- » Leverages significant local partnerships to plan for connectivity and affordable housing
- » Creates cross-cutting knowledge that will be made available to other communities



CENTRAL

PROJECT BENEFITS

The project enjoys significant local support from the neighborhood association, the city, Washington University, private companies, and non-profit agencies. Planning will expand transportation choices and affordable housing options and develop best practices for other communities to use.



HIGHWAY 13/MAGUIRE STREET CORRIDOR

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of Warrensburg, MO

TOTAL PROJECT COST: \$184,500

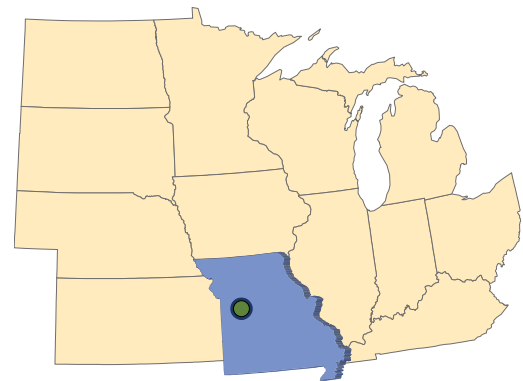
TIGER II GRANT: \$90,000

PROJECT DESCRIPTION

The Missouri Department of Transportation has initiated construction of a bypass for Highway 13 - Maguire Street around the east side of Warrensburg and will transfer maintenance responsibilities of the existing roadway to the City of Warrensburg. This grant will pay for a Highway 13/Maguire Street Corridor Study to analyze land use and economic development opportunities for urban re-development concentrating housing and mixed-use retail. It will also study sustainable practices related to storm water management and green infrastructure design, including the potential application for LEED certification throughout the corridor in rural Missouri.

PROJECT HIGHLIGHTS

- » Supports the existing community through reuse of transportation infrastructure
- » Provides greater access to transportation choices in rural Missouri



CENTRAL

PROJECT BENEFITS

The grant will help develop a plan to transform the Highway 13 /Maguire Street corridor from an auto-oriented highway into a multi-modal main street that integrates mixed-use pedestrian-oriented land use, smart mobility solutions, and community activity centers.



VILLAGE CENTER STREET TRANSIT & INFRASTRUCTURE IMPROVEMENT

TIGER II

APPLICANT/SPONSOR: City of Gladstone, MO

TOTAL PROJECT COST: \$110,000

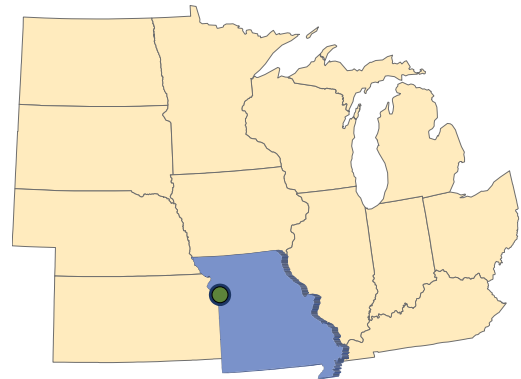
TIGER II GRANT: \$85,000

PROJECT DESCRIPTION

The TIGER II planning study will examine existing streets, prepare appropriate Context Sensitive Solutions standards and apply Leadership in Energy and Environmental Design (LEED)-Neighborhood Design principles to support a Complete Street, mixed-use redevelopment. Additionally the study will establish standards to accommodate the addition of a future transit facility and regional transit services along North Oak Trafficway and prepare roadway improvement design templates within the Village Center area based on the urban character of planned mixed-use redevelopment. The project will also feature multi-modal accommodations, green stormwater management principles, and energy efficient infrastructure.

PROJECT HIGHLIGHTS

- » Creates transportation solutions sensitive to the local character
- » Builds on community partnerships and past planning efforts to deliver transportation choice and strengthen community

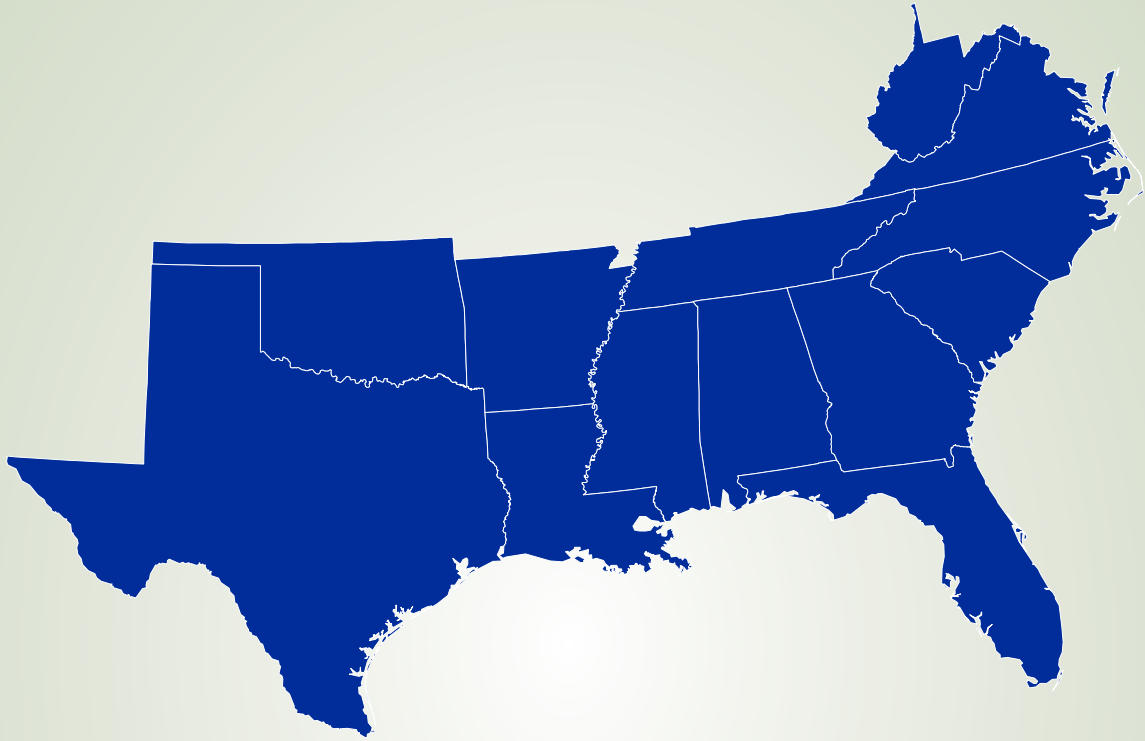


CENTRAL

PROJECT BENEFITS

The Village Center Street project plans will expand transportation choices with multi-modal street, transit and infrastructure improvements in accordance with the City's Village Center redevelopment master plan and the regional transportation plans. The planning study supports past community efforts and strong partnerships in the community.





SOUTH

CLAIBORNE CORRIDOR PLAN

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of New Orleans, LA

TOTAL PROJECT COST: \$3,858,500

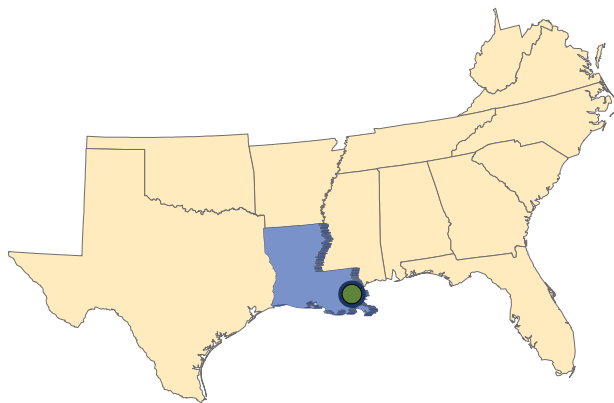
TIGER II GRANT: \$1,072,000

PROJECT DESCRIPTION

The project will allow for the analysis of potential infrastructure investments along the New Orleans' inter-Parish Claiborne Corridor, ensuring that multi-modal transportation options connect new and existing housing developments to jobs, health care, and education opportunities and lessen the burden of transportation costs on low-income families. The project will study corridor challenges and design opportunities to reunite a physically divided community and create transportation choices; develop neighborhood and economic revitalization strategies; and design strategies to address storm water management, subsidence, multi-modal mobility, and urban design. The project will focus on the re-integration of the city's neighborhoods across the physical boundary of the Claiborne / elevated I-10 expressway.

PROJECT HIGHLIGHTS

- » Seeks to create connections between jobs, housing, and multiple transportation options in the corridor
- » Builds on significant public commitments and partnerships to reconnect a neighborhood divided by an elevated expressway.



SOUTH

PROJECT BENEFITS

The project is designed to create connections between jobs, housing, and transportation in the corridor and will benefit many low-income individuals. The planning efforts will build on strong local commitments and partnerships to address problems of equity and access and will reconnect a neighborhood divided by an elevated expressway.



AUGUSTA SUSTAINABLE DEVELOPMENT

TIGER II

Community Challenge

APPLICANT/SPONSOR: Augusta-Richmond County, GA

TOTAL PROJECT COST: \$3,266,921

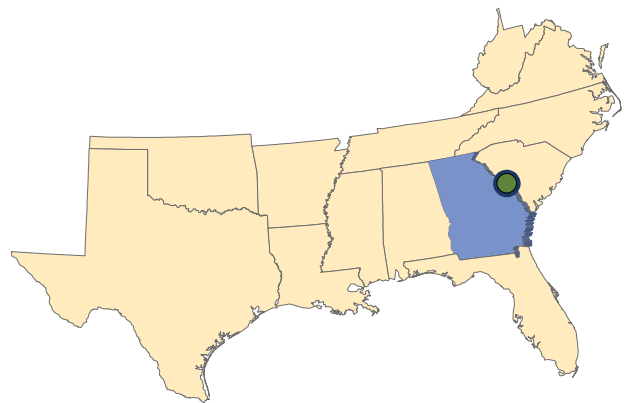
TIGER II GRANT: \$908,307

PROJECT DESCRIPTION

The Sustainable Development Implementation Program will help plan the redevelopment of the Priority Development Corridor, a 4.5-mile north-south “spine” in the core of Augusta. The project will include the creation of an implementation program for a multi-modal transportation corridor; a revision of current codes to facilitate vibrant, mixed-use, mixed-income development; and a plan for green, affordable housing in a section of Georgia’s second-largest city.

PROJECT HIGHLIGHTS

- » Plans to create greater connectivity along the corridor and focus development in higher densities
- » Supports recent multi-modal planning recommendations and features significant community commitments



SOUTH

PROJECT BENEFITS

The implementation plan follows recommendations from Augusta’s master planning efforts over the last five years. The recommendations will focus on connectivity, re-development of existing land, multi-modal transportation, affordable housing, and local market creation in a corridor that has been a historic barrier.



EAST RIVERSIDE SUSTAINABLE MULTIMODAL NEIGHBORHOOD

TIGER II

APPLICANT/SPONSOR: City of Asheville, NC

TOTAL PROJECT COST: \$11,185,640

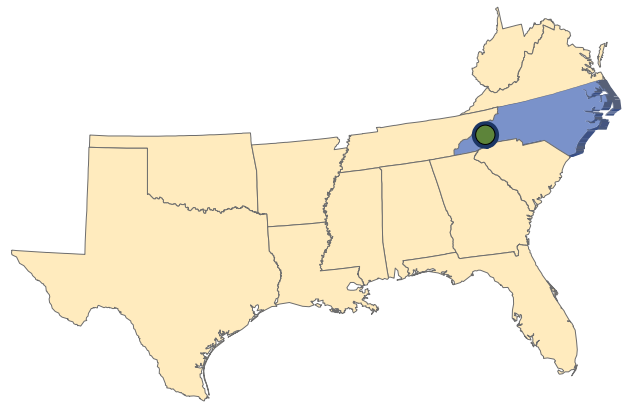
TIGER II GRANT: \$850,000

PROJECT DESCRIPTION

The project will integrate existing master plans and revise codes and regulations to create sustainable development. These plans will be demonstrated in the River District, where affordable housing, jobs and a multi-modal transportation network will be created. A Land-Bank will be created to support affordable housing.

PROJECT HIGHLIGHTS

- » Creates a regulatory environment with the flexibility to guide growth
- » Links mixed-income housing with jobs through multi-modal transportation



SOUTH

PROJECT BENEFITS

The project establishes pre-development planning for the area seen as the next development in Asheville. The project will support connectivity to existing neighborhoods and create incentives for new, energy-efficient mixed-income housing close to job centers.



DOWNTOWN DAHLONEGA COMPLETE STREETS

TIGER II

APPLICANT/SPONSOR: City of Dahlonega, GA

TOTAL PROJECT COST: \$828,067

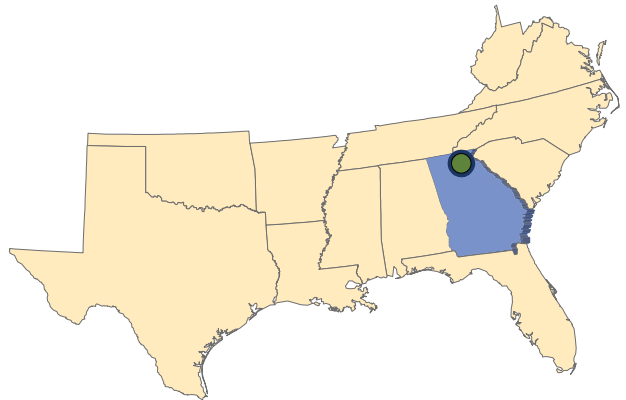
TIGER II GRANT: \$720,069

PROJECT DESCRIPTION

The planning project will encourage redevelopment along downtown Dahlonega's main corridor - the artery of the Historic Commercial Core and Dahlonega's Commercial Historic District. The rural Georgia city will improve pedestrian safety by providing sidewalks, and lighting; enhancing streetscapes with landscaping and underground utilities; and providing pedestrian connections to greenspace, and cultural and educational assets. Funding will enable the community to accommodate multiple transportation modes and improve storm water management using permeable pavers and drought-resistant plantings.

PROJECT HIGHLIGHTS

- » Streetscape improvements support downtown development and encourage development along the corridor
- » Collaboration and planning strengthens community connections



SOUTH

PROJECT BENEFITS

The Complete Streets project will support downtown revitalization efforts and strengthen community ties through partnership between the city, North Georgia State University and the Downtown Development Authority. Focus on transportation improvements will provide greater connectivity to the historic downtown for all modes of travel.



RANSON-CHARLES TOWN GREEN CORRIDOR REVITALIZATION

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of Ranson, WV

TOTAL PROJECT COST: \$1,400,000

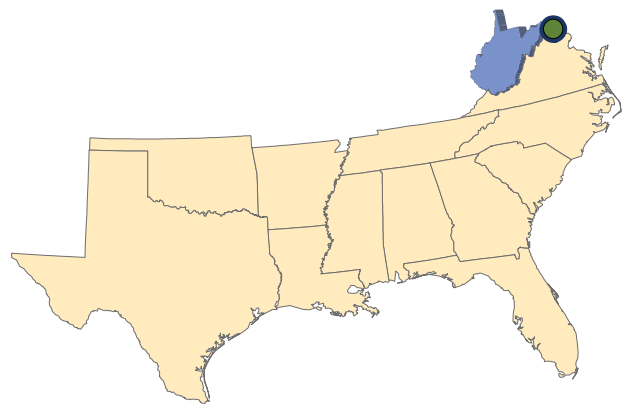
TIGER II GRANT: \$708,500

PROJECT DESCRIPTION

The Green Corridor Revitalization Initiative will create a plan to: improve the community's main roadway into a Complete Street with green infrastructure; transform a historic public building into a regional Commuter Center; and tie these transportation improvements together with a zoning code that will support vibrant, walkable, and sustainable community development.

PROJECT HIGHLIGHTS

- » Features forward-thinking community partnerships and adaptive reuse of land and buildings
- » Links two communities with strong commitments to expanded transportation options and economic development in rural town centers



SOUTH

PROJECT BENEFITS

The project will integrate transportation choices, economic development, and affordable housing through the reuse of land and existing buildings. It features significant public support from two rural communities and strong public outreach activities.



LEXINGTON MULTIMODAL TRANSPORTATION STATION AREA PLAN

TIGER II

APPLICANT/SPONSOR: City of Lexington, NC

TOTAL PROJECT COST: \$775,482

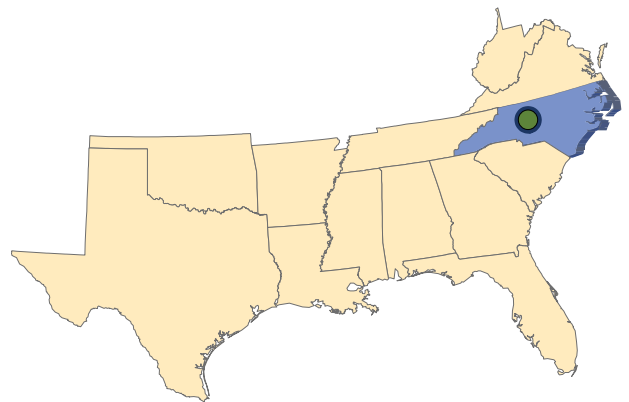
TIGER II GRANT: \$700,000

PROJECT DESCRIPTION

The project will plan for a multi-modal transit station to connect Winston-Salem and surrounding municipalities to the Raleigh-Charlotte rail corridor planned for service in 2015. The station will serve as a passenger rail stop and a hub for bus, taxi, bicycle and pedestrian networks and increase connectivity for residents of a city with an unemployment rate of 18 percent.

PROJECT HIGHLIGHTS

- » Multi-modal station plan will create transportation choices on the Raleigh-Charlotte rail corridor
- » Station plans enhance economic competitiveness in a region of need



SOUTH

PROJECT BENEFITS

The new station in Lexington will fill gaps in station availability between Greensboro and Charlotte, as well as Greensboro and Raleigh, and is a keystone to the region's comprehensive transportation strategy. Planning for an intermodal station promotes transportation choices and economic competitiveness of the community, and it will build on a major federal investment in rail transportation in the region.



BROAD STREET ROAD DIET

TIGER II

APPLICANT/SPONSOR: City of Camden, SC

TOTAL PROJECT COST: \$570,000

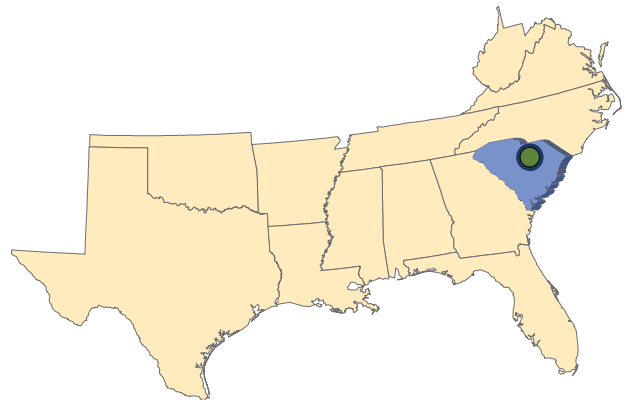
TIGER II GRANT: \$456,000

PROJECT DESCRIPTION

The Broad Street Road Diet project will prepare for a significant reduction of truck traffic on Broad Street due to South Carolina DOT's US 521 Truck Bypass Route Project. The road diet implementation plan responds to recommendations by the Camden Downtown Vision Plan adopted in 2007. The project will reduce Broad Street from four travel lanes to two travel lanes, convert parallel parking to angled parking, and add bicycle lanes, bus pull out lanes, cross walks, intelligent transportation systems, and other multi-modal amenities.

PROJECT HIGHLIGHTS

- » Increases attractiveness and safety for autos, bicyclists and pedestrians downtown
- » Supports prior planning and redevelopment goals to redesign Broad Street as a "main street"



SOUTH

PROJECT BENEFITS

The planned Road Diet project will return Broad Street to an attractive and safe "main street," spurring economic investment in the area in the wake of the bypass project that will reduce traffic on which local business relies. The project aligns with the community's development plan and supports the goals of the newly created Camden Redevelopment Corporation for mixed-use development downtown



GREATER DOWNTOWN OKC TRANSIT CIRCULATOR

TIGER II

APPLICANT/SPONSOR: Central OK Transportation & Parking Authority

TOTAL PROJECT COST: \$540,000

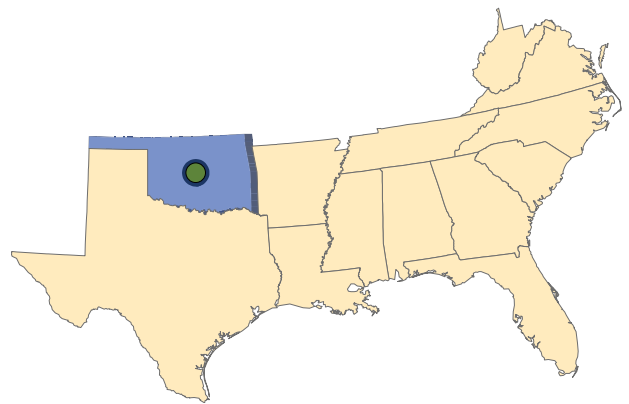
TIGER II GRANT: \$378,000

PROJECT DESCRIPTION

Tiger II money will be used to develop an environmental assessment for a greater downtown circulator transit project in Oklahoma City. The required analysis will lead to alternatives for a locally preferred major transit investment that connects major activity centers in the central core. The urban circulator will make the area more walkable, sustainable, and livable.

PROJECT HIGHLIGHTS

- » Broadens the transportation options in support of public referendum for transit
- » Connects the downtown with other activity centers in Oklahoma's Capitol City



SOUTH

PROJECT BENEFITS

Oklahoma City will consider possible designs for an urban circulator project with sidewalk improvements to provide transportation choices in an area in need of options. The project supports past, present and future community efforts to increase transportation choices, connect centers of activity and support population and employment growth.



LINKING GREENVILLE'S NEIGHBORHOODS TO JOBS AND OPEN SPACE

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of Greenville, SC

TOTAL PROJECT COST: \$3,065,069

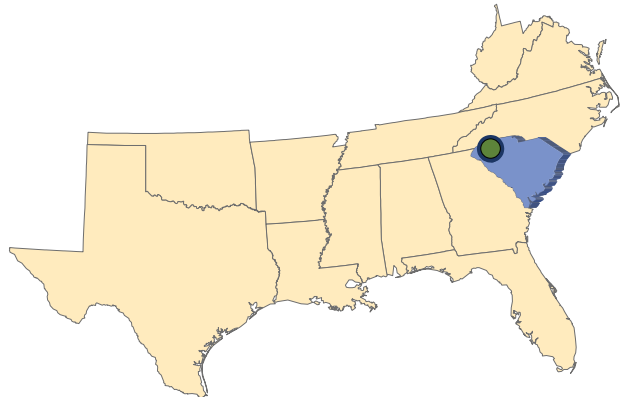
TIGER II GRANT: \$235,000

PROJECT DESCRIPTION

The project will include comprehensive planning for a transit-oriented development (TOD) and a community park that serves adjacent low- to moderate-income neighborhoods, capitalizing on an AMTRAK station and nearby downtown Greenville. Planning will also examine multi-modal connections, including utilization of a bus rapid transit route to link the TOD and affordable housing to economic opportunity centers. The city's west side, located along the Reedy River just upstream from downtown, is home to abandoned and derelict manufacturing buildings, textile facilities, and boarded-up service stations. The goal of this project is to reverse the trend of decline and improve the quality of life for the area's residents by creating a community with affordable workforce housing, recreation opportunities, open spaces, new schools, shopping, and improved transit service that capitalizes on an AMTRAK station and nearby downtown Greenville.

PROJECT HIGHLIGHTS

- » Links disadvantaged communities with affordable housing through transit-oriented development
- » Features innovative community building through the "Livability Studio and Children's Livability Curriculum" public outreach program



SOUTH

PROJECT BENEFITS

The plan calls for the creation of more transportation choices and will link housing, employment, and recreation options in a region with clear economic and community needs. The project will also strengthen community involvement through an innovative public outreach concept known as the "Livability Studio and Children's Livability Curriculum," which is designed to promote knowledge sharing and develop a community vision through multimedia interactive sessions for all ages. The plan also redevelops vacant industrial land designated as EPA brownfield sites.



HULL STREET CORRIDOR REVITALIZATION

TIGER II

Community Challenge

APPLICANT/SPONSOR: City of Richmond, VA

TOTAL PROJECT COST: \$613,169

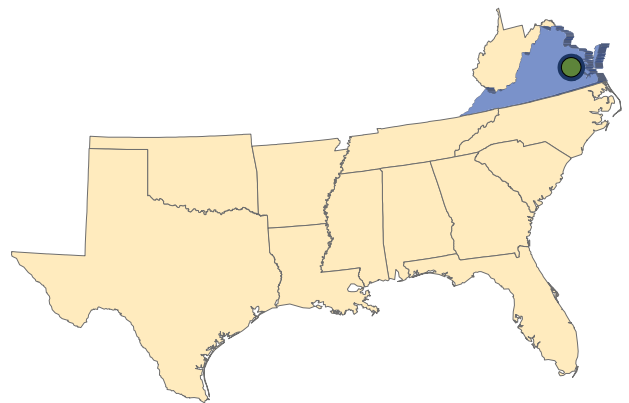
TIGER II GRANT: \$100,000

PROJECT DESCRIPTION

Richmond and Chesterfield will develop an inter-jurisdictional comprehensive corridor revitalization plan for 4.1 miles of Hull Street Road. The proposed revitalization plan will begin with a series of studies on regarding different aspects of the corridor, including zoning and land-use, traffic circulation and connectivity, streetscaping, housing, infrastructure, demographics, public open space and community services. It will incorporate a community outreach strategy; a sustainability approach including green building principles; a market analysis; a housing strategy; a list of proposed incentives for businesses, property owners, developers, and residences; an open space and recreation plan; adaptive reuse of vacant property; and the identification of funding sources.

PROJECT HIGHLIGHTS

- » Develops connectivity, economic development, and protection of affordable housing
- » Includes robust community outreach and public input planning



SOUTH

PROJECT BENEFITS

Corridor Revitalization planning will support the prior efforts by the City of Richmond that identified the Hull Street corridor as an under served and disadvantaged area. The comprehensive planning process centers on an integrated, collaborative approach to livability, economic development, and multi-modal transportation and includes significant public outreach in the region of need.



RANDOLPH CO. HOUSING & TRANSPORTATION PLAN

TIGER II

Community Challenge

APPLICANT/SPONSOR: Randolph County Housing Authority

TOTAL PROJECT COST: \$199,570

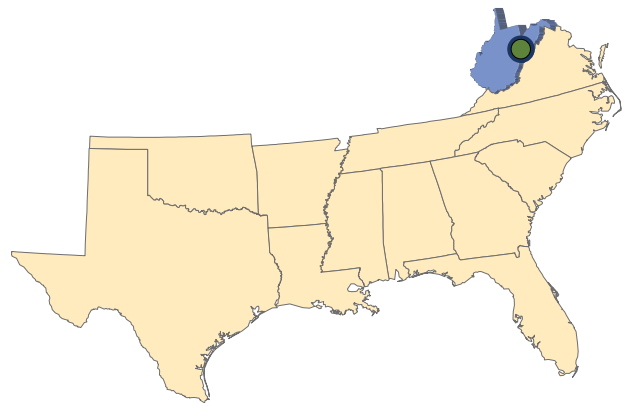
TIGER II GRANT: \$85,750

PROJECT DESCRIPTION

The project will support a county-wide plan that targets the housing and transportation needs of a growing senior population and connects people with available jobs. This master plan will also recommend spaces for farmland preservation. The grant will support localized plans to increase pedestrian and bike connectivity in two Elkins' neighborhoods that are mixed-income and close to jobs, schools, and in-town amenities. Finally, a Bus Transit Plan will assess the opportunities and risks of expanding the bus routes both in Elkins and surrounding areas to increase ridership and better support commuters.

PROJECT HIGHLIGHTS

- » Creates connections and links housing and jobs in rural communities
- » Features strong partnerships and commitments from public agencies and non-profit groups

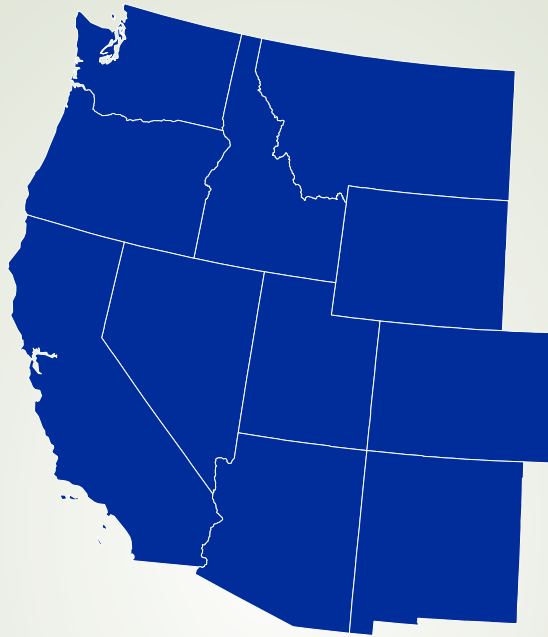


SOUTH

PROJECT BENEFITS

Planning in this rural area will serve affordable housing and transportation needs and link workers with jobs. The process will address the needs of the aging population in the area and design an environment that allows seniors to remain in their homes.





WEST

OAKLAND ARMY BASE MASTER PLAN

TIGER II

APPLICANT/SPONSOR: City of Oakland, CA

TOTAL PROJECT COST: \$9,220,000

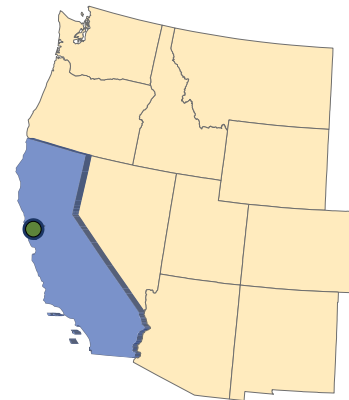
TIGER II GRANT: \$2,000,000

PROJECT DESCRIPTION

The City of Oakland is developing a Comprehensive Plan for 1,800 acres in two adjoining redevelopment areas, the Oakland Army Base Redevelopment Area and the West Oakland Redevelopment Area. TIGER II dollars will aid will help develop an Infrastructure Master Plan and associated Environmental Impact Report to direct needed utility and roadway improvements for the former Oakland Army Base. The project will also include a Specific Plan and associated Environmental Impact Report to guide future development in West Oakland and a framework for developing undervalued and blighted land in the West Oakland community. The Specific Plan will include strategies for Transit-Oriented Development at the West Oakland Station, the busiest station on the Bay Area Rapid Transit line, to better link transportation choices with new housing and employment options within the community.

PROJECT HIGHLIGHTS

- » Supports significant community efforts to reuse the infrastructure investments left behind by the 1999 Oakland Army Base closure.
- » Supports transportation choice and mixed-use, Transit-Oriented Development at the busiest Bay Area Rapid Transit station.



WEST

PROJECT BENEFITS

The Infrastructure Master Planning process will help West Oakland prioritize investments and identify financing options to best capitalize on the substantial investment in infrastructure left under used when the Oakland Army base closed in 1999 and establish greater connection to existing transit services in a community with per capita income less than 50 percent of the Alameda County average. Infrastructure investments to redevelop this important area support a regional priority that has seen significant local investments.



ALOHA-REEDVILLE LIVABLE COMMUNITY PLAN

TIGER II

Community Challenge

APPLICANT/SPONSOR: Washington County, OR

TOTAL PROJECT COST: \$3,065,005

TIGER II GRANT: \$1,500,000

PROJECT DESCRIPTION

The Livable Community Plan will allow for strategic corridor and town center economic development; land use and streetscape improvements; a bicycle and pedestrian plan; and a housing equity and opportunity strategy in the unincorporated urban area of Washington County between Hillsboro and Beaverton. The plan will investigate causes and develop strategies to stop economic and physical decline in the under-invested area between the fifth and sixth largest cities in Oregon.

PROJECT HIGHLIGHTS

- » Plans housing and street redesign in advance of growth in the unincorporated area between two large cities
- » Creates collaboration opportunities in the county through analysis and planning



WEST

PROJECT BENEFITS

The project will: improve the county's capacity for analysis and planning; produce cooperative agreements between communities; and create funding strategies for infrastructure and affordable housing development. County planning will also identify and develop streetscape improvements and affordable housing needs in advance of development.



PUEBLO OF LAGUNA BIKE/PEDESTRIAN TRAIL

TIGER II

APPLICANT/SPONSOR: Pueblo of Laguna

TOTAL PROJECT COST: \$1,470,000

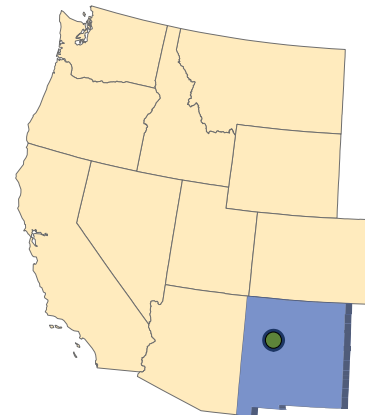
TIGER II GRANT: \$1,470,000

PROJECT DESCRIPTION

The project will pursue planning and design of approximately 40 miles of trails on Pueblo of Laguna Native American reservation to connect six distinct communities with a focus on their traditional village cores. The project will support revitalization through the development of a comprehensive bike/pedestrian route plan for Pueblo of Laguna villages and complete engineering designs, including related surveys, studies, and environmental (NEPA) and archaeological clearances, to make top-priority routes “shovel-ready.”

PROJECT HIGHLIGHTS

- » 40 miles of trails increased inexpensive travel options between five rural Native American communities with the village of Laguna
- » Planning efforts supports focus and development of rural downtowns.



WEST

PROJECT BENEFITS

Creating links between five villages with Pueblo supports the collaborative efforts of the communities on the reservation and provides inexpensive transportation choices in this rural region of need. Changes to the travel choices encourage a traditional connection between Native communities and build capacity for other planning efforts.



DENVER TOD PROGRAM

TIGER II

Community Challenge

APPLICANT/SPONSOR: City and County of Denver, CO

TOTAL PROJECT COST: \$10,872,511

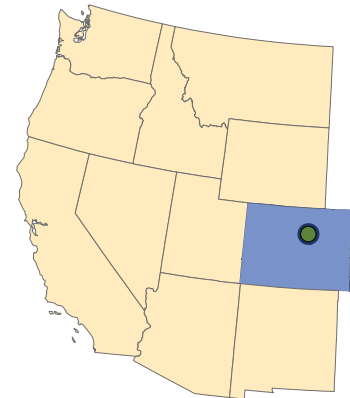
TIGER II GRANT: \$1,155,872

PROJECT DESCRIPTION

The Denver Housing Authority is dedicated to transforming its 62 acres of property along the new West Corridor light rail line into transit-oriented, sustainable communities. The grant will be used to implement Transit-Oriented Development (TOD) programs, including a comprehensive, multi-modal plan for future nearby transit stations and high frequency bus corridors. The planning process will include affordable housing land banking, station area plan implementation, preliminary design, and public outreach. The partnership between Denver, the Urban Land Conservancy, Enterprise Community Partners, and private investors created a \$15 million development fund to support the affordable housing land banking.

PROJECT HIGHLIGHTS

- » Plans for equitable, affordable housing along the light-rail corridor being constructed
- » Integrates transportation choices, economic development, and housing in a high population growth area



WEST

PROJECT BENEFITS

The planning project supports construction of Denver's scheduled 2013 opening of the West Corridor light rail line by integrating housing and commercial development with transportation choices. The TOD Strategic Implementation Program will expand permanent affordable housing and multi-modal connectivity along Denver's new transit corridor that is expected to see dramatic growth in the next two decades.



GRAND BOULEVARD: REMOVING BARRIERS TO LIVABLE COMMUNITIES

TIGER II

APPLICANT/SPONSOR: San Mateo County
Transit District

TOTAL PROJECT COST: \$1,697,240

TIGER II GRANT: \$1,097,240

PROJECT DESCRIPTION

The Grand Boulevard Initiative brings nineteen cities, two counties, transit, labor, business and environmentalists together in collaboration to integrate transportation and land use along a 43-mile state highway corridor between San Francisco and San Jose. Current development in this high growth corridor lacks connectivity, features predominantly low density homes and strip-commercial businesses, with few concentrations of both housing and jobs. The Initiative will design El Camino Real as a Complete Street, focus on re-development near transit including housing, and update land use plans in five towns to more properly align with the Grand Boulevard plan.

PROJECT HIGHLIGHTS

- » “Bottom-up” planning approach encourages local governments, businesses and interested parties to work together to build a boulevard that supports all parties’ interests
- » Corridor planning on the high-traffic El Camino Real highway will help deliver affordable housing with access to transit in this high growth region and address traffic issues.



WEST

PROJECT BENEFITS

The Grand Boulevard Plan brings a large number of partners and jurisdictions together to plan for the next phase of growth on the high traffic El Camino Real corridor. The project will seek to better integrate transportation choices, housing and commercial development and transform this urban highway into a boulevard that supports local business.



COLORADO SUSTAINABLE MAIN STREETS

TIGER II

Community Challenge

APPLICANT/SPONSOR: Colorado Department of Local Affairs

TOTAL PROJECT COST: \$3,376,953

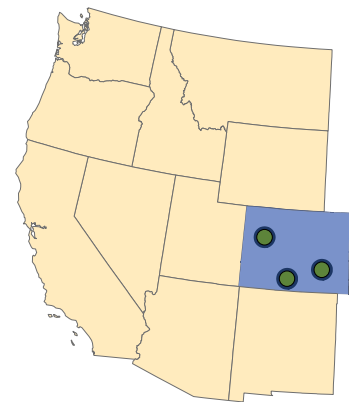
TIGER II GRANT: \$395,600

PROJECT DESCRIPTION

The grant will help three smaller Colorado communities pursue a unique joint planning initiative to redevelop their downtowns. Plans will cover: pedestrian-friendly and transit-oriented development; historic preservation; arts and culture; land use changes; energy efficiency; downtown revitalization; affordable housing; land acquisition; and the design and engineering of transportation projects.

PROJECT HIGHLIGHTS

- » Helps rural communities share successes and develop transportation choice and affordable housing while strengthening the historic and cultural downtowns
- » Highlights successful planning for energy efficiency, walkability, interconnectivity of transportation, and mixed use development that can serve as a model for other communities.



WEST

PROJECT BENEFITS

The grant will provide three rural communities with an opportunity to pursue sustainable downtown practices. Planning dollars will help design new housing and transportation choices that preserve the historic downtown character of these rural communities.



BRIDGE BOULEVARD CORRIDOR REDEVELOPMENT PLAN

TIGER II

Community Challenge

APPLICANT/SPONSOR: Bernalillo County, NM

TOTAL PROJECT COST: \$640,300

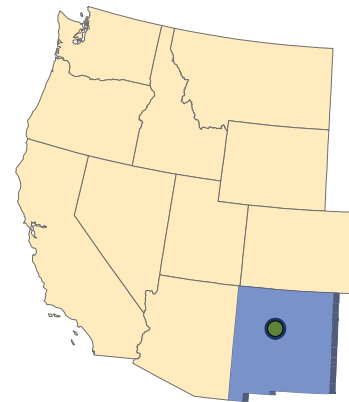
TIGER II GRANT: \$262,500

PROJECT DESCRIPTION

The Bridge Boulevard corridor plan, a three mile-long arterial and river crossing in Bernalillo County's historic South Valley, will help guide development on the fourth-most congested corridor in the Albuquerque metropolitan area. The plan will focus on improvements to bicycle and pedestrian infrastructure, increased transit service, and re-development that mixes affordable and market-rate housing, retail and employment. It will also study the development of a tax-increment development district in this rapidly growing section of the city.

PROJECT HIGHLIGHTS

- » Encourages transportation choice and safety on this high-traffic corridor
- » Changes zoning regulations to allow mixed-use development and affordable housing options.



WEST

PROJECT BENEFITS

Because Albuquerque has the highest pedestrian fatality rate and third highest bicyclist fatality rate in the country, the plan will address safety and connectivity concerns on the corridor. It will also improve transportation options, increase affordable housing, and support new mixed-use development.

