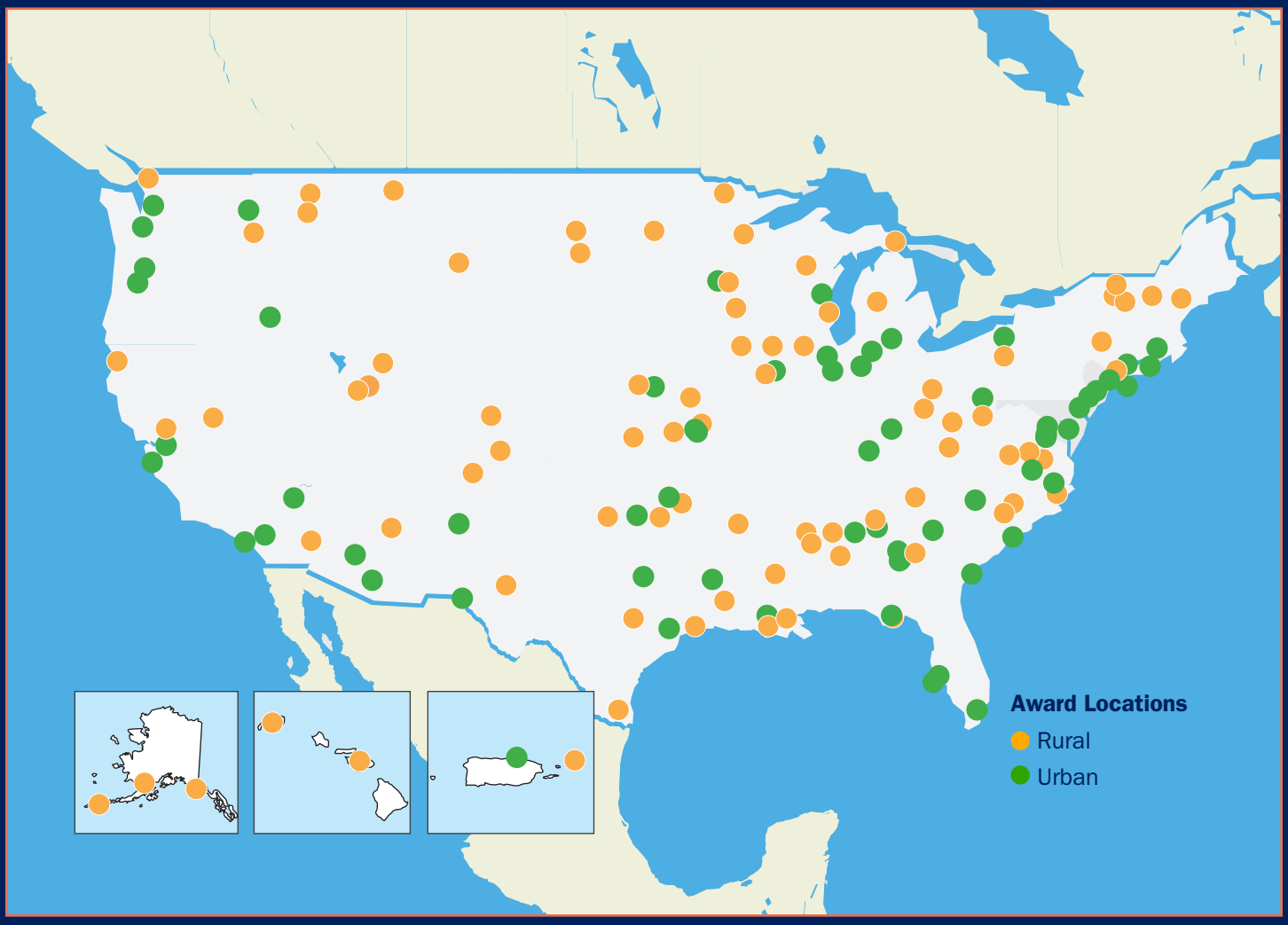
RAISE Grants

Rebuilding America Infrastructure with Sustainablity and Equity

U.S. Department of Transportation



RAISE AWARDS

FY 2022

www.transportation.gov/RAISEgrants

Project Name	State	Award Amount	Urban/ Rural	Planning/ Capital
Cordova Road Improvements	Alabama	$5,179,948	Rural	Capital
Pedestrian Access and Redevelopment Corridor (PARC)	Alabama	$20,000,000	Urban	Capital
Shoals Area Railroad Overpass in Colbert County	Alabama	$2,000,000	Rural	Planning
Marine Service Center Sheetpile Wall and Crane	Alaska	$7,842,488	Rural	Capital
Clarks Point - Ekuk Road Project	Alaska	$13,297,800	Rural	Capital
Qawalangin Tribe Port Infrastructure Improvement Project	Alaska	$22,320,000	Rural	Capital
Southern Navajo County Regional Multimodal Planning Study	Arizona	$261,000	Rural	Planning
Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge	Arizona	$25,000,000	Urban	Capital
22nd Street Revitalization Project	Arizona	$25,000,000	Urban	Capital
Mohave Road Reconstruction	Arizona	$24,989,150	Rural	Capital
Connect Conway Project	Arkansas	$24,647,664	Rural	Capital
Maritime Support Facility Access/ Terminal Island Rail System	California	$20,000,000	Urban	Capital
Mobility Zones	California	$5,000,000	Urban	Planning
Zero-Emission Bus Operations, Maintenance, and Administration Facility	California	$15,000,000	Rural	Capital
Tolowa Dee-ni' Nation Connected Communities Project	California	$1,613,600	Rural	Planning

Building A Better Connected Inland Empire	California	$15,000,000	Urban	Capital
California High-Speed Rail Merced Extension Design Project	California	$25,000,000	Rural	Planning
Inglewood Transit Connector Project	California	$15,000,000	Urban	Capital
Transforming Howard Street for Safe & Equitable Mobility	California	$23,000,000	Urban	Capital
The Westward Three Project	Colorado	$24,248,940	Rural	Capital
Rio Grande Intermodal Transportation	Colorado	$4,777,640	Rural	Capital
West Side Connector	Colorado	$16,834,725	Rural	Capital
CT Trail Connections: Building a Network of Trails to Connect People to Jobs	Connecticut	$16,366,554	Urban	Capital
Waterbury Active Transportation Economic Resurgence (WATER) Phase II	Connecticut	$23,100,000	Rural	Capital
West Main Street Corridor Planning Project	Connecticut	$2,100,000	Urban	Planning
Route 9 Redefined	Delaware	$6,000,000	Urban	Planning
South Capitol Street Trail	District of Columbia	$10,000,000	Urban	Capital
Clearwater Multimodal Transit Center	Florida	$20,000,000	Urban	Capital
New Berth 301	Florida	$12,600,000	Urban	Capital
PortMiami Net Zero Program: Cargo Mobility Optimization and Resiliency Project	Florida	$16,000,000	Urban	Capital
East Coast Corridor Trespassing and Intrusion Mitigation Project	Florida	$24,934,138	Urban	Capital
SMART St. Augustine	Florida	$12,263,159	Rural	Capital

Reimagine North Avenue	Georgia	$24,970,000	Rural	Capital
Five Points Transformation Phase 2	Georgia	$25,000,000	Urban	Capital
Waiale Road Extension Project	Hawaii	$25,000,000	Rural	Capital
Poipu Road Safety and Mobility	Hawaii	$24,837,010	Rural	Capital
Reconnecting Accessibility and Improving Safety and Equity in Nampa	Idaho	$5,000,000	Rural	Planning
State Street Premium Corridor	Idaho	$8,457,000	Urban	Capital
Access to Opportunity Planning Project	Idaho	$5,000,000	Urban	Planning
Wood River Valley Mobility Corridor Improvements	Idaho	$12,424,000	Rural	Capital
Harvey Intermodal Transportation Center	Illinois	$20,000,000	Urban	Capital
Greater Downtown Revitalization Project	Illinois	$23,716,189	Urban	Capital
Englewood Line Trail	Illinois	$20,000,000	Urban	Capital
Springfield Rail Improvements Project	Illinois	$19,800,000	Rural	Capital
Ridge Road Complete Streets	Indiana	$17,143,320	Urban	Capital
Market District Improvement Project	Indiana	$2,400,000	Urban	Planning
Developing Connection: Isett Avenue and Cypress Street Reconstruction	Iowa	$2,002,000	Rural	Planning
La Porte Road Revitalization	Iowa	$20,500,000	Rural	Capital
Rebuilding Bridges to Employment and Equity	Iowa	$2,280,000	Rural	Planning
Old Smoky Hill River Bridge Replacement	Kansas	$22,112,620	Rural	Capital

Flint Hills Trail: Connecting Communities, Cultures, and Landscapes	Kansas	$24,821,705	Rural	Capital
Broadway All the Way	Kentucky	$5,000,000	Urban	Planning
Reimagine 9th Street	Kentucky	$15,584,000	Urban	Capital
Downtown Baton Rouge and Gonzales Train Station Project	Louisiana	$20,000,000	Urban	Capital
Natchitoches Safe Streets Revitalization Project	Louisiana	$17,253,272	Rural	Capital
Ferry Road Improvement Project	Louisiana	$1,099,455	Rural	Capital
Shreveport Healthcare and Development Corridor	Louisiana	$22,164,000	Urban	Capital
Valentine Pontoon Bridge Replacement	Louisiana	$2,626,679	Rural	Capital
Downtown Sanford Village Partnership Initiative	Maine	$25,000,000	Rural	Capital
Interstate 95 at Hogan Road Improvement Project	Maine	$24,610,298	Rural	Capital
Building Baltimore Penn Station Connections	Maryland	$6,000,000	Urban	Capital
New Carrollton Multi-Modal Transportation Station Project	Maryland	$20,500,000	Urban	Capital
Lynnway Multimodal Corridor	Massachusetts	$20,250,000	Urban	Capital
Roxbury Resilient Transportation Corridors	Massachusetts	$20,000,000	Urban	Capital
Detroit Mobility and Innovation Corridor	Michigan	$25,000,000	Urban	Capital
Downtown Kalamazoo Transportation Network	Michigan	$5,974,694	Urban	Planning
Northern Michigan Rail Planning Phase II Study and Service Development Plan	Michigan	$1,300,000	Rural	Planning
Ozhitoon Mino-Bimaadiziwin Project	Michigan	$19,781,404	Rural	Capital

Big Woods Transit Facility Construction	Minnesota	$9,514,984	Rural	Capital
6th Street Bridge Construction Project	Minnesota	$19,900,000	Rural	Capital
Hwy 197 (Paul Bunyan Drive) Safety and Mobility Improvement Project	Minnesota	$18,000,000	Rural	Capital
Lake Street Multimodal Improvements to Enhance BRT	Minnesota	$12,000,000	Urban	Capital
Station 73 Transit and Regional Improvement Program	Minnesota	$15,000,000	Urban	Capital
West Superior Street Active Transportation Corridor	Minnesota	$24,999,160	Rural	Capital
Yazoo City Main Street Revitalization Project	Mississippi	$12,641,440	Rural	Capital
Tupelo RAIL Improvements Program (TRIP)	Mississippi	$1,452,292	Rural	Planning
Tanglefoot Trail Extension	Mississippi	$1,400,000	Rural	Planning
Bi-State Sustainable Reinvestment Corridor	Missouri	$5,600,000	Urban	Planning
Noland Multimodal Corridor	Missouri	$10,160,000	Urban	Capital
South Main Corridor Improvement Project Phase II	Missouri	$5,925,780	Rural	Capital
US 69 Safe Streets & Sidewalks	Missouri	$21,500,000	Rural	Capital
US 71 Reconnecting Neighborhoods	Missouri	$5,000,000	Urban	Planning
Columbia Falls Gateway to Glacier Safety and Mobility Improvement Project	Montana	$10,021,688	Rural	Capital
Chippewa Cree Tribe Route 6 Planning Grant	Montana	$2,186,233	Rural	Planning
Lake County Road Reconstruction	Montana	$12,941,413	Rural	Capital

Northern Cheyenne Rosebud Cut-Across US 212 to MT 39	Montana	$15,867,114	Rural	Capital
Project Access York	Nebraska	$15,625,000	Rural	Capital
Lincoln Multimodal Transportation Center	Nebraska	$23,665,721	Urban	Capital
Victory Infrastructure	Nevada	$25,000,000	Rural	Capital
City of Las Vegas GREENVision: Stewart Avenue Complete Streets	Nevada	$23,900,000	Urban	Capital
Renewing Berlin with Renewable Energy	New Hampshire	$19,534,391	Rural	Capital
Intermodal Transportation Infrastructure Planning Project	New Jersey	$5,000,000	Urban	Planning
Raising a Resilient Route 40	New Jersey	$20,000,000	Urban	Capital
Albuquerque Rail Trail	New Mexico	$11,466,938	Urban	Capital
Dark Canyon Bridge Planning	New Mexico	$1,100,008	Rural	Planning
Southern Tier Regional Transit Hub	New York	$7,625,000	Rural	Capital
Comprehensive Roadway Infrastructure Planning and Design Project	New York	$1,146,755	Urban	Planning
North Genesee Street Gateway Bridge and Multi-Modal Connector Project	New York	$18,200,000	Rural	Capital
NYC Greenway Expansion	New York	$7,250,000	Urban	Planning
Transforming Main Street	New York	$25,000,000	Urban	Capital
New Intermodal Facility – Port of Wilmington	North Carolina	$18,054,000	Urban	Capital

Flow Better (Fixing Low Water Bridges for Emergency, Transportation, Technology, Equity, and Resilience)	North Carolina	$10,731,645	Rural	Capital
Weeksville Road Accessibility & Connectivity Plan	North Carolina	$2,000,000	Rural	Planning
North Carolina Regional S-Line Mobility Hub Plan	North Carolina	$3,400,000	Rural	Planning
Long Branch Trail Extension	North Carolina	$6,000,000	Urban	Capital
Partnership for Active Regional Transportation and Neighborhood Equity	North Carolina	$20,040,000	Rural	Capital
Tribal Safety Project	North Dakota	$19,500,000	Rural	Capital
BIA Route 3 Resurfacing Project	North Dakota	$2,271,885	Rural	Capital
North Dakota / Minnesota Community Bridge Connectivity Project	North Dakota	$1,500,000	Rural	Planning
Saipan Harbor Navigation Improvements	Northern Mariana Islands	$3,135,000	Rural	Planning
State to Central: Building Better Neighborhoods	Ohio	$20,000,000	Urban	Capital
Connecting Residents on Safer Streets Marietta	Ohio	$1,030,596	Rural	Planning
ERI US6 Connectivity Corridor Including Sandusky Bay Pathway	Ohio	$24,450,000	Rural	Capital
Mansfield Rising - Main Street Revitalization	Ohio	$7,384,442	Rural	Capital
Thlopthlocco Tribal Town Interior Roads, Housing Roads, and Walkways	Oklahoma	$4,018,179	Rural	Capital
Reconnecting Neighborhoods in West Tulsa: The W. 51st Street Extension Project	Oklahoma	$10,000,000	Urban	Capital
Southwest Oklahoma Regional Multimodal Transportation Plan	Oklahoma	$1,500,000	Rural	Planning

Complete Street Project to Enhance Equity and Safety	Oklahoma	$7,000,000	Rural	Capital
SH-37 BNSF Grade Separation and Multimodal Improvements	Oklahoma	$10,000,000	Urban	Capital
Tulsa-Jenks Multi-Modal Safety Project	Oklahoma	$16,200,000	Urban	Capital
Beaverton Downtown Loop Complete Street Project	Oregon	$2,000,000	Urban	Planning
Earthquake Ready Burnside Bridge	Oregon	$5,000,000	Urban	Planning
McGilchrist Complete Streets Project	Oregon	$13,229,320	Urban	Capital
New Pathways to Equity	Pennsylvania	$11,320,000	Urban	Capital
Revitalizing Philadelphia's Local Roadways	Pennsylvania	$25,000,000	Urban	Capital
Wharf C Reconstruction and Resiliency Enhancement Project	Puerto Rico	$25,000,000	Urban	Capital
Providence Riverwalk Resilience Project	Rhode Island	$7,800,000	Urban	Planning
RIPTA Newport-Middletown Garage and Bus Electrification	Rhode Island	$22,370,800	Urban	Capital
Investing in Countywide Infrastructure to Equitably and Sustainably Connect Greenville	South Carolina	$5,845,300	Urban	Capital
Lowcountry Lowline: Reconnecting Disadvantaged Communities near I-26	South Carolina	$7,000,000	Urban	Planning
US 12 Reconstruction	South Dakota	$21,400,364	Rural	Capital
SR343 Complete Streets and ITS Traffic Signal Coordination Project	Tennessee	$23,430,325	Rural	Capital
The Wilcox Boulevard Bridge - River to Ridge Mobility Project	Tennessee	$25,000,000	Urban	Capital
U.S. Highway 127 Corridor Optimization	Tennessee	$14,641,311	Rural	Capital

Multimodal Laydown, Transportation Infrastructure Fostering Community Based Job Creation	Texas	$13,600,000	Rural	Capital
Telephone Road: Main Street Revitalization Project	Texas	$20,960,000	Urban	Capital
Texas Active Transportation Network	Texas	$25,000,000	Rural	Capital
Commerce Street Corridor Redesign	Texas	$5,020,730	Rural	Planning
Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades	Texas	$25,000,000	Urban	Capital
Ysleta Port of Entry Pedestrian and Site Improvements	Texas	$12,000,000	Urban	Capital
Planning and Optimizing a Multi-Modal Logistics Center in Southern Utah	Utah	$445,000	Rural	Planning
State Route 224 Battery Electric Bus and BRT Project	Utah	$25,000,000	Rural	Capital
Federal Street Multimodal Connector	Vermont	$7,724,624	Rural	Capital
Transit-Oriented Development Plan for Northwest Vermont	Vermont	$2,100,000	Rural	Planning
Winooski River Bridge Replacement	Vermont	$24,800,000	Rural	Capital
Veterans Drive Improvements Phase 2	Virgin Islands	$25,000,000	Rural	Capital
Arthur Ashe Boulevard Bridge Replacement	Virginia	$18,400,000	Urban	Capital
Community Connectivity and Mobility: A Multimodal Assessment and Master Plan	Virginia	$1,500,000	Rural	Planning
Complete High Street Innovation Corridor	Virginia	$19,300,000	Urban	Capital
I-95 Exit 126/US Route 1 Revitalization Planning Project	Virginia	$3,000,000	Rural	Planning

Long Bridge Bicycle and Pedestrian Crossing Project	Virginia	$20,000,000	Urban	Capital
Three Notched Trail Shared Use Path Master Plan	Virginia	$2,007,045	Rural	Planning
Connecting Lynnwood: Poplar Way Bridge	Washington	$25,000,000	Urban	Capital
Airport Road Multimodal & Regional Access Improvements	Washington	$1,050,000	Rural	Planning
Bothell Way NE Multimodal Improvements	Washington	$19,000,000	Urban	Capital
Heritage Connectivity Trails - Phase 1	Washington	$1,000,000	Rural	Planning
Lummi Island Ferry Replacement and System Modernization Project	Washington	$25,000,000	Rural	Capital
Pines Road/BNSF Grade Separation Project	Washington	$21,689,221	Urban	Capital
Reconnecting I-90 Communities	Washington	$5,000,000	Urban	Planning
Wheeling Streetscape	West Virginia	$16,250,254	Rural	Capital
Greenbag Road Corridor Planning and Design Project	West Virginia	$4,200,000	Rural	Planning
Bicycle and Pedestrian Swing Bridge	Wisconsin	$5,341,931	Rural	Capital
FCPC Pathway to Wellness: Multimodal Safety & Connectivity Project	Wisconsin	$9,531,340	Rural	Capital
Gateways to Opportunity Project	Wisconsin	$13,476,269	Rural	Capital
Oneida Transit Bus Garage	Wisconsin	$2,952,050	Urban	Capital
Lincoln County Rural Planning Project	Wyoming	$1,790,000	Rural	Planning

Cordova Road Improvements

City of Cordova
Alabama

Grant Funding: $5,179,948

Estimated Total Project Costs: $6,474,935

Project Description:
The project will make improvements on more than 30 miles of deteriorating roadways throughout Cordova, Alabama.

Project Benefits:
It will fund road repairs throughout Cordova that were impacted by two destructive tornadoes in 2011. The town is also trying to develop tourism to advance economic growth and job creation. This project will facilitate emergency response, travel reliability, and access to employment opportunities for residents of a disadvantaged community.

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Pedestrian Access and Redevelopment Corridor (PARC)

City of Huntsville

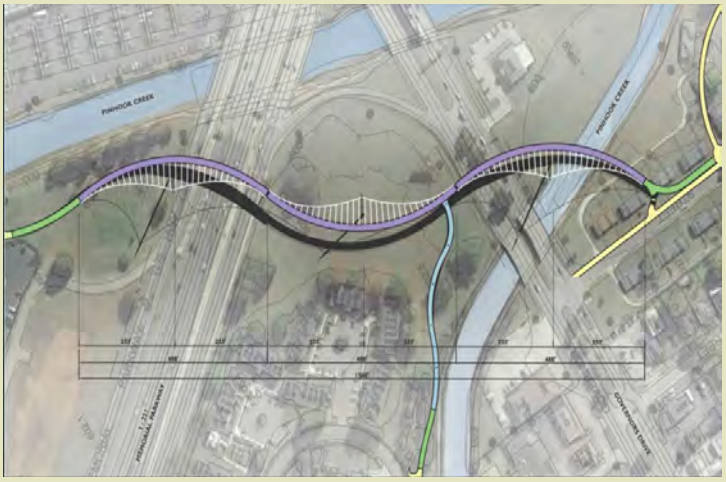
Alabama

Grant Funding: $20,000,000

Estimated Total Project Costs: $57,377,098

Project Description:

This project will design and construct multimodal improvements for bicyclists and pedestrians on approximately 1.2 miles of the Pedestrian Access and Redevelopment Corridor (PARC) linking downtown Huntsville to neighborhoods that are physically isolated by US 231/431, Governors Drive, and the Pinhook Creek. This includes a cable-suspended pedestrian bridge over US 431/US 231 and Governors Drive, three pedestrian bridges over Pinhook Creek and Huntsville Spring Branch, replacement of a railroad bridge, and flood mitigation measures.



Project Benefits:

The project will address physical barriers for disadvantaged neighborhoods caused by highways and the creek, and will provide more transportation options to employment opportunities, while reducing emissions and improving safety. Environmental justice and racial equity are a focus of this project, and communities have been engaged in the design process. The project also replaces the timber rail bridge to improve the movement of goods, address flood mitigation, and provide better access to employment for residents. The flood mitigation components address current vulnerabilities, prevent future transportation interruption, and support the City's emergency management goals.

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Shoals Area Railroad Overpass in Colbert County

Northwest Alabama Council of Local Governments

Alabama

Grant Funding: $2,000,000

Estimated Total Project Costs: $2,000,000

Project Description:

This planning project will produce the corridor study and design for the at-grade crossing at the Norfolk Southern Railroad near Montgomery Avenue in Sheffield.

Project Benefits:

The current at-grade crossing causes collisions, delays for emergency responders, challenges to active transportation, and barriers to freight movement, all of which will be improved with the overpass. The corridor study will also address accessibility to high quality, high paying jobs, such as those at the new local Toyota/ Mazda factory.

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Marine Service Center Sheetpile Wall and Crane

City and Borough of Sitka

Alaska

Grant Funding: $7,842,488

Estimated Total Project Costs: $9,803,110

Project Description:

This project will fund the construction of a new seawall at Sitka's Marine Service Center. The project will also upgrade a port facility that will help move goods and service ships, and replace a 2-ton crane for continued operation of this vital Sitka port.

Project Benefits:

The project will construct a new seawall, which is vital to continue commercial fishing in Sitka and providing jobs for residents. The current 46-year-old seawall is at risk of collapse and puts stability of the seafood cold storage facility at risk. Without that facility, there will be insufficient cold storage in Sitka, and inbound freight would have to go to other ports for retrieval on smaller vessels, increasing costs of goods and services.

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Clarks Point - Ekuk Road Project

Bristol Bay Native Association

Alaska

Grant Funding: $13,297,800

Estimated Total Project Costs: $15,569,800

Project Description:

This project will construct approximately 4.30 miles of gravel road connecting the two communities of Clark's Point and Ekuk, Alaska.

Project Benefits:

It will provide the only safe surface transportation between the villages of Clarks Point and Ekuk, which are currently only accessible by small skiff or ATV/snowmobile trail. The new road will reduce reliance on these hazardous and environmentally damaging modes of transportation, which impact wetlands, vegetation, and subsistence areas. It also presents economic opportunity, both for residents accessing employment, and by providing access to land that could be developed in areas farther from the threats of coastal erosion. This road will support commercial fishing operations, facilitate shared use of public services (healthcare, education, and power and waste utilities) between the villages, and allow for critical access for emergency services.

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Qawalangin Tribe Port Infrastructure Improvement Project

Qawalangin Tribe of Unalaska

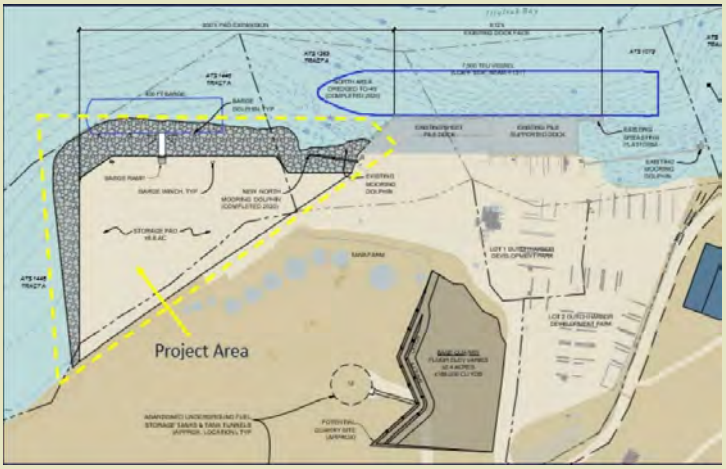
Alaska

Grant Funding: $22,320,000

Estimated Total Project Costs: $23,320,000

Project Description:

The project will fund construction of a new dock that will increase terminal capacity by providing a barge ramp, dock, and three barge mooring dolphins. It will also develop approximately 5.6 acres of adjacent container storage yard area. The project includes development of an additional upland area designed specifically to handle container-on-barge services and operations.



Project Benefits:

The new dock will speed up the movement of goods by allowing the terminal to handle both ocean-going vessel and regional barge operations at the same time This will mean that ships won't wait as long for available berthing space compared with the current single dock terminal. It includes additional onsite storage for both full and empty containers, eliminating the need for truck trips to the two satellite yards. These developments are anticipated to remove 4,000 round-trip truck trips from the local roads each year, improving both safety and environmental sustainability. The project also provides opportunity for job creation and apprenticeship in the trades as the terminal grows, in partnership with terminal operator CMA-CGM, which will also assist in project delivery. The terminal is important for supply chain movements in the remote region of Unalaska, and will increase food security for the disadvantaged and underserved Tribal community.

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Southern Navajo County Regional Multimodal Planning Study

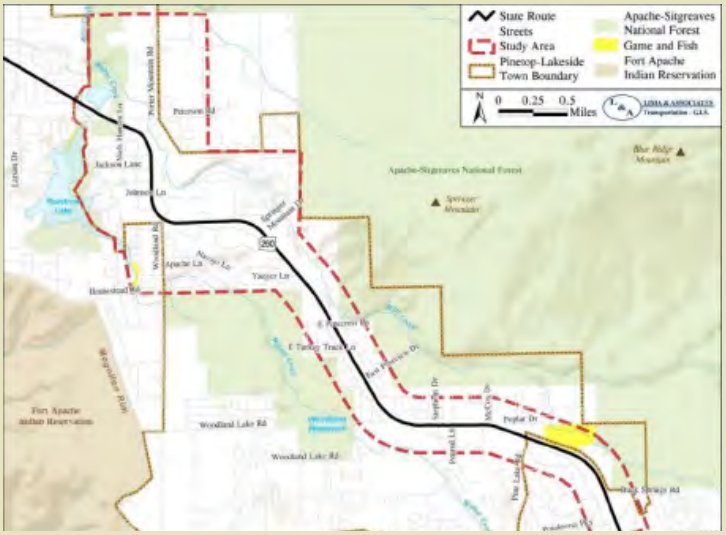
Navajo County
Arizona

Grant Funding: $261,000

Estimated Total Project Costs: $290,000

Project Description:

This planning project will fund Navajo County's regional multimodal study to improve pedestrian and bicycle infrastructure on the 16-mile segment of SR 260 between US 60 and SR 73 and the surrounding neighborhoods. The project will identify areas for improvement, determine adequate safety measures, and prepare pre-construction documents. It will also conduct community outreach, form a technical advisory committee, and develop a comprehensive plan.



Project Benefits:

The study seeks to better understand the transportation needs of cyclists and pedestrians to improve safety in this underserved and disadvantaged community. In addition to state and municipal government partnerships, the project will conduct community outreach and collaborate with community stakeholders, including homeowners associations, local stores and businesses, schools and colleges, hospitals, churches, and senior centers.

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Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge

City of Phoenix

Arizona

Grant Funding: $25,000,000

Estimated Total Project Costs: $34,547,681

Project Description:

The project will construct a bicycle and pedestrian bridge across the Rio Salado River along the 3rd Street alignment and add low-emitting solar pedestrian-scale lighting and pathway amenities between Central Avenue and 40th Street.

Project Benefits:

The bridge will connect the underserved South Phoenix community to transportation, housing, education and employment opportunities. According to the application, currently in the project area, residents without cars have no option but walk and bike om high-speed/ high-volume roads. This project also increases access to the development area of the Arizona Fresh Del Rio and the future South Central LRT station.

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22nd Street Revitalization Project

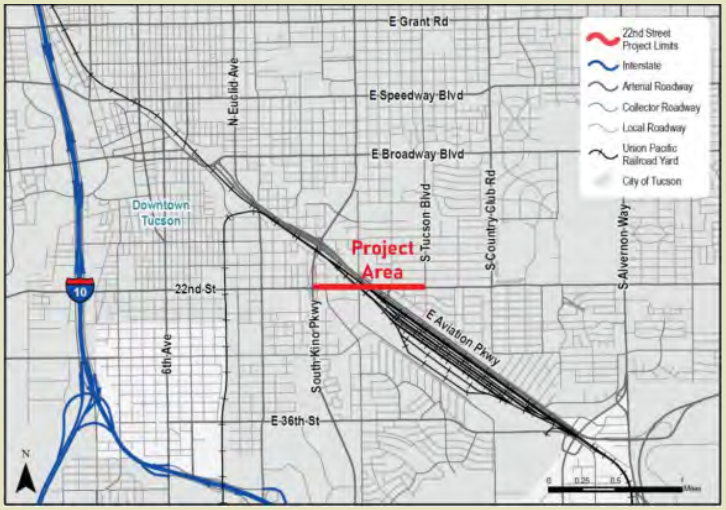
City of Tucson
Arizona

Grant Funding: $25,000,000

Estimated Total Project Costs: $95,454,000

Project Description:

The project will improve approximately 0.85 miles of 22nd Street from Kino Parkway to Tucson Boulevard. The project replaces an existing 1960s-era bridge in poor condition with a new bridge over the Union Pacific Railroad (UPRR) and State Route 210, expands 22nd Street from four lanes to six lanes with a divided median, and constructs a separate bicycle and pedestrian bridge.



Project Benefits:

The new bridge will remove a freight bottleneck and eliminate weight restrictions and lengthy detour routes for freight, transit, school buses, and emergency medical services. It will eliminate the need for a transit user to travel west and north in order to go directly east; saving up to 30 minutes per trip. This will also speed up the movement of goods and could ultimately reduce shipping costs. The project provides an East-West connection between downtown Tucson and an underserved community. Broadband conduit will also be installed as part of the project for future expansion to reach the underserved community. Additionally, by providing more vertical clearance for the Class I railroad, the project will eliminate a bottleneck for freight movement and allow for future rail expansion at this rail hub.

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Mohave Road Reconstruction

Colorado Indian River Tribes

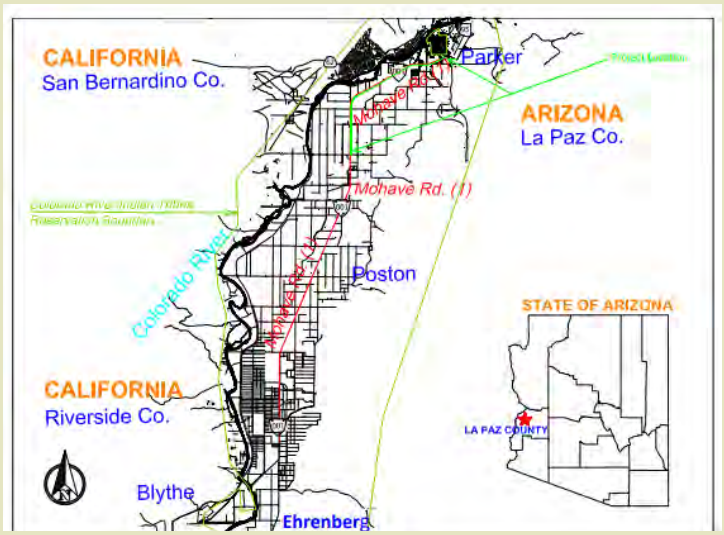
Arizona

Grant Funding: $24,989,150

Estimated Total Project Costs: $24,989,150

Project Description:

This project will reconstruct Mohave Road from State Route 95 south to Agnes Wilson Road for a length of approximately 10.50 miles,, including asphalt pavement and shoulders, intersection turn lane improvements, streetlighting, and signage.



Project Benefits:

This project has important connections to State Route 95, Interstate 10, and US 95. The project would correct safety deficiencies that have led to injury or fatal crashes at two of the six most dangerous intersections on Mohave Road. Within the 10.5 mile project limits over a three year period from 2017-2019, there were 74 total crashes, 29 injury crashes and 44 property damage crashes. This project will improve the main road used by school buses, mail delivery, emergency services, and goods movement, and will improve access to social services, especially health care. This project is also innovative because it will support the planned deployment of broadband along the corridor, to reach this rural and historically disadvantaged community.

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Connect Conway Project

City of Conway
Arkansas

Grant Funding: $24,647,664

Estimated Total Project Costs: $24,647,664

Project Description:

This project will develop approximately 15 miles of infrastructure that consists of multi-use paths, sidepaths, bridges, cycle tracks, and trailheads, removing physical barriers and connecting west and east Conway. The project includes high visibility crosswalks, pedestrian signage, rectangular rapid-flashing beacons, and high-intensity activated crosswalks.

Project Benefits:

The new multimodal trail infrastructure will provide residents in an underserved and disadvantaged community with safe access to 14 major employers including University of Central Arkansas, ten parks, seven schools, three universities and colleges, and three major retail areas. In addition, the system will provide residents with access to healthy recreation and transportation options and reduce emissions and air pollution. This project improves transportation access to complementary developments in the area, including the Central Langin area, new aquatics center, and the transportation system.

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Maritime Support Facility Access/Terminal Island Rail System

Port of Los Angeles

California

Grant Funding: $20,000,000

Estimated Total Project Costs: $39,530,000

Project Description:

The project will construct a four-lane, rail-roadway grade separation that will eliminate a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the center of Port of Los Angeles-Long Beach (POLA-POLB).

Project Benefits:

The project will significantly reduce delays, accidents, and emissions at the Port of Los Angeles-Long Beach, which handles 35% of all waterborne containers entering the United States. The current total truck delays caused by the crossing are estimated to be 580 minutes a day, which can lead to containers being delayed by a full day, causing financial loss to shippers and a delay in getting those goods to consumers. By providing a grade separation, it reduces thousands of truck vehicle hours traveled and therefore has significant emissions reductions. It will also eliminate the use of a one-way tunnel, reducing the potential for crashes. The project is important for improving access to chassis and empty containers which aids in increasing cargo velocity and will relieve supply chain constraints.

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Mobility Zones

Sacramento Area Council of Governments

California

Grant Funding: $5,000,000

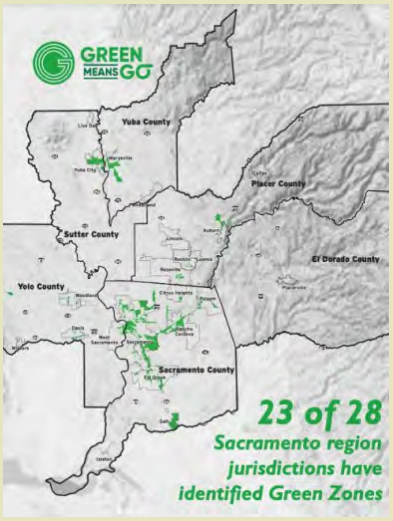
Estimated Total Project Costs: $6,300,000

Project Description:

This grant will fund a regional planning project that will engage disadvantaged communities and integrate data from across the Sacramento Region to designate "Mobility Zones." Priority projects will be identified and will proceed with design, engineering, and preconstruction activities under this grant project.

Project Benefits:

The method to carry out this transportation design planning project includes both data-driven technical aspects and extensive community participation from the disadvantaged communities that the project aims to benefit. This means that the project is likely to reduce travel time, barriers to access, and transportation costs for members of the community, including disadvantaged households, which make up roughly 40% of the project area. The project will also focus on addressing disparities in current rates of transportation-related injuries and fatalities. The project is likely to improve environmental sustainability by reducing vehicle miles traveled through an increase in access to transit and lower- or zero-emission transportation options.



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Zero-Emission Bus Operations, Maintenance, and Administration Facility

Yuba-Sutter Transit Authority

California

Grant Funding: $15,000,000

Estimated Total Project Costs: $45,238,610

Project Description:

This project will replace an existing undersized and obsolete transit facility in a new location on a 19.72-acre former brownfield site, and the new facility will support conversion to a zero-emission bus fleet.

Project Benefits:

The project modernizes and expands zero-emissions bus infrastructure. The new transit facility will also have capacity for solar power generation to meet the zero-emission bus fleet energy needs, charging infrastructure installation, and micromobility services.

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Tolowa Dee-ni' Nation Connected Communities Project

Tolowa Dee-ni' Nation

California

Grant Funding: $1,613,600

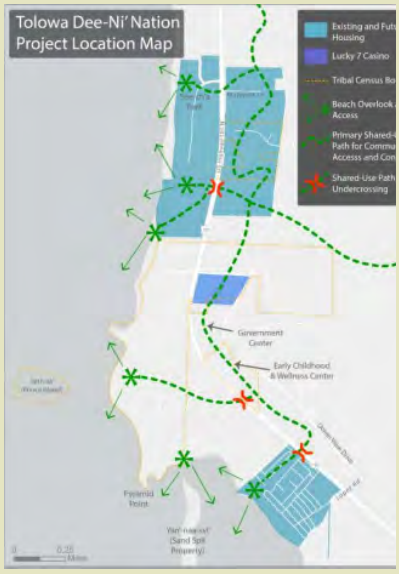
Estimated Total Project Costs: $1,613,600

Project Description:

This planning project will develop Phase 2 of the planning for the Connected Communities Project, which will create separated pedestrian and bicycle paths and improved crossings around Highway 101.

Project Benefits:

The project will address safety in an area that experienced 20 crashes, injuries, and fatalities between 2016 and 2021. In addition, the project will connect different areas of the reservation that are currently bisected by Highway 101, including better access to employment centers and tourist attractions.



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Building A Better Connected Inland Empire

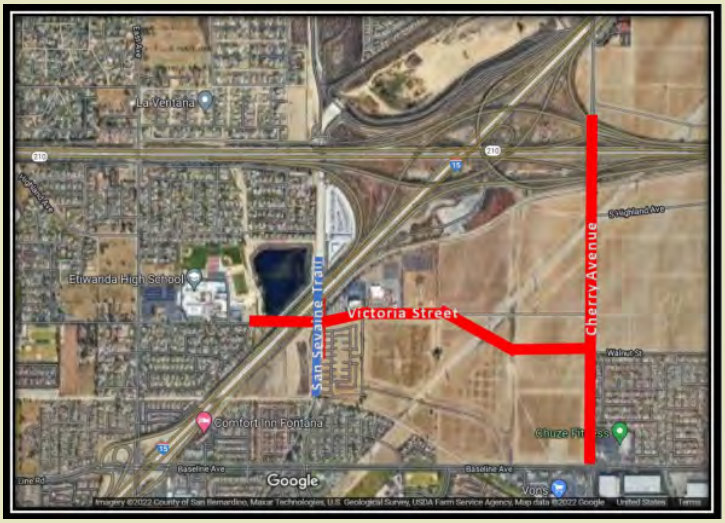
City of Fontana
California

Grant Funding: $15,000,000

Estimated Total Project Costs: $22,423,249

Project Description:

This project will make major complete streets improvements by constructing additional lane capacity, an integrated traffic system, medians with protected left turns, a roundabout, bus turnouts, streetlights, signage, and raised medians, more than 7.5 miles of bike lanes, including more than 2.5 miles of separated bike lanes, a half-mile of multi-use trail, crosswalks, a bridge, and countdown signal heads. One particular focus is creating a safe way for hundreds of students to walk or bike to an existing high school and two planned schools.



Project Benefits:

The project demonstrates benefits including improved safety, environmental sustainability, economic competitiveness and opportunity, and innovation. These changes will result in access to more transportation options that don't require a vehicle and better access to approximately 7,500 job opportunities.

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California High-Speed Rail Merced Extension Design Project

California High-Speed Rail Authority

California

Grant Funding: $25,000,000

Estimated Total Project Costs: $41,000,000

Project Description:

This planning project will fund design efforts including the completion of a configuration footprint, mapping right of way, identifying utility relocation agreements, and other necessary third-party agreements for the Merced Extension of the California High-Speed Rail project. The project will design civil infrastructure, track and systems and station platforms from Madera to Merced, on the Merced-Fresno-Bakersfield early operating segment.

Project Benefits:

The project will provide a new, high-quality, zero-emissions transit link where one does not currently exist, increasing connectivity and reducing emissions from driving. The project is expected to reduce vehicle miles traveled by over 200 million miles per year, and the high-speed rail system will run on entirely renewable energy. The project also demonstrates strong partnership; with at least 11 Federal and state partners, a variety of funding sources, collaboration with the Port and Airport, and engagement with residents. The project is innovative because it is pioneering a new rail service while adding energy generation so that it does not increase demand on the existing power grid.

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Inglewood Transit Connector Project

City of Inglewood
California

Grant Funding: $15,000,000

Estimated Total Project Costs: $1,361,100,000

Project Description:

This project will complete an approximately 1.6-mile fully-elevated, automated transit system with three stations to compete a critical gap in the region's transit system, on segments along Market Street, Manchester Boulevard, and Prairie Avenue. It includes construction of three center platform stations,.

Project Benefits:

The project provides a new transportation option, creates an alternative to personal vehicle use, and was designed in consultation with local underserved and disadvantaged communities. The project will provide important first-/last-mile connectivity between the K-Line Metro and places of interest such as the Forum/SoFi Arena, residential areas of Inglewood, and employment centers. The application included an explicit commitment to a Community Workforce Agreement to hire 35% local residents, 10% disadvantaged workers, and 20% apprentice workers to complete the work of building the project.

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Transforming Howard Street for Safe & Equitable Mobility

San Francisco Municipal Transportation Agency

California

Grant Funding: $23,000,000

Estimated Total Project Costs: $49,200,000

Project Description:

The project will transform the one-mile, three lane, dangerous and congested Howard Street arterial to a two-lane street with complete streets improvements and green infrastructure. The project will, construct concrete buffers to separate travel modes, add two-way protected bike lanes, upgrade curb ramps, upgrade traffic signals, raise crosswalks, add bulb-outs and midblock signals, install pedestrian lighting, and create passenger loading zones.

Project Benefits:

The project expands transportation infrastructure for residents in underserved and overburdened communities that are reliant on walking, cycling or public transit. The application described how 99 percent of residents along the corridor commute by walking, transit or cycling. Creating a safer bicycling corridor will reduce serious injuries and fatalities, and accommodate future growth. An additional safety improvement is the allocation of loading spaces for business needs to prevent double parking and blockage of travel lanes for vehicles, bicyclists, and pedestrians. There is a strong commitment to extensive community engagement with a diverse set of stakeholders in the project area, particularly including collaboration with SoMa Pilipinas Cultural District and the Leather District on how to maintain the cultural significance of the corridor and to ensure equity considerations in project design.

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Rural, Capital

The Westward Three Project

Colorado Department of Transportation

Colorado

Grant Funding: $24,248,940

Estimated Total Project Costs: $55,948,940

Project Description:

This project will construct three new mobility hubs in Grand Junction, Rifle, and Glenwood Springs. The Grand Junction component includes bicycle, pedestrian, and parking improvements in addition to I-70 Business Loop complete streets improvements. The Glenwood Springs component redevelops the current park-n-ride into a transit center where I-70 and SH82 intersect, and also creates a grade-separated bicycle and pedestrian underpass at 27th St. and SH82. The Rifle component expands and relocates the Rifle Park-n-Ride which is currently exceeding capacity.

Mobility Hubs Map:
This map depicts the entire Mobility Hub Network along I-70 & I-25

Project Benefits:

The project will increase the accessibility, condition, and service provided by the region's bus system. The project's development around Glenwood Springs will allow immediate extension of existing BRT service to farther areas of Glenwood Springs, including Glenwood Springs' Main Street, RFTA's major 27th St. BRT Station, and other nearby destinations. The development around Grand Junction will allow pedestrian crossing of a railroad that currently divides neighborhoods near the river from downtown, providing a safe connection between the Grand Junction Convention Center, Main Street, and train depot. The Rifle Mobility Hub expansion will at least double capacity to a minimum of 120 spaces, complementing efforts to redevelop the gateway to downtown Rifle with housing, restaurants, and retail.

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Rio Grande Intermodal Transportation

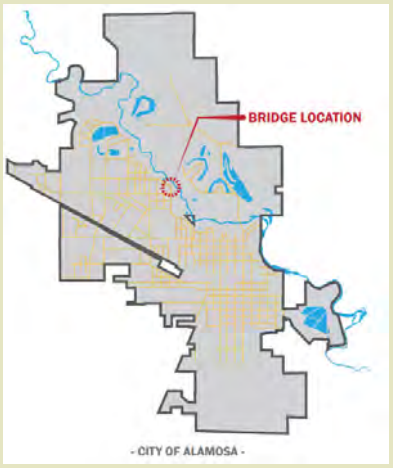
City of Alamosa
Colorado

Grant Funding: $4,777,640

Estimated Total Project Costs: $4,997,640

Project Description:
The project will fund the construction of a new pedestrian bridge across the span of the Rio Grande River channel in the Adams State University (ASU) neighborhood.

Project Benefits:
The project will connect City of Alamosa residents and students at the Adams State University to outdoor recreation facilities and promote walkability and bikability throughout the city.



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West Side Connector

City of Pueblo

Colorado

Grant Funding: $16,834,725

Estimated Total Project Costs: $16,834,725

Project Description:

This project has three distinct components related to reconnecting the West Side of the City of Pueblo to downtown. In the first component, Spaulding/Sun Mountain Blvd. will be extended from 24th Street to 31st Street and two roundabouts will be constructed where Spaulding intersects 27th Street and 31st Street. The second component will rehabilitate 70 West Side bus stops to comply with ADA standards. The third component consists of planning and design for a 24th Street bridge and Downtown Corridor.

Project Benefits:

The project is addressing physical barriers, including the railroad at 11th Street and multiple bridge closures across the Arkansas River, that prevent an underserved community from accessing essential services and employment centers. It will also restore and modernize core infrastructure and bring bus stops to ADA standard.

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CT Trail Connections: Building a Network of Trails to Connect People to Jobs

Capitol Region Council of Governments

Connecticut

Grant Funding: $16,366,554

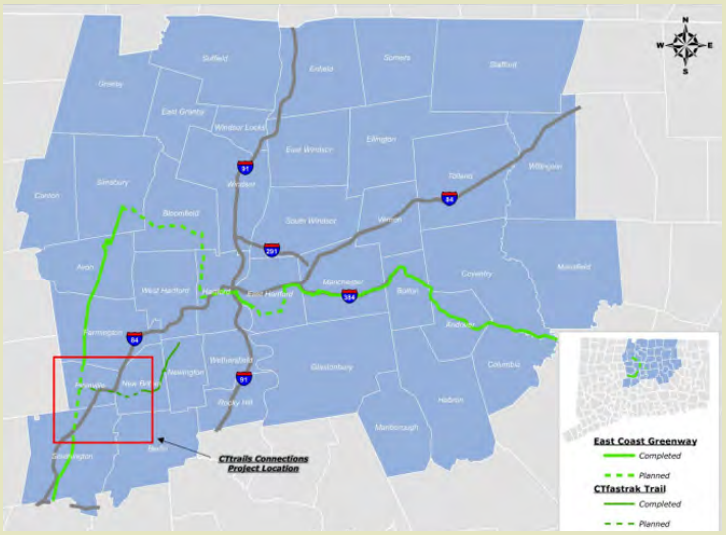
Estimated Total Project Costs: $30,166,554

Project Description:

This project will fund design and construction of two connected trails in the municipalities of Plainville and New Britain. The first trail will fill the last major gap in the Farmington Canal Heritage Trail (FCHT). The second trail will connect the FCHT to the CTfastrak trail in New Britain.

Project Benefits:

The project provides more affordable transportation options for over 120,000 residents within 2 miles of the project area, including underserved communities in New Britain. The separated bicycle/pedestrian trail also addresses a known safety issue, as there were 54 bicycle- and pedestrian-vehicle collisions within the last 5 years in the project area.



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Waterbury Active Transportation Economic Resurgence (WATER) Phase II

City of Waterbury

Connecticut

Grant Funding: $23,100,000

Estimated Total Project Costs: $23,100,000

Project Description:

This project will fund construction of Phase II of the City of Waterbury's section of the Naugatuck River Greenway Trail (approximately 2.3 miles); West Main Street Renovation and Streetscaping Improvements; and the addition of electrical vehicle charging stations at the Downtown Waterbury Train Station.

Project Benefits:

The project will improve multiple aspects of transportation infrastructure and includes some environmental restoration through capping brownfield sites using a bike trail. The project will increase mobility for underserved residents, particularly by providing safe active transportation options.

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West Main Street Corridor Planning Project

City of Stamford

Connecticut

Grant Funding: $2,100,000

Estimated Total Project Costs: $3,500,000

Project Description:

This planning project will support design and engineering of a Complete Street on approximately 1.1 miles of the West Main Street corridor in Stamford that will improve safety at nine dangerous intersections, by adding more visible crosswalks and shorter crossing distances. The planning project also includes adding sidewalks, bus boarding islands, and separated bike lanes where feasible (or shared-use of a travel lane).

Project Benefits:

Currently, West Main Street has on-street parking, inadequate sidewalks, and no bike lanes. There have been 480 collisions with 101 injuries over a four year period at the nine intersections in the project area. This area is ranked top three for total number of injury crashes in the city, and ranked first for pedestrian crashes, with an average of 5 pedestrian crashes per year. The project also supports racial equity because it is addressing severe safety issues in an area with substantial minority populations which heavily rely on walking, biking, or public transit to commute to places of employment.

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Route 9 Redefined

Delaware Department of Transportation

Delaware

Grant Funding: $6,000,000

Estimated Total Project Costs: $7,200,000

Project Description:

This planning project will accelerate plans to improve connectivity and quality of life for underserved communities on Delaware Route 9 by identifying priority projects that should be fast-tracked to final design.

Project Benefits:

The project includes 12 transportation projects that will safely connect neighborhoods, improve/replace infrastructure, and add more transportation options for those with or without a car, with a focus on equity and removing physical barriers in communities that are currently separated by major highways such as I-295. The design will consider all users, including pedestrians, and add roundabouts for better, safer traffic flow. The project benefits the surrounding underserved, overburdened, disadvantaged communities, and the project has a data-driven approach in regards to safety. Delaware Department of Transportation's outreach and workforce development partnerships on this project are strong; they have partnered with diverse civic organizations, engaged with youth, and will continue to utilize workforce development organizations to reach entry level job seekers.

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South Capitol Street Trail

District Department of Transportation

District of Columbia

Grant Funding: $10,000,000

Estimated Total Project Costs: $25,150,300

Project Description:

The project in the District's Ward 8 will construct a 10-foot-wide walking and biking trail of approximately 3.8 miles starting at the South Capitol Street and Firth Sterling Avenue SE intersection and ending at the Oxon Hill Farm Trail along DC Village Lane. The trail will extend the Anacostia Riverwalk Trail network into the southernmost areas of the District.

Project Benefits:

Introducing this trail link will provide pedestrians and cyclists with a safe, off-street transportation alternative that connects to a broader public transit system and could provide more transportation options. It particularly serves overburdened and disadvantaged communities by filling in a missing trail link, which will provide new commuting options to employment centers, the District's Downtown, and recreational parks. In addition, the trail will provide a safe, convenient area for residents to integrate walking and cycling into their daily lives, which will offer health and fitness benefits to residents that reside in Wards 7 and 8. There are strong workforce elements in this project – over half of worked hours must be performed by residents of the District of Columbia and 20 percent of work under the project is reserved for journey-level positions.

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Clearwater Multimodal Transit Center

Pinellas Suncoast Transit Authority

Florida

Grant Funding: $20,000,000

Estimated Total Project Costs: $34,400,000

Project Description:

This project in Downtown Clearwater will replace the existing Park Street Terminal with a new, more energy-efficient facility that includes approximately 17 bus bays, two electric bus charging stations and capacity for future charging stations, access for future light rail on South East Avenue, ticketing and restroom facilities, and a drop off area for ride hailing/ sharing.

Project Benefits:

The existing Park Street Terminal has long been overcrowded and in need of significant repairs. The new facility will be reconstructed at a nearby site that will accommodate the existing bus fleet, improve options to use ride-share, bike, or walk, support PSTA's future electric fleet conversion and service expansions, and remedy significant safety and accessibility concerns. The new facility will be more energy efficient by using a high performing thermal building envelope, high efficiency mechanical equipment, schedule optimization software/sensors, and assumed net-zero power utilization with the grid tied solar system on the building roof.

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New Berth 301

Tampa Port Authority

Florida

Grant Funding: $12,600,000

Estimated Total Project Costs: $16,800,000

Project Description:

The project will construct a new Berth 301 at the Port Redwing facility, which will connect Berths 300 and 302 with a 1,025-foot dock. The facility will have a 3,000-linear-foot berth capable of simultaneously docking three of the largest dry bulk/multi-purpose cargo vessels that can navigate the newly expanded Big Bend Channel.

Project Benefits:

The new berth will reduce the number of vehicles truck miles and reduce vessel idling times. The project will add capacity and make shipping more efficient which will help alleviate supply chain challenges, while creating more than 800 full time jobs. In the first year of operations, the applicant estimates that the project would reduce truck travel by 2.84 million miles and reduce 7,722 tons of emissions, while saving on highway infrastructure maintenance.

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PortMiami Net Zero Program: Cargo Mobility Optimization and Resiliency Project

County of Miami-Dade

Florida

Grant Funding: $16,000,000

Estimated Total Project Costs: $40,199,768

Project Description:

The Project consists of two elements: (1) Expanded Intermodal Rail Capacity, and (2) Cargo Gate Optimization. The rail capacity component constructs two new rail tracks approximately 3,200 feet long, acquires three new electric-rubber-tired cranes, reconstructs apron areas on all sides of the track, installs LED lights, and reconstructs the stormwater drainage system to address sea level rise. The cargo gate optimization project will include roadway realignments to and from cargo gates, rehabilitation of the stormwater management system to address sea level rise, cargo gate canopies, staging areas for trucks, direct access to rail yard gates, and gate technology upgrades.

Project Benefits:

The upgrades will result in more efficient freight movement that will alleviate supply chain issues. The rail capacity expansion is expected to promote a modal shift from truck to rail, resulting in environmental sustainability and safety benefits as well.

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East Coast Corridor Trespassing and Intrusion Mitigation Project

Florida Department of Transportation

Florida

Grant Funding: $24,934,138

Estimated Total Project Costs: $45,000,000

Project Description:

This project will fund the final design and construction of supplemental safety measures at targeted locations along 195 miles of the shared-use Florida East Coast Railway/ Brightline railway corridor. These include fencing and landscaping improvements, delineators and roadway striping, rail dynamic envelopes (RDE), crisis support signs, and "Do Not Stop on Tracks" signs.

Project Benefits:

The project will reduce vehicle collisions and trespassing along a dangerous corridor, estimated by the applicant at more than 140 avoided collisions over the next 20 years. Reduced collisions also avoids delay for freight and passenger trains. The project will use innovative technology, particularly with RDEs to visually highlight the zone at railroad crossings that drivers, bicyclists, and pedestrians should not stop and delineators, which are newer technologies that have demonstrated positive results for preventing vehicle intrusion.

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SMART St. Augustine

Florida Department of Transportation

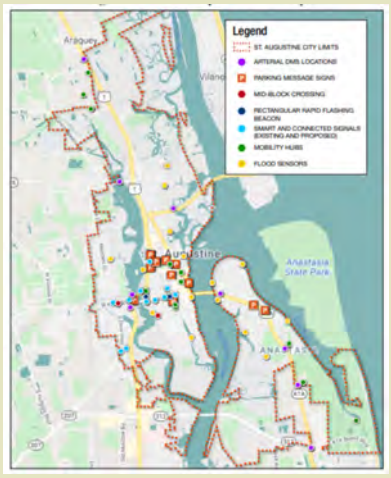
Florida

Grant Funding: $12,263,159

Estimated Total Project Costs: $15,391,882

Project Description:

The project includes a citywide deployment of innovative transportation technologies such as smart parking, bicycle and pedestrian improvements, electric vehicle charging stations, and other transportation improvements. Improvements include six mid-block rectangular rapid-flashing beacons in high pedestrian traffic areas, automatic pedestrian and bicycle detection, pedestrian walk time extension for low mobility pedestrians, smart lighting sensors at three mid-block crossings and audible pedestrian countdown signals at approximately 23 locations.



Project Benefits:

St. Augustine receives an estimated 6 million visitors annually, and according to the grant application, 53 percent of the city's population lives in areas of persistent poverty. Over 20 percent of those residents are employed in tourism-related jobs in the downtown historic district, but tourism is threatened by congestion and mobility challenges that discourage visitors. Smart parking and bicycle amenities, among other improvements, will facilitate tourist access. The pedestrian safety improvements, such as audible countdown signals, also address equity as they will assist students who attend the St. Augustine Florida School for the Deaf & Blind, the largest school in the nation for hearing impaired students.

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Reimagine North Avenue

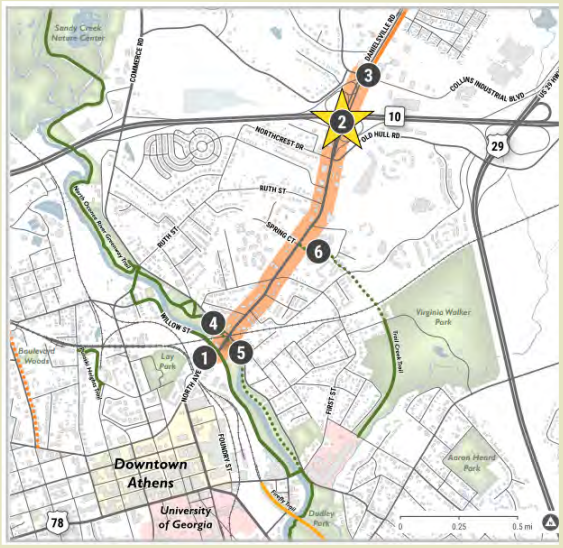
County of Athens-Clarke
Georgia

Grant Funding: $24,970,000

Estimated Total Project Costs: $24,970,000

Project Description:

The project will make complete street improvements along North Avenue from Downtown Athens, at the intersection of North Avenue and Willow Street, to just north of SR-10 at the intersection of Freeman Drive/Collins Industrial Boulevard. Ten bus stops along the corridor will be upgraded to accommodate sidewalks and transit stops. Throughout the corridor, traffic signals will be upgraded with pedestrian signals, and lighting and wayfinding will be installed. The road will be resurfaced with drainage improvements, and a shared use path will be constructed.



Project Benefits:

It will provide area residents with improved access to affordable multimodal transportation options along North Avenue which is a main connection between low-income communities north of State Route (SR-10) and Downtown Athens. The project will also provide safe connections for area residents to employment, education, healthcare, public transit, essential services and recreational areas.

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Urban, Capital

Five Points Transformation Phase 2

Metropolitan Atlanta Rapid Transit Authority (MARTA)

Georgia

Grant Funding: $25,000,000

Estimated Total Project Costs: $182,896,993

Project Description:

This project will rehabilitate the above-ground portions of the Five Points MARTA station by removing the aged station canopy, improving the bus bays, and revitalizing the station plaza/public space. The project will complement other investments, including Phase 1 to make below-ground station improvements and Phase 3 to make transit-oriented improvements.

Project Benefits:

The project will improve the experience of travelers at the station and make transfers easier. By rebuilding an aging and confusing station, the project eliminates long walks to bus transfers in areas that are not adequately monitored, and users will not need to cross streets, improving safety by eliminating modal conflicts. Five Points station provides direct transit service from downtown Atlanta to the world's busiest airport (Hartsfield-Jackson Atlanta International) in under 20 minutes, providing employment opportunities for an underserved and disadvantaged community. According to the applicant, within a half-mile of the station, more than 50 percent of individuals are living in poverty and 73 percent are minorities.

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Waiale Road Extension Project

County of Maui
Hawaii

Grant Funding: $25,000,000

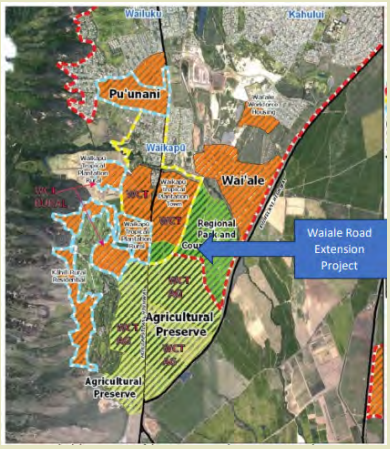
Estimated Total Project Costs: $34,000,000

Project Description:

The project will construct the Waiale Road Extension, which extends Waiale Road from East Waiko Road southward to Honoapiilani Highway. The approximately 8,600 foot extension will include multimodal improvements that will have two travel lanes, bike lanes, sidewalks, grass swales, and a shared-use path.

Project Benefits:

The project provides non-motorized facility improvements in an area where residents have a higher reliance on non-vehicle forms of transportation. Once complete, the project will provide access to new housing developments, and will link residential and commercial areas. The project also uses new broadband technology for smart signals and facilitates public WiFi access.



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Poipu Road Safety and Mobility

County of Kauai
Hawaii

Grant Funding: $24,837,010

Estimated Total Project Costs: $31,046,262

Project Description:
The project will improve approximately 3.3 miles of Poipu Road, from Koloa Town to the Poipu resort district of Kauai. The project includes three roundabouts, bicycle lanes, sidewalks, pedestrian crossings, bus stops, landscaped medians, resurfaced roadway, and drainage improvements.

Project Benefits:
This project will improve safety for school children and commuters by making roadways improvements, and adding pedestrian and bicycle infrastructure.

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Reconnecting Accessibility and Improving Safety and Equity in Nampa

City of Nampa

Idaho

Grant Funding: $5,000,000

Estimated Total Project Costs: $5,000,000

Project Description:

This planning project will design local and regional connections to benefit residents in the North Nampa Neighborhood. These improvements include sidewalk network expansion and modernization, shared use path construction, pedestrian pathway extension, a new pedestrian bridge, the replacement of an existing vehicular and pedestrian bridge, the modernization of two railroad underpasses, and the study of new transit services.

Project Benefits:

The neighborhood has experienced over 450 crashes in 6 years, which would be reduced by this this project. New public transit stops will connect residents in this underserved community to essential services, grocery stores, schools, churches, and parks. The pedestrian bridge will connect the neighborhood to a farmer's market that is located on the other side of railroad tracks, and will improve ADA access around assisted living facilities.

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Urban, Capital

State Street Premium Corridor

Valley Regional Transit

Idaho

Grant Funding: $8,457,000

Estimated Total Project Costs: $10,572,000

Project Description:

This project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street/SH 44 from downtown Boise to Bogart Lane. This project will include accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use path, wheelchair ramps and access, and bicycle and additional street crossings.

Project Benefits:

The project will build transit, pedestrian, and bicycle facilities that will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel. This project will better connect low-income residents with employers, grocery stores, healthcare facilities, schools, recreational facilities, and other life enhancing opportunities.

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Access to Opportunity Planning Project

Ada County Highway District

Idaho

Grant Funding: $5,000,000

Estimated Total Project Costs: $6,429,500

Project Description:

This planning project will plan and design twelve multimodal transportation projects. The total length of the twelve projects is over 10.5 miles and includes filling in sidewalk gaps, signalizing crossings, implementing ADA accessible pedestrian ramps and signals, building multi-use paths and designated bike facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River.

Project Benefits:

The multi-use path will increase accessibility to the transit system–particularly for residents that do not have vehicle access. This will result in lower transportation costs. This project will also directly link a community that has been separated by I-184 to the 25 miles of paths and over 850 acres of parks and natural areas along the Boise River giving access to the recreation area. It connects the Boise West, Central Bench, and Garden City with the Boise River Greenbelt, a major regional trail connecting parks, jobs, and Boise's Downtown Central Business District.

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Rural, Capital

Wood River Valley Mobility Corridor Improvements

Idaho Transportation Department

Idaho

Grant Funding: $12,424,000

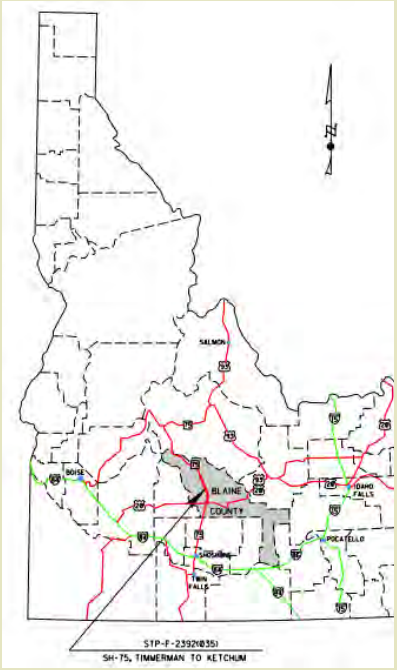
Estimated Total Project Costs: $15,530,000

Project Description:

The project will improve transit-oriented infrastructure at four intersections with ID-75 in the Wood River Valley Mobility Corridor: Ohio Gulch Road, East Fork Road, South Broadway Run, and Elkhorn Road. The improvements include bus pullouts, bus stops, passenger shelters, a park-n-ride, sidewalks, shared-use pathways, and shared-path tunnels/underpasses.

Project Benefits:

The project corridor currently has limited to no access to public transportation and average daily travel volume that is 10 times higher than other county roads due to the proximity to tourism destinations. The project will provide pedestrians, cyclists, skiers, commuters, and others with safe access to the Wood River Trail System. In addition to supporting tourism, the project will make transit connections to new housing developments for the local workforce. It will benefit the underserved, overburdened, and disadvantaged communities nearby by providing access to zero-fare and zero-emission transit services.



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Harvey Intermodal Transportation Center

Pace Suburban Bus Division of the RTA

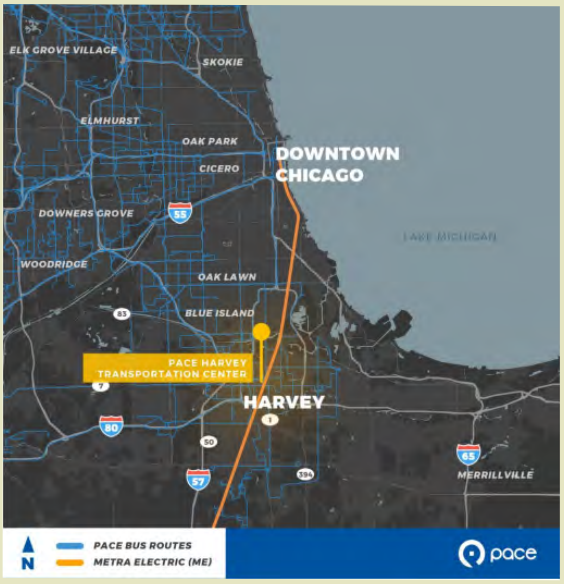
Illinois

Grant Funding: $20,000,000

Estimated Total Project Costs: $67,000,000

Project Description:

This project will reconstruct existing bus transfer and rail station facilities into a cohesive intermodal transit facility with three main components. The first component will reconfigure the existing bus facility to provide better access to the Metra station, construct 14 new bus bays for fixed routes and 4 layover bus bays, create a paratransit vehicle boarding area, and add a dedicated lane for riders disembarking. The second component will make Metra station improvements, including modernizing amenities and demolishing the existing elevated platform and replacing it with a heated platform. The platform will also be extended by approximately 36 feet to allow all doors to open. The third component includes parking and site improvements to replace the two existing lots with one 226-space lot, including more ADA parking and access.



Project Benefits:

The project improves access to transit alternatives for the local overburdened community. Replacing the two old, outdated facilities with a new modern one, redesigned to provide ease of access, a better travel experience, and is up to ADA standards will help residents get where they need to go more efficiently and affordably.

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Greater Downtown Revitalization Project

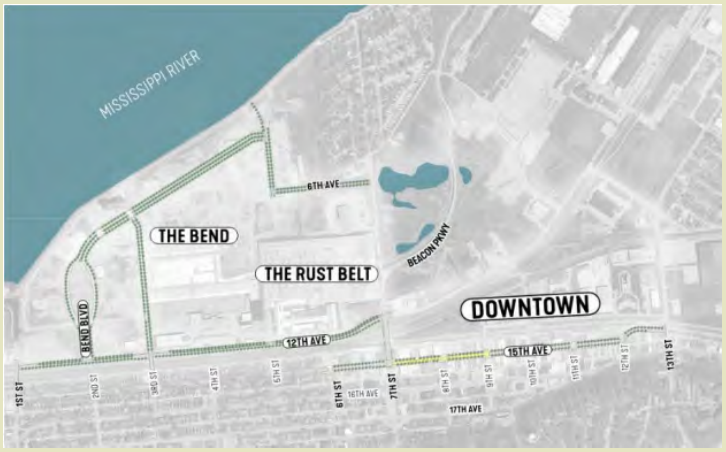
City of East Moline
Illinois

Grant Funding: $23,716,189

Estimated Total Project Costs: $29,645,236

Project Description:

The project includes streetscaping of 15th Avenue from 6th to 13th Street, 12th Avenue from 1st to 7th Street, and 7th Street from 15th to 12th Avenue. A new road and streetscape will also extend from 3rd Street along Bend Boulevard to 6th Avenue.



Project Benefits:

This project will help revitalize and promote local economic growth in an area that has suffered due to a major decline in manufacturing in the 1980s. The project will connect two brownfield redevelopment sites to downtown and help make the area a destination for business, recreation, and entertainment with connections for vehicles, bikes, buses, trains, and boats to the commercial core. The project increases pedestrian safety at rail crossings, and includes dedicated trails for non-motorized users, which is expected to result in modal shift for commuters away from personal vehicles to walking or cycling.

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Englewood Line Trail

City of Chicago

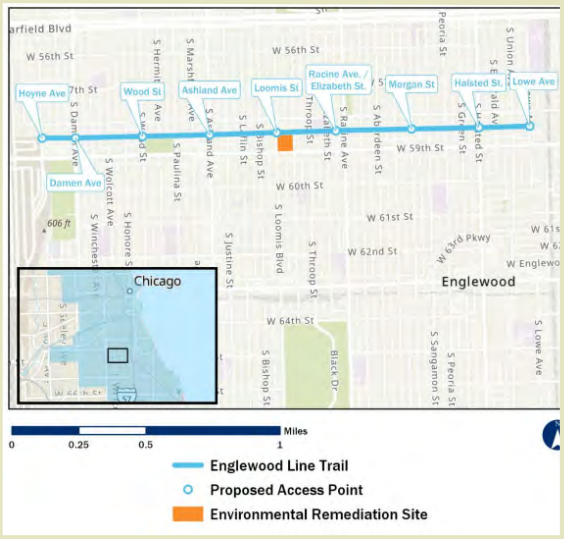
Illinois

Grant Funding: $20,000,000

Estimated Total Project Costs: $68,236,854

Project Description:

The project will fund the construction of a multiuse path on an abandoned elevated rail right-of-way in the historically burdened Chicago neighborhood of Englewood, parallel to West 59th Street between South Lowe Avenue and South Hoyne Avenue.



Project Benefits:

Within a half-mile of the proposed Englewood Trail Line, there were more than 4,000 crashes between 2016 and 2020 – 11 of which were fatal. The project will improve safety and mobility and community connectivity benefits for an overburdened, underserved community by creating an alternative, safer option for residents, while promoting active transportation and connections to transit. The project has, and will, continue to engage diverse people and communities through extensive, multi-year outreach and public meetings for project design and conception, addressing potential impacts such as gentrification, displacement, and equitable employment opportunities generated from the project.

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Springfield Rail Improvements Project

City of Springfield

Illinois

Grant Funding: $19,800,000

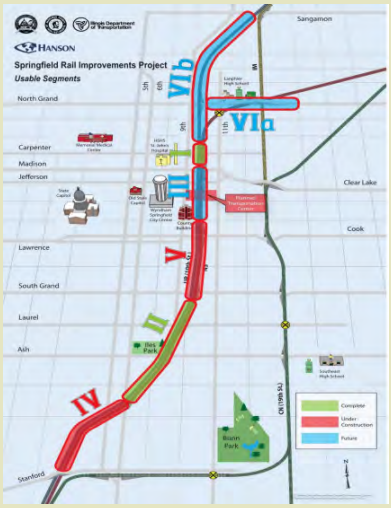
Estimated Total Project Costs: $26,400,000

Project Description:

The project will construct a new railroad grade separation underpass at North Grand Avenue over the Norfolk Southern and Illinois Midland rail lines.

Project Benefits:

The new grade separation underpass is located near a historically disadvantaged community and a local high school, which will both benefit from safer access and potentially noise reduction. The underpass will also bridge the 150-year-old barrier for underserved communities east of the rail corridor to help residents access jobs downtown, public buildings, medical facilities, and emergency services.



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Ridge Road Complete Streets

Civil Town of Munster

Indiana

Grant Funding: $17,143,320

Estimated Total Project Costs: $21,429,151

Project Description:

The project will reconfigure approximately 1.3 miles of Ridge Road traffic lanes from five lanes to three, add a 10-foot wide multi-use path on the south side of the street, plant more than 250 trees, and install amenities including landscaping, gateway and wayfinding signage, and pedestrian seating.

Project Benefits:

From 2016 to 2020, there were over 600 crashes on Ridge Road, among the highest of any corridor in Munster. By making complete streets improvement, the project will provide safer non-motorized access to the planned train station for commuters to Chicago. The project also utilizes 10% DBE participation in construction and labor workforce will be provided through local unions.

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Market District Improvement Project

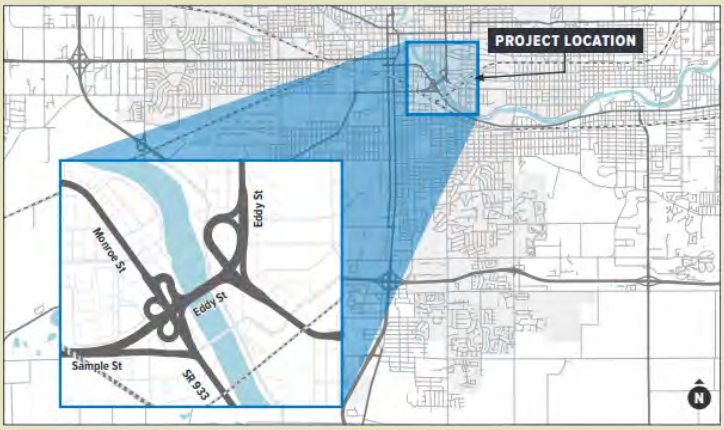
City of South Bend
Indiana

Grant Funding: $2,400,000

Estimated Total Project Costs: $3,000,000

Project Description:

This planning project will fund preliminary engineering activities for the mitigation of the physical transportation barrier in Southeast South Bend caused by freeway ramps from Indiana State Road 23 and the St. Joseph River. The planning covers thirteen project components that will create a network of interconnected multimodal streets.



Project Benefits:

The project will remove a physical barrier that is at the end of its useful life. The current infrastructure cuts off access to groceries, a farmer's market, housing, Jefferson Middle School, Howard Park, and Veterans Park for non-motorized travelers in an underserved community, and the project improvements will create safe ways for individuals to bike and walk through the area. This project design will also support the use of local transit and provide more transportation options.

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Developing Connection: Isett Avenue and Cypress Street Reconstruction

City of Muscatine

Iowa

Grant Funding: $2,002,000

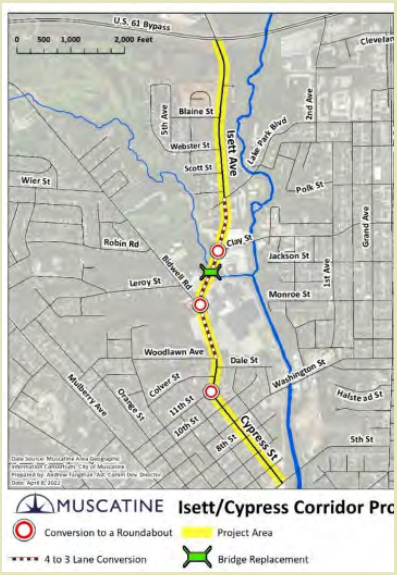
Estimated Total Project Costs: $2,002,000

Project Description:

This planning project includes pre-construction planning for the Isett Avenue/Cypress Street Corridor in Muscatine. Potential improvements to the corridor could include four-to-three-lane conversion, three new roundabouts, bridge repair and raising, addition of sidewalks, extension of a multi-use trail, improved stormwater management, sanitary sewer and water main replacement, and landscaping.

Project Benefits:

The project area would increase safety by creating wider lanes and reconstructing sidewalks to bring them into ADA compliance. The area is prone to flooding that damages the roadway and bridge infrastructure, so stormwater management through bioretention and permeable pavers will build a more resilient and sustainable infrastructure for residents.



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La Porte Road Revitalization

City of Waterloo

Iowa

Grant Funding: $20,500,000

Estimated Total Project Costs: $28,994,732

Project Description:

The project will make complete streets improvements on approximately 2.7 miles of La Porte Road. It adds sidewalks, bicycle trails, lighting, transit benches and platforms, and a bus shelter to the corridor. It will also eliminate certain travel lanes, create a separated bicycle and pedestrian path, and add turn lanes in select locations throughout the corridor.

Project Benefits:

The complete streets project will improve safety for people who walk, bike, and drive along the major commercial corridor. The project will complete a network of local bicycle and pedestrian infrastructure and promote transit access to Waterloo's downtown shopping and hotel district, John Deere facilities, the MercyOne Medical Center, Allen Hospital, the Lost Island water park, and more.

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Rebuilding Bridges to Employment and Equity

City of Dubuque

Iowa

Grant Funding: $2,280,000

Estimated Total Project Costs: $4,380,000

Project Description:

This planning project will design and engineer a vehicular/pedestrian overpass at the 14th Street railroad grade, with complete street enhancements for an approximately 3,044-foot section of the 16th Street corridor and an approximately 2,880-foot section of the Elm Street corridor, that will include a new pedestrian/bike shared-use path.

Project Benefits:

The project will significantly benefit the underserved community by creating affordable, safe, accessible non-motorized transportation options to local employment centers while also promoting the redevelopment of brownfield sites and the revitalization of local neighborhoods. The grade separation and other pedestrian improvements will increase safety significantly. The project will also utilize local hiring practices, will engage DBEs, and will encourage the use of apprenticeships.

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Old Smoky Hill River Bridge Replacement

City of Salina

Kansas

Grant Funding: $22,112,620

Estimated Total Project Costs: $33,787,620

Project Description:

This project will replace 7 bridges over the Old Smoky Hill River, construct approximately 3.4 miles of multi-use accessible trails, improve 7 pedestrian crossings, improve 3 railroad-pedestrian crossings, and install trail lighting. In addition, the project will construct a new, multi-modal hub, three pedestrian bridges, 2 new electric vehicle charging stations, a pedestrian underpass, a pedestrian boardwalk, and 5 new recreational boat launches.

Project Benefits:

The new bridges will improve mobility, reduce congestion, and reconnect the City of Salinas' underserved, neighborhoods to recreational features. The project also upgrades river channel culverts that are currently prone to flooding.

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Flint Hills Trail: Connecting Communities, Cultures, and Landscapes

Kansas Department of Wildlife and Parks

Kansas

Grant Funding: $24,821,705

Estimated Total Project Costs: $27,208,907

Project Description:

The project will construct approximately 40-miles of the Flint Hills Trail in Kansas, nearly completing this 118-mile linear park "rail-trail". The project includes drainage improvements, pipes, culverts, bridges, base improvements, limestone surfacing, fences, gates, bollards, safety improvements and signage.

Project Benefits:

The trail will offer an alternative to driving as well as provide outdoor recreation opportunities in a rural area that is currently fragmented with very few public outdoor recreational areas. There is also opportunity for the project to boost recreation and nature tourism, as evidenced by establishment of ten new businesses related to the trail in the past three years. Planning efforts have considered inputs from the communities being served through four workshops, and the trail will use inclusive interpretative signage and storytelling strategies that portray history and respect the Kaw Nation.

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Broadway All the Way

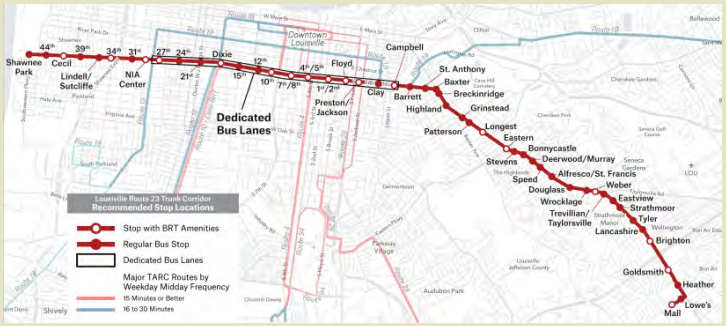
City of Louisville
Kentucky

Grant Funding: $5,000,000

Estimated Total Project Costs: $6,250,000

Project Description:

This planning project will advance three specific Complete Streets projects: The first component will create a unified vision for premium transit on Route 23, the corridor's main line, through public engagement; identification of locations for transfers, BRT connections, and ITS needs; and a disadvantaged workforce plan. The second component will create the shovel-ready plans for approximately 5.5 miles of Complete Street improvements on Broadway. The third component will complete preliminary and final design for bus station and bus rapid transit infrastructure on Baxter Avenue and Bardstown Road.



Project Benefits:

This project impacts all modes of transportation along an approximately 10-mile stretch of three major roads that includes 30% of the bus routes in the city to help address safety issues and access to employment and critical services. This project particularly focuses on access to medical services and educational facilities for historically disadvantaged communities. It also supports economic competitiveness by including a disadvantaged workforce plan, redeveloping vacant land, brownfields, and parking lots into transit hubs, and providing travel time savings for commuters.

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Reimagine 9th Street

City of Louisville

Kentucky

Grant Funding: $15,584,000

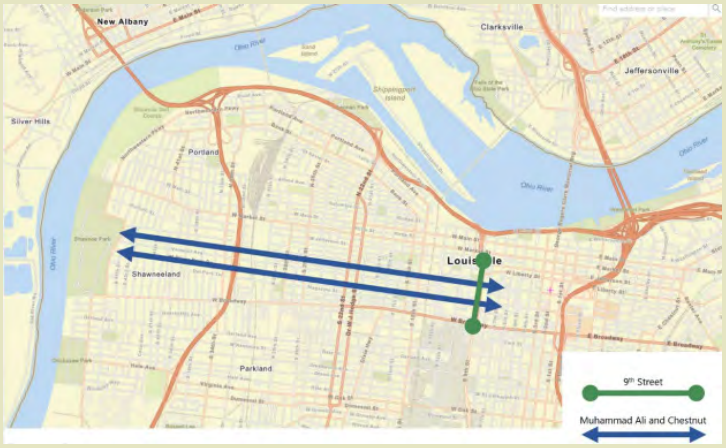
Estimated Total Project Costs: $24,640,000

Project Description:

This project will transform 9th Street from a six-lane thoroughfare into a Complete Street with a large pedestrian zone, with bicycle facilities and bus lanes, green infrastructure, and appealing public spaces. The project will also convert one-way traffic to two-way on Muhammad Ali Boulevard and Chestnut Street/River Park Drive.

Project Benefits:

This Complete Street project will create safe, affordable transportation options while also helping to encourage economic growth in this community. It also will help to reconnect a historically Black underserved community that has been divided by this six lane highway. The redevelopment of two other streets from one-way to two-way will also help to improve safety by helping to slow traffic.



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Urban, Capital

Downtown Baton Rouge and Gonzales Train Station Project

City of Gonzales

Louisiana

Grant Funding: $20,000,000

Estimated Total Project Costs: $46,600,000

Project Description:

This project will acquire right-of-way, design, and construct the Baton Rouge Train Station and Gonzales Train Station along the planned Baton Rouge-New Orleans (BR-NO) Inter-City Rail Service. The project also includes the construction of ADA accessible platforms and stations and the supporting infrastructure.

Project Benefits:

The two new transit stations this project will construct will increase mobility and transportation choices for all residents. The new rail connection is expected to reduce vehicle congestion on the I-10 corridor and help to save travel time as well as help reduce emissions.

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Natchitoches Safe Streets Revitalization Project

City of Natchitoches

Louisiana

Grant Funding: $17,253,272

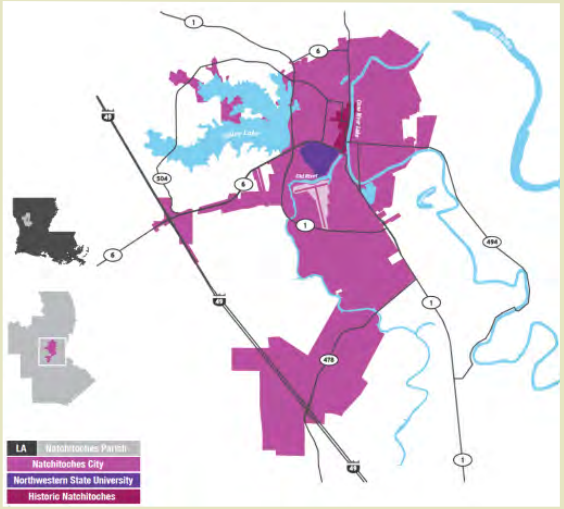
Estimated Total Project Costs: $17,253,272

Project Description:

This project will rehabilitate the Texas Street Business Corridor from the Highway 1 South Bypass to Washington Street. This will include rehabilitation of roads, drainage and new pavement, new and widened sidewalks, walking paths, and dedicated bike and pedestrian lanes.

Project Benefits:

This project will improve access to the business corridor for households in an area of persistent poverty. It will also improve safety for all, and help reduce crashes in an area where 75 percent of the fatal crashes in a recent 5 year period involved bicyclists, pedestrians or both.



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Ferry Road Improvement Project

Plaquemines Parish government

Louisiana

Grant Funding: $1,099,455

Estimated Total Project Costs: $1,374,319

Project Description:

This project will replace a gravel roadway to the Pointe-a-la-Hache ferry facility with hard surface roadway, will add a new southbound left turn lane on Highway 23, and will add northbound deceleration turn lane and acceleration lane. The project also includes a parking area to help accommodate commuters.

Project Benefits:

This road will replace the existing ferry access road and facility that has been damaged over the years by various storms, high river currents, and erosion, resolving a major mobility issue for local residents. The new, improved ferry crossing will enable this historically disadvantaged community to access an estimated more than 700 new jobs. The improved connectivity will also provide safety benefits for the community in the event of another major disaster.

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Shreveport Healthcare and Development Corridor

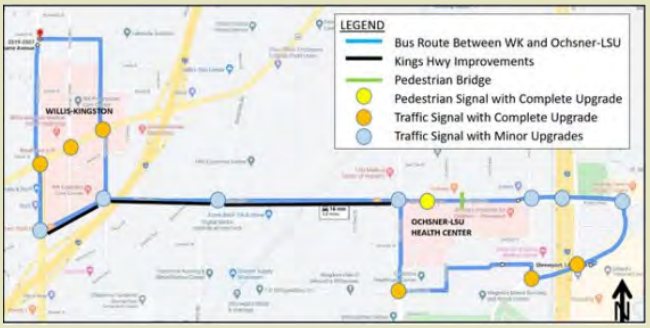
City of Shreveport
Louisiana

Grant Funding: $22,164,000

Estimated Total Project Costs: $27,705,000

Project Description:

This project will fund construction of roadway and intersection improvements on the approximately 1.6 mile health care corridor at the nexus of I-49 and I-20 in Shreveport. The project includes reconstructing roadways and transit bus pull-outs, implementing bus rapid transit with electric bus technology and making improvements to traffic signals, emergency vehicle preemption signaling, street lights, and ADA accessibility. It also provides improvements for alternative transportation methods including a pedestrian bridge and protected bicycle lanes.



Project Benefits:

This project increases accessibility and availability of connections between zero-fare fixed transit routes that help people access health care facilities and other critical infrastructure. It addresses racial equity by serving an underserved area which is 93 percent Black, and provides more affordable transportation connections between “zero-fare” fixed transit routes with paratransit services and the health care facilities.

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Valentine Pontoon Bridge Replacement

Parish of Lafourche

Louisiana

Grant Funding: $2,626,679

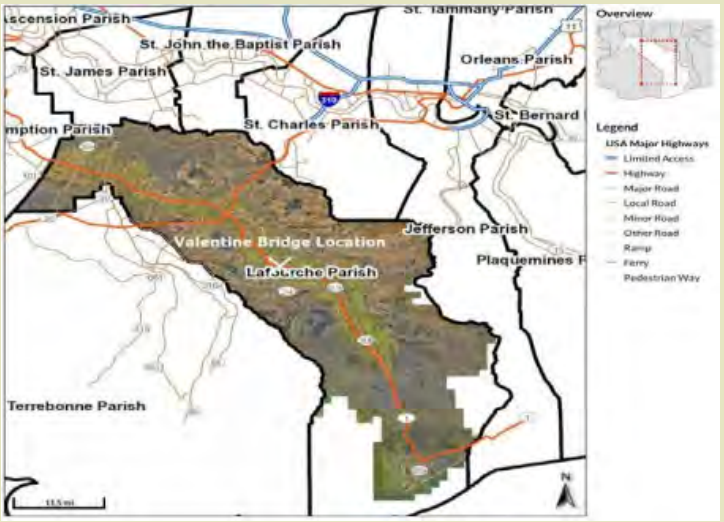
Estimated Total Project Costs: $5,716,404

Project Description:

The project will replace the existing dilapidated Valentine Pontoon Bridge over Bayou Lafourche on State Highways 1 and 308 between Lockport and Larose with a modernized pontoon bridge.

Project Benefits:

This new bridge will help to decrease travel time between the small rural communities it services, cutting the travel distance between Lockport and Larose in half. This will allow for increased access to the employment opportunities at the nearby Valentine Chemicals facility, as well as allow for more access to potential redevelopment of other nearby industrial sites. Additionally, by eliminating pillars in to the Bayou Laforche, the new bridge will help to maximize flow and reduce environmental harm.



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Downtown Sanford Village Partnership Initiative

Maine Department of Transportation

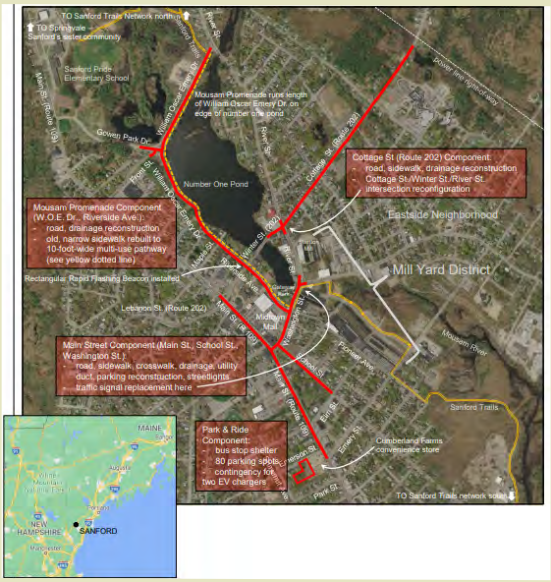
Maine

Grant Funding: $25,000,000

Estimated Total Project Costs: $34,431,880

Project Description:

The project will complete improvements to streets on Cottage Street (Route 202), William Ocar Emery Drive, Main Street (Route 109), Washington Street, and School Street in Downtown Sanford. This includes constructing and/or replacing streets, sidewalks, crosswalks with ADA-compliant upgrades, traffic calming effects, roadway features that improve walkability and bikeability, modern underground utility ducts, energy efficient streetlights, adequate parking spaces for electric vehicles, stormwater improvements, and trail connections. It will also construct a park and ride facility on Emerson Street.



Project Benefits:

The project will restore roads and sidewalks, and build a modern park and ride. The project incorporates innovative technology and materials for the stormwater drainage system and lighting that can be monitored and adjusted by officials. The complete streets improvements provide more affordable transportation options for the community.

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Rural, Capital

Interstate 95 at Hogan Road Improvement Project

Maine Department of Transportation

Maine

Grant Funding: $24,610,298

Estimated Total Project Costs: $34,945,000

Project Description:

The project will replace Maine's busiest diamond interchange at I-95 and Hogan Road in Bangor with a safer and modern Diverging Diamond Interchange.

Project Benefits:

The project will improve safety to a known hazard area by employing traffic calming features to slow vehicles along Hogan Road. The lack of bicycle and pedestrian infrastructure around the interchange is a concern as Bangor's population grows and non-motorized transportation becomes more popular.

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Building Baltimore Penn Station Connections

Maryland Department of Transportation - Maryland Transit Administration

Maryland

Grant Funding: $6,000,000

Estimated Total Project Costs: $12,000,000

Project Description:

The project will fund construction of multi-modal transit station access improvements for Baltimore Penn Station including dedicated bus lanes on Charles Street, curb extensions at approximately 10 bus stops on Charles and St. Paul Streets, and curbside management investments adjacent to the station. Bicycle and pedestrian connectivity investments include access improvements to the Jones Falls Trail, traffic signal adjustments and crosswalk improvements on Charles and St. Paul Streets, replacement of bridge railings, installation of interactive kiosks, public plaza improvements, and a secure bicycle parking facility.

Project Benefits:

This project will improve transit access and efficiency at the major transit hub in Baltimore, thereby reducing travel times for commuters and expanding access for the local disadvantaged community to employment and services. Twenty-six percent of the population in the project area are living below the poverty line, and more than twenty percent of the population do not have access to a vehicle. The project is also part of a greater local transit-oriented development strategy that supports fiscally-responsible land use. Innovative components of the project include kiosks with real-time traveler information, emergency communications, and multilingual options.

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New Carrollton Multi-Modal Transportation Station Project

Prince George's County
Maryland

Grant Funding: $20,500,000

Estimated Total Project Costs: $47,000,000

Project Description:

The project will construct multimodal transit station improvements for New Carrollton Station. The project includes a new Train Hall for the existing MARC, Metrorail, and Amtrak service, incorporating connections to Metrobus, TheBus, and Greyhound bus services and the future Maryland Purple Line light rail. It will also make new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements on Garden City Drive to access the station, and improve the Train Hall plaza space to be more welcoming to users.

Project Benefits:

According to the applicant, there have been more than 150 crashes, 2 fatalities, and 50 injuries in the last three years on Garden City Drive near the station. The project will improve safety by adding striped bicycle lanes, bicycle boxes, wider sidewalks and safer pedestrian crossings, and a center median on the road. The project supports transit-oriented development in the area, including access to new residential and office space that is currently under development and expected to increase ridership at the station. The project makes transit a more attractive option, particularly for the underserved community in the area, by facilitating non-motorized first/last mile access to the station.

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Lynnway Multimodal Corridor

Massachusetts Department of Transportation

Massachusetts

Grant Funding: $20,250,000

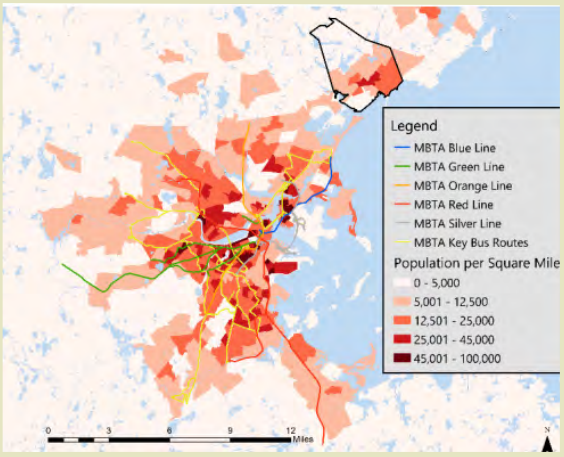
Estimated Total Project Costs: $27,000,000

Project Description:

This project will provide design and construction services for center-running bus lanes, enhanced bus stops, a bi-directional separated bike lane, and sidewalk improvements on the Lynnway (MA Route 1A) between the General Edwards Bridge and Broad Street.

Project Benefits:

The project will enable residents in an area with high housing and transportation costs to use active transportation, helping to improve the reliability and experience of travel from Lynn to Boston. The project sponsor explicitly considered racial equity when designing public outreach strategies, and the application demonstrates that input was received and incorporated from more than 1,000 across diverse demographics.



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Roxbury Resilient Transportation Corridors

City of Boston

Massachusetts

Grant Funding: $20,000,000

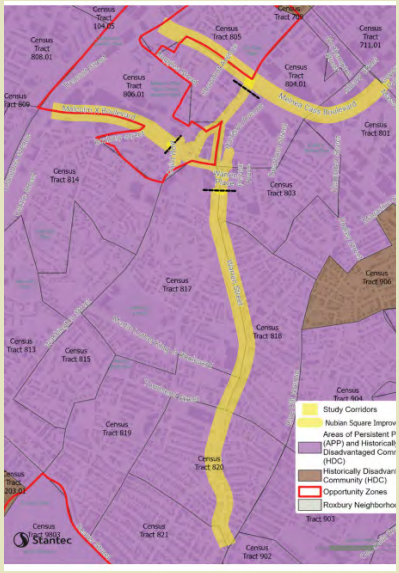
Estimated Total Project Costs: $33,997,896

Project Description:

This project will reconstruct and upgrade three corridors in the Roxbury neighborhood of Boston, including an approximately 0.88-mile section of Melnea Cass Boulevard; an approximately 0.46-mile section of Malcolm X Boulevard; and an approximately 1.28-mile section of Warren Street. The project will construct dedicated bus corridors, including a center running dedicated bus lane, new sidewalks, bus shelters, separated bicycle facilities, intersection improvements, green infrastructure, stormwater improvements, and resiliency features.

Project Benefits:

The project will transform a community that has been underserved and overburdened by creating a safer street while promoting active transportation choices. The project will use sensors and data technologies to improve three corridors that will provide affordable transportation options. This can improve residents' health, support the viability of the neighborhoods, and boost economic growth of local businesses. This project also includes green infrastructure to mitigate hot island effects. The project will provide opportunities for Disadvantaged Business Enterprises with collaboration between Boston Transportation Department and the Boston Office of Economic Development and the Economic Development Cabinet.



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Urban, Capital

Detroit Mobility and Innovation Corridor

Michigan Department of Transportation

Michigan

Grant Funding: $25,000,000

Estimated Total Project Costs: $50,020,000

Project Description:

This project will reconstruct approximately 1.9-miles of US-12 (Michigan Avenue) to create a multimodal corridor in Downtown and Corktown Detroit. The construction will include installation of new dedicated transit and connected autonomous vehicle lanes along US-12 between I-96 and M-1. The project will also replace old brick road pavers with new ones.

Project Benefits:

The project will transform an urban highway into a multimodal facility with state-of-the-art improvements for pedestrian, cyclists, and transit users. Currently, bus stops lack shelter and seating, and are separated from buses by bike lanes and parking lanes, creating safety concerns. The project will add mid-block crossings, curb bump-outs, dedicated turn lanes, restriction of through lanes, and relocation of transit stops that will improve safety for pedestrians accessing transit.

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Downtown Kalamazoo Transportation Network

City of Kalamazoo

Michigan

Grant Funding: $5,974,694

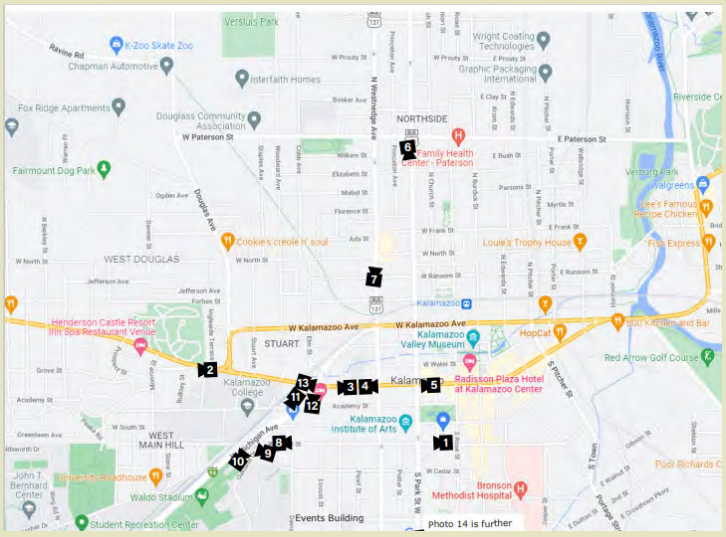
Estimated Total Project Costs: $6,294,694

Project Description:

This planning grant will redesign the Downtown Kalamazoo Transportation Network to be more walkable based upon a complete streets design, including converting Kalamazoo Avenue from a one-way street to a two-way street.

Project Benefits:

The high-speed and high-volume corridor of downtown has separated neighborhoods, perpetuated old “redline district” boundaries, and contributed significantly to the speed-related crash rates that are higher per million vehicles than I-94.The project has and will continue to utilize the City’s Public Participation Plan to implement a diverse community engagement process during design and construction.



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Rural, Planning

Northern Michigan Rail Planning Phase II Study and Service Development Plan

Cadillac/Wexford Transit Authority

Michigan

Grant Funding: $1,300,000

Estimated Total Project Costs: $1,300,000

Project Description:

This planning project will develop a Service Development Plan to consider new train services through fifteen counties between southeast Michigan and northern lower Michigan.

Project Benefits:

The project will help reduce vehicle miles traveled, reduce emissions, reduce crashes, and increase mobility options. Additionally it could help expand access to essential services, such as educational and employment opportunities.

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Ozhitoon Mino-Bimaadiziwin Project

Sault Ste. Marie Tribe of Chippewa Indians

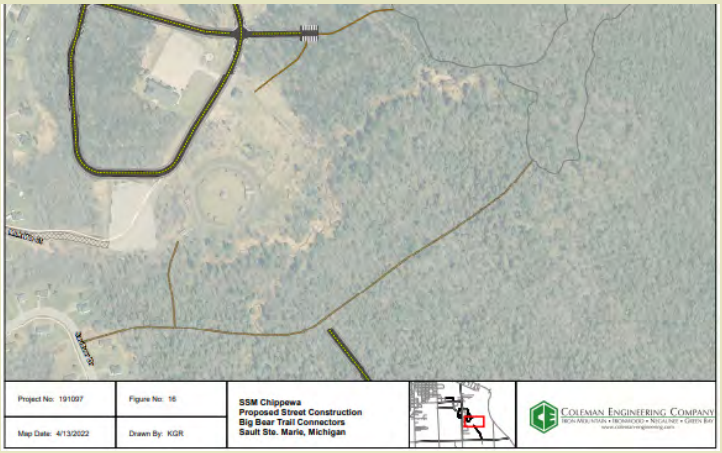
Michigan

Grant Funding: $19,781,404

Estimated Total Project Costs: $19,781,404

Project Description:

This project will make multimodal improvements on critical routes to essential services, including reconstructing 3 Mile Road with a non-motorized path, reconstructing the Shunk Road corridor, redesigning and reconstructing the Casino Road loop, among other improvements.



Project Benefits:

This project will provide improved, reliable and equitable connections between housing, schools, the community center, and essential services for the Tribal members and the surrounding community. The current state of many of these roads makes them an ongoing maintenance project, which recurs every spring, and costs the community money. The project will result in significant maintenance savings. The project also has some innovative components including solar powered-lighting and the use of online platforms to conduct targeted public outreach to the road service areas.

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Big Woods Transit Facility Construction

Bois Forte Band of Chippewa

Minnesota

Grant Funding: $9,514,984

Estimated Total Project Costs: $9,514,984

Project Description:

The project will construct a transit facility for the Bois Forte Band of Chippewa using a design that includes parallel parking to maximize the use of the space that will include a bus wash, a mechanics work bay with a lift, and solar power generation system.

Project Benefits:

This project will build a transit facility to house, maintain, and clean the vehicles for the Bigs Woods Transit public transportation program that will keep the vehicles of this unique service sustainable and reliable for transit riders. The Big Woods Transit system is vital for linking the community to essential services for the reservation of the Bois Forte Band of Chippewa.

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6th Street Bridge Construction Project

City of Rochester
Minnesota

Grant Funding: $19,900,000

Estimated Total Project Costs: $29,900,000

Project Description:

The project will build a multi-span bridge on 6th Street to connect the street and trail across the Zumbro River. The scope includes: (1) construction of an approximately 150-linear-foot, multi-span bridge, (2) building the approaches on 6th Street SW and 6th Street SE, (3) connecting 6th Street SE to the Zumbro South Trail for improved river access, (4) development of a new trail along the west bank of the Zumbro River, and (5) safety improvements at three key intersections.

Project Benefits:

The project will address the physical barrier of the Zumbro River and provides community members affordable transportation options that connect them to employment and essential services by building a bridge and creating safer intersections. The project is expected to encourage redevelopment of brownfield sites in low-income neighborhoods that have been historically bypassed due to lack of transportation access.

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Rural, Capital

Hwy 197 (Paul Bunyan Drive) Safety and Mobility Improvement Project

Minnesota Department of Transportation

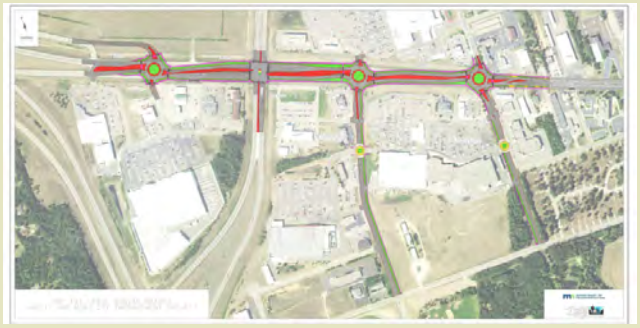
Minnesota

Grant Funding: $18,000,000

Estimated Total Project Costs: $26,000,000

Project Description:

This project will reconstruct State Highway 197 with concrete, construct three roundabouts, and create an urbanized cross section with trails and lighting on both sides of the roadway. The project will also reconstruct two city roadways on Hannah Avenue and Middle School Drive and add new sidewalk connections and two compact roundabouts.



Project Benefits:

The project will improve transportation along this essential corridor that has connections to the Bemidji Regional Airport and links to residential and commercial areas. The project benefits individuals without access to a private vehicle by creating a separate active transportation section with distinct multimodal pathways, and connecting gaps in existing pedestrian and micromobility infrastructure.

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Lake Street Multimodal Improvements to Enhance BRT

Hennepin County
Minnesota

Grant Funding: $12,000,000

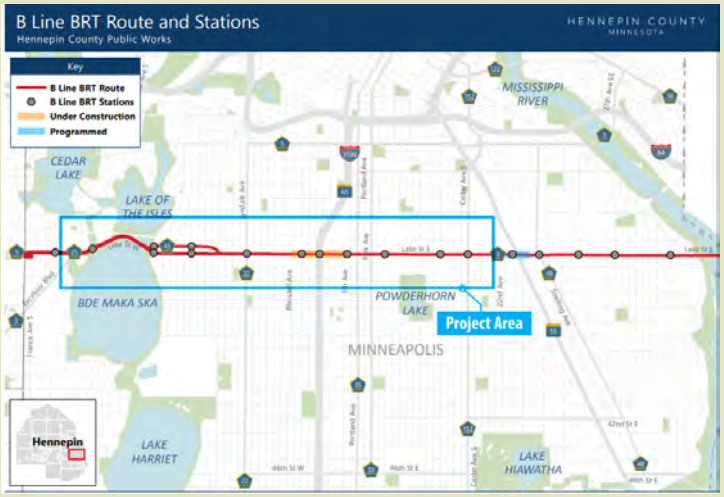
Estimated Total Project Costs: $15,000,000

Project Description:

The project will construct turn lanes, bus only lanes, remove a lane, provide ADA upgrades (pedestrian ramps and APS push button stations), and pave new surface along the Lake Street corridor in Minneapolis.

Project Benefits:

The project will improve bus transit operations with a bus only lane and increase pedestrian mobility and safety with complete street improvements that will allow residents to access employment opportunities more affordably and easily. This project will reduce crashes by converting Lake Street from a four-lane road to a three-lane road. The project provides significant benefits to the community through improved safety and travel time reliability.



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Station 73 Transit and Regional Improvement Program

City of Plymouth

Minnesota

Grant Funding: $15,000,000

Estimated Total Project Costs: $25,700,000

Project Description:

The project will reconstruct a segment of Highway 55 by adding two new in-line bus platforms, constructing one mile of new multi-use path, adding a new at-grade trail railroad crossing, a new pedestrian refuge on Highway 55, and a new roundabout at South Shore Drive and 10th Avenue North. It will also realign County Road 73, construct a bicycle station and e-bike/e-scooter charging area at Station 73, and make stormwater improvements.

Project Benefits:

The project will include an underpass that will provide a multi-use trail parallel to County Road 73 that will improve safety in a hazardous area and eliminate crossing conflicts on Highway 55. The project increases mobility by providing infrastructure for services, bicycles, and pedestrians. The re-alignment of County Road 73 will redevelop around the station, which will increase the productivity of underutilized land.

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West Superior Street Active Transportation Corridor

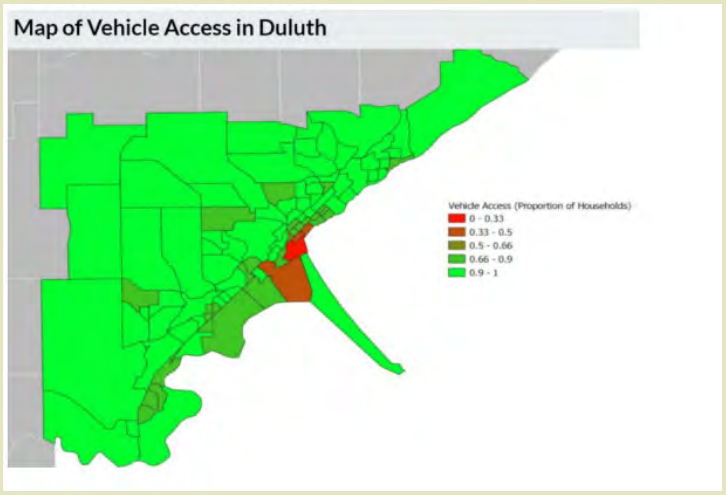
City of Duluth
Minnesota

Grant Funding: $24,999,160

Estimated Total Project Costs: $38,422,650

Project Description:

The project will reconstruct an approximately two-mile-long section of West Superior Street in Lincoln Park to include an integrated multimodal corridor, electric vehicle charging stations, green infrastructure, and above-ground streetscapes. The complete reconstruction will include replacing all underground utilities (water, sewer, stormwater) and adding fiber optics for a future broadband corridor.



Project Benefits:

Superior Street runs alongside I-35 and is bisected by I-535/US 53. The reconstruction project will reduce conflicts at these points and provide more transportation options with key infrastructure upgrades for non-motorized travelers such as pedestrians, bicyclists, and transit users. The project also supports the Duluth Transit Authority's Better Bus Blueprint, which will improve bus service to connect residents at a 10-minute frequency to regional medical facilities, grocery, and schools. It will also connect residents and visitors to Canal Park for work and recreation, and contribute to the revitalization of the Lincoln Park Craft District.

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Yazoo City Main Street Revitalization Project

City of Yazoo City

Mississippi

Grant Funding: $12,641,440

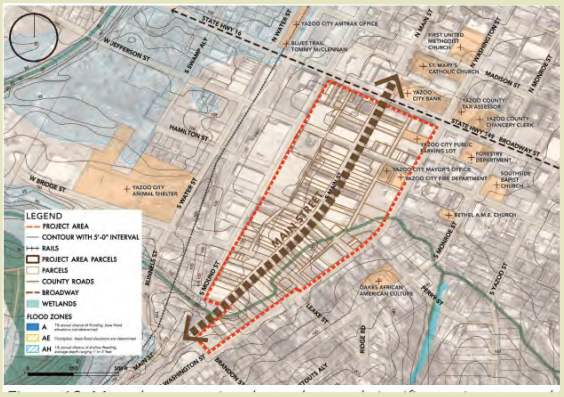
Estimated Total Project Costs: $12,641,440

Project Description:

The project has three components: construction of a train station, development of a stormwater park to capture and absorb excessive stormwater and flooding, and "complete streets" redevelopment that will include bike lanes, sidewalks, lighting, broadband infrastructure, and stormwater management along Main Street.

Project Benefits:

The project will increase transportation options with rail, biking, and walking. It will address safety concerns by creating complete streets upgrades along the downtown corridor, as well as increase accessibility for travelers by providing active, alternative transportation options to reach the downtown area. These improvements will help revitalize the city through greater connectivity to downtown businesses, tourism, and other essential destinations.



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Tupelo RAIL Improvements Program (TRIP)

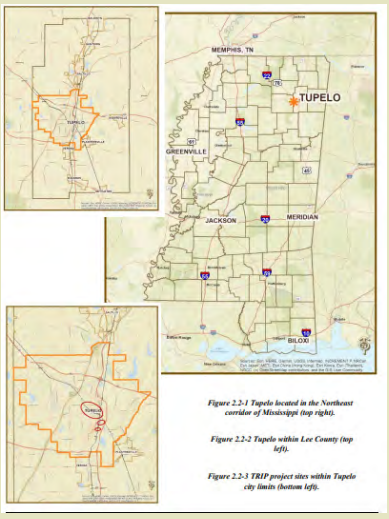
City of Tupelo
Mississippi

Grant Funding: $1,452,292

Estimated Total Project Costs: $1,452,292

Project Description:
This planning project involves planning and engineering for a highway overpass at Eason Boulevard and Kansas City Southern Crossing; move the Burlington Northern Santa Fe (BNSF) Switching Operations away from the intersection at Main Street and Gloster Street; and develop two separate Quiet Zones along the BNSF Line.

Project Benefits:
By upgrading at-grade crossings, the project will decrease traffic congestion and reduce accidents and injuries in the project area. Reducing congestion will facilitate timely access for emergency vehicles and will also help reduce traffic related air pollution and emissions. The project incorporates partnership with state, local, and regional entities.



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Tanglefoot Trail Extension

City of Ripley
Mississippi

Grant Funding: $1,400,000

Estimated Total Project Costs: $1,400,000

Project Description:

This planning project will fund the planning phase activities for an expansion of the existing 44-mile Tanglefoot Trail by an additional approximately 20 miles north from New Albany to Ripley. The extension, a rail-with-trail in the foothills of the Appalachian Mountains and about 20 miles east of Tupelo, MS, would run next to the rail line and Highway 15, and pass through the Town of Blue Mountain, home of Blue Mountain College.

Project Benefits:

The project will provide non-vehicular, affordable, transportation access to several destinations throughout the region, particularly those related to tourism. This project will encourage active transportation options and provide community connectivity, while helping to improve quality of life and increase economic activity in the community.

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Bi-State Sustainable Reinvestment Corridor

Mid-America Regional Council

Missouri

Grant Funding: $5,600,000

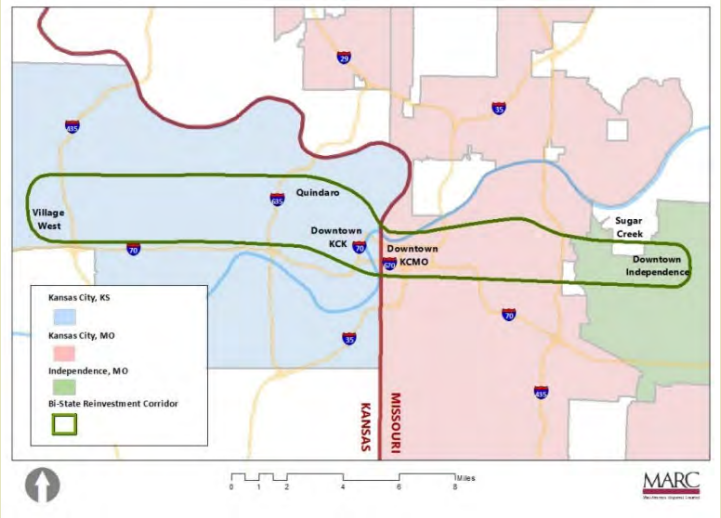
Estimated Total Project Costs: $7,000,000

Project Description:

This planning project will fund planning activities for an east-west high-capacity transit corridor from Village West in Wyandotte County, Kansas through downtown Kansas City, Missouri to Independence, Missouri. The project will complete project development and environmental documentation for zero-emission transportation elements, and advance engineering design for one or more high-capacity transit routes.

Project Benefits:

Through the incorporation of zero emission transportation options, the project will reduce emissions and enhance public transportation, improve walkability, and improve bicycle infrastructure. It will also improve regional connectivity to economic opportunities in disadvantaged communities, including workforce training.



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Noland Multimodal Corridor

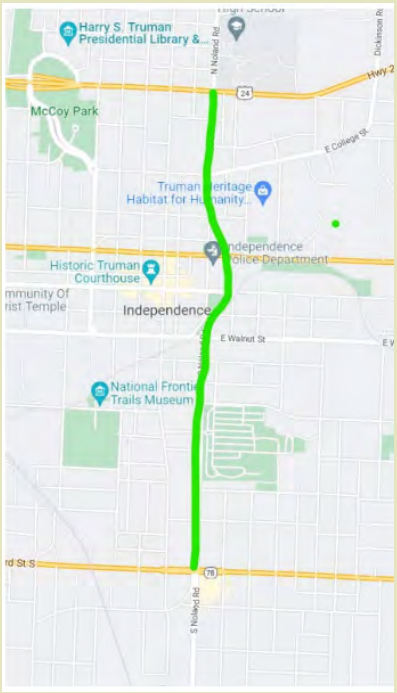
City of Independence
Missouri

Grant Funding: $10,160,000

Estimated Total Project Costs: $13,500,000

Project Description:
The project will create an approximate 1.7 mile multimodal corridor along the pre-existing Noland Road. It includes adding dedicated north and south bound bike lanes, replacement of more than three miles of derelict sidewalks to be ADA compliant, push button pedestrian signals, and transit stop improvements.

Project Benefits:
The project will provide safety improvements for all users of the corridor to allow for safer and more accessible transportation. The project will also provide a continuous ADA compliant sidewalk and ramps, which ties into the City's initiative to create a revitalized commercial district.



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South Main Corridor Improvement Project Phase II

City of Maryville

Missouri

Grant Funding: $5,925,780

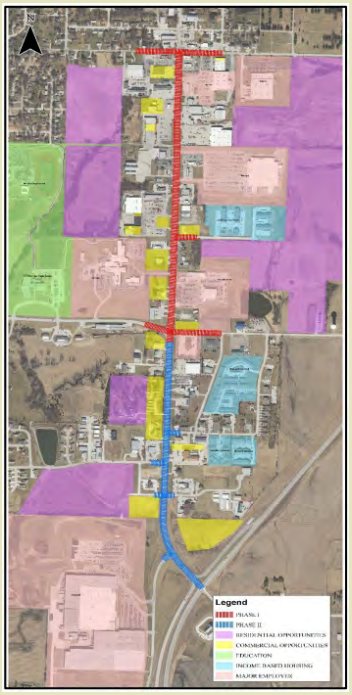
Estimated Total Project Costs: $5,925,780

Project Description:

This project makes the following improvements along South Main Street corridor: Construct a new three-lane curb and gutter concrete roadway section; Enclose storm sewer system designed to accommodate a 25-year design storm on the system parallel to roadway and 100-year storm on cross road system; Construct new 12" water main to replace 1960's era existing line; Consolidate, relocate, and define driveways to various commercial properties; Construct several right turn lanes along the corridor at various high traffic destinations; Construct an 8-foot-wide multi-use trail along the west side and a five-foot sidewalk along the east side; Add new decorative LED street lights, additional green space, wayfinding signage, landscape, rain gardens, and repeating decorative columns to enhance the streetscape; and underground electric power lines along the corridor to improve the system's resiliency in the community's critical commercial and healthcare corridor.

Project Benefits:

By relieving congestion and better connecting communities through an important corridor, the project will increase transportation options and help connect and revitalize an underserved community, and increase access to jobs and location-efficient affordable housing, resulting in economic benefits.



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US 69 Safe Streets & Sidewalks

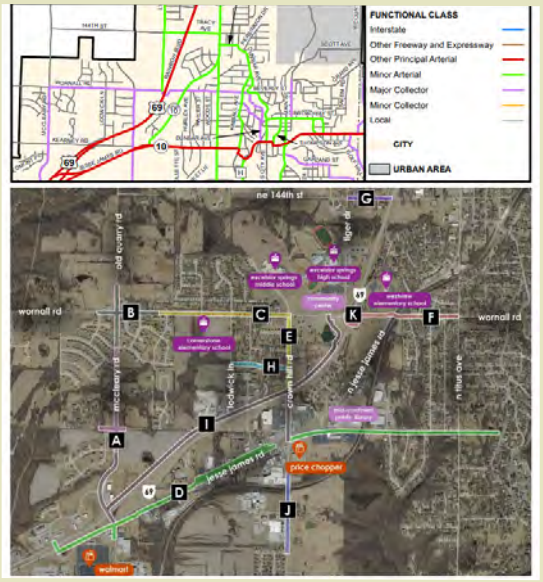
City of Excelsior Springs
Missouri

Grant Funding: $21,500,000

Estimated Total Project Costs: $27,500,000

Project Description:
The project will rebuild approximately 2 miles of existing streets with curb, gutter, storm drainage, and sidewalks, add approximately 2.3 miles of sidewalk along existing streets, and add approximately 2.5 miles of trail along US-69. The project also includes nine intersections improvements, with signal modifications, round-abouts or pedestrian overpasses.

Project Benefits:
The project will make a dangerous and unwalkable area safe and walkable for pedestrians of all abilities, while incorporating innovative green infrastructure design. The project will connect two separated communities, as well as increase transportation options and access to essential destinations.



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US 71 Reconnecting Neighborhoods

City of Kansas City

Missouri

Grant Funding: $5,000,000

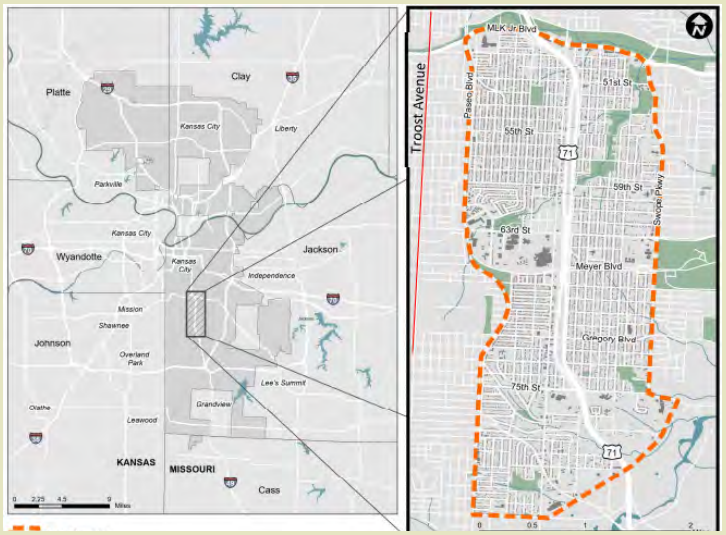
Estimated Total Project Costs: $7,500,000

Project Description:

This planning project includes a Planning and Environmental Linkages study, NEPA analysis, and conceptual design for US 71, from 85th Street north to Dr. Martin Luther King Jr. Boulevard in Kansas City.

Project Benefits:

The planning project will create safe, accessible, non-motorized travel routes and will close an existing gap to create a multimodal transit system. The project seeks to reconnect this underserved community that is bisected by a six-lane highway.



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Rural, Capital

Columbia Falls Gateway to Glacier Safety and Mobility Improvement Project

City of Columbia Falls

Montana

Grant Funding: $10,021,688

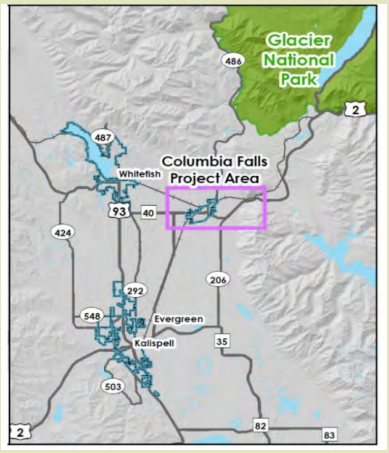
Estimated Total Project Costs: $10,521,688

Project Description:

The project will fund reconstruction of approximately 1.3 miles of roadway, approximately1.7 miles of new sidewalks, and nearly one mile of buffered multi-use pathways, numerous intersections, parking and ADA access improvements in the downtown region of Columbia Falls.

Project Benefits:

The project improvements will help provide more safe, accessible transportation corridors, resulting in reduced emissions. The project will benefit the community, including seniors, people with disabilities, and school-aged children. The project will also promote energy efficiencies with the replacement of aging, leaking water mains.



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Chippewa Cree Tribe Route 6 Planning Grant

Chippewa Cree Tribe

Montana

Grant Funding: $2,186,233

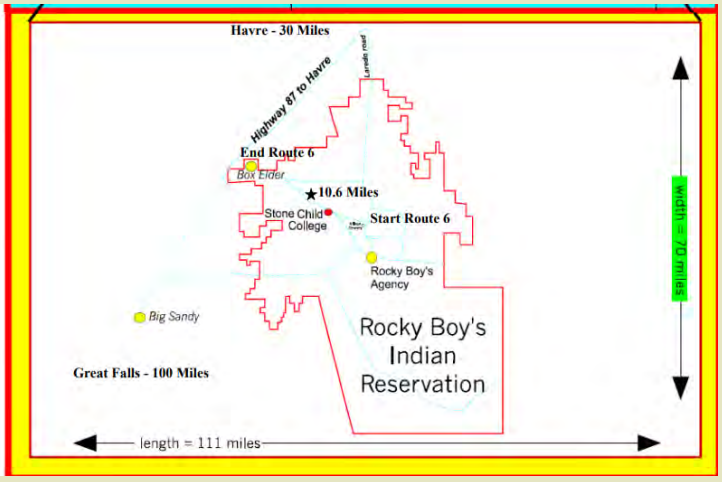
Estimated Total Project Costs: $2,210,147

Project Description:

This planning project will fund a Corridor Planning Study to evaluate BIA Route 6 on Rocky Boy's Reservation.

Project Benefits:

The project seeks to improve safety and reduce the likelihood of vehicle crashes and slide offs by upgrading the condition of the current asphalt, which has significant surface and subgrade deterioration. The project sponsor will be collaborating with the Bureau of Indian Affairs (BIA) Tribal Transportation Program (TTP) system, which governs all planning and relevant Tribal responsibilities for all Reservation roads, among other partners.



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Lake County Road Reconstruction

Lake County
Montana

Grant Funding: $12,941,413

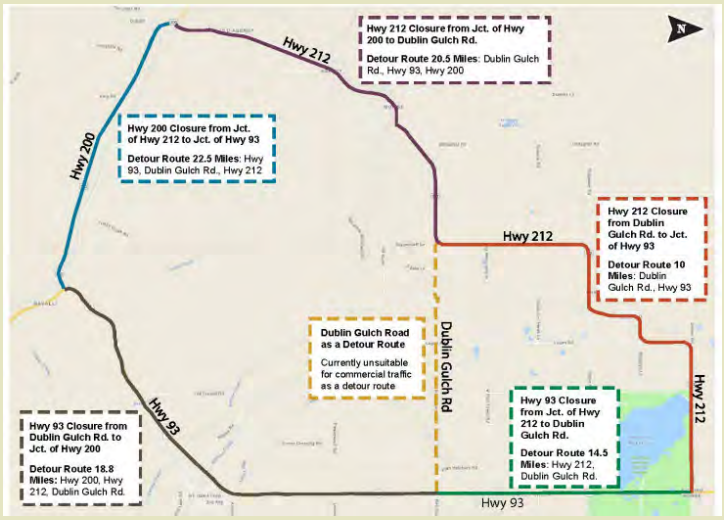
Estimated Total Project Costs: $12,941,413

Project Description:

The project will reconstruct and pave Dublin Gulch and North Reservoir Roads in their entirety as well as approximately 1.3 miles of Lower Moiese Valley Road.

Project Benefits:

This project will improve environmental sustainability by improving groundwater and surface water quality that is used for irrigation. The project also provides the opportunity to install solar mounts to connect to nearby solar installations. The project will facilitate emergency response, as well as provide more reliable and timely access to jobs and essential services. Creation of a bike lane will improve mobility and connectivity by linking US93 and MT345 with a cycling route between the communities.



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Northern Cheyenne Rosebud Cut-Across US 212 to MT 39

Northern Cheyenne Tribe

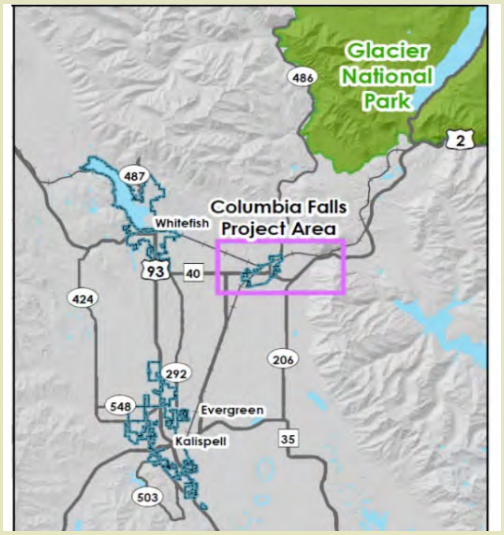
Montana

Grant Funding: $15,867,114

Estimated Total Project Costs: $17,630,127

Project Description:

The project will reconstruct approximately 3.1 miles of existing gravel road on the Rosebud Cut-Across to include a two-lane paved route with two foot shoulders, geometric improvements, safety enhancements, improved signage, and a separated multimodal pedestrian andbicycle pathway.



Project Benefits:

The project will improve safe transportation infrastructure for travelers between the communities on the Reservation and provide better access for emergency response vehicles. The project will improve the overall air quality for communities and address negative environmental impacts of transportation by alleviating vehicle congestion during seasonal and crash related closures. The project will increase affordable transportation choices and help modernize core infrastructure in the area.

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Project Access York

City of York

Nebraska

Grant Funding: $15,625,000

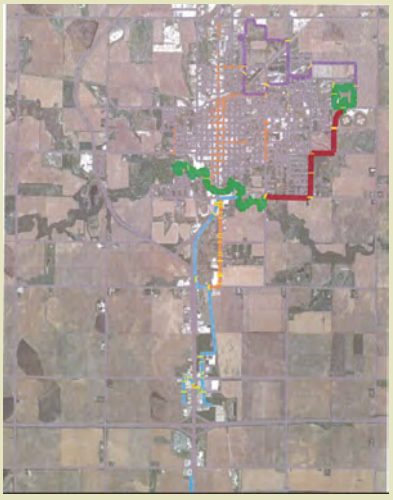
Estimated Total Project Costs: $16,353,030

Project Description:

This project will build pedestrian safety infrastructure for the City of York, including a pedestrian overpass over Highway 81 that divides the city, pedestrian trails for access to essential destinations, and safe cross-walks for schools.

Project Benefits:

The project encourages active and affordable transportation through reduced vehicle dependence, makes it safer for students to walk to school, and will adopt a universal design approach to ensure accessibility for all.



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Lincoln Multimodal Transportation Center

City of Lincoln
Nebraska

Grant Funding: $23,665,721

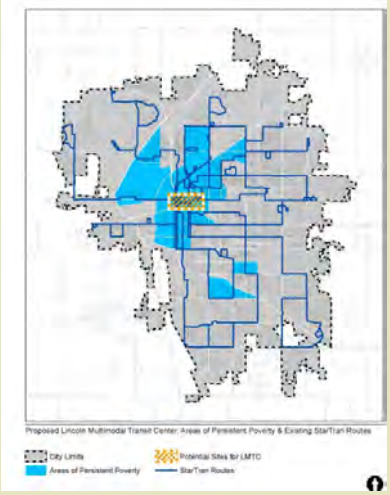
Estimated Total Project Costs: $32,225,883

Project Description:

This project will complete the planning and construction of the Lincoln Multimodal Transit Center. The new center will include approximately 18 bus bays, protected passenger boarding, better lighting, covered walkways, a waiting room, administrative offices, and safety offices.

Project Benefits:

The project will improve safety for travelers with new security features and better separation between pedestrians and buses. The updated facility will be more environmentally sustainable and include electrification infrastructure that supports lower-emitting modes of transportation. The project includes outreach and engagement with public and private entities, and seek to ensure equity considerations are included in the planning and construction of the new center.



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Victory Infrastructure

City of Fernley

Nevada

Grant Funding: $25,000,000

Estimated Total Project Costs: $52,410,060

Project Description:

This project will complete the planning, environmental studies, engineering design and construction for the Victory Project which will complete the Nevada Pacific Parkway connection from I-80 to Highway 50. Specifically, the project will fund the Nevada Pacific Parkway roadway and bridge component, including a new switch off the Union Pacific mainline railroad (Segment Ia) and the segment of lead rail from that new switch to the point of connection of the first switch (Segment Ib) of three that will create a "rail switching yard".

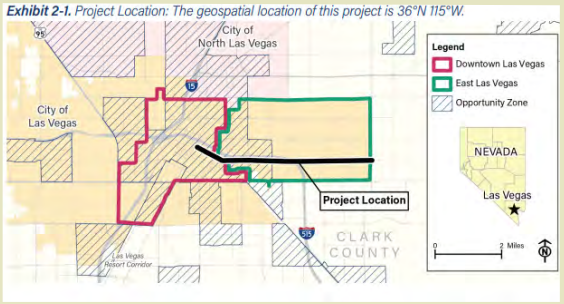

Exhibit 2-1. Project Location: The geospatial location of this project is 36°N 115°W.

Project Benefits:

Through road, bridge, and rail improvements, the project will deliver industrial lead access to the entire Victory Logistics District industrial park. The project creates an inland port with capacity for rail switching that will create more capacity with dual access to Union Pacific Railroad and Burlington Northern Santa Fe rail lines, increasing supply chain efficiency and helping to lower to costs of goods. This transportation infrastructure will help the growth of Victory Logistics which is expected to create between 7,000-10,000 jobs over the next 5 years. The project will also improve transportation options for all road users by improving sidewalk and bike paths. Safety will also improve from the proposed extension by moving traffic much more efficiently and reducing the systemic safety issues associated with traffic congestion.

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City of Las Vegas GREENVision: Stewart Avenue Complete Streets

City of Las Vegas

Nevada

Grant Funding: $23,900,000

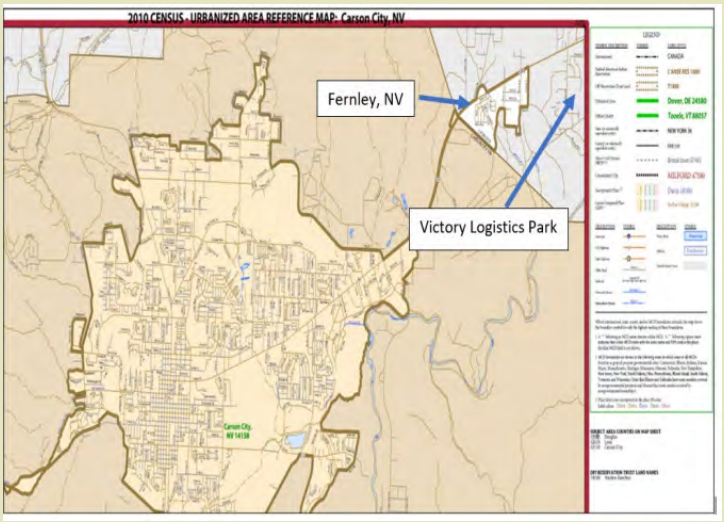
Estimated Total Project Costs: $47,800,000

Project Description:

The project includes the installation of a protected two-way cycle track (east of Eastern Avenue), sidewalk widening and obstruction removal to meet or exceed ADA accessibility guidelines, upgraded lighting, bus stop improvements and amenities, the addition of significant landscaping and street trees, prediction technologies for cyclists and pedestrians near intersections, and a corridor-wide speed limit reduction.

Project Benefits:

The project will redevelop a neighborhood corridor to serve underserved residents in the local community. The project will create safe, accessible, non-motorized transportation options by reducing vehicle speeds, creating a dedicated bike lane, improving sidewalks, removing obstructions, and planting hundreds of street trees.



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Renewing Berlin with Renewable Energy

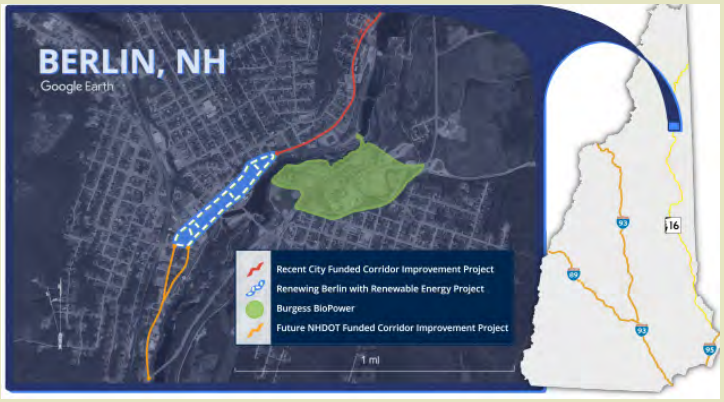
City of Berlin
New Hampshire

Grant Funding: $19,534,391

Estimated Total Project Costs: $20,506,731

Project Description:

The project will include the rehabilitation of roads, sidewalks and municipal parking areas, coupled with the installation of a snow-melt system in Downtown Berlin. This project includes an improved pedestrian crosswalk with bump-out curbs, high-visibility crosswalk markings, ADA-compliant sidewalks, and new street trees.



Project Benefits:

The project will improve access to the Downtown area for residents and visitors during winter. The improved streetscape without snow and ice during winter will reduce vehicle crashes, pedestrian slips and falls, and improve access for residents and visitors to services in Downtown Berlin. The project will make travel more reliable, while also significantly reducing maintenance costs and the negative environmental effects resulting from the current processes for maintenance and snow removal. The project will also increase transportation options and connectivity for pedestrians and will help strengthen the local economy.

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly $12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add $1.5 billion per year to this program.

Intermodal Transportation Infrastructure Planning Project

City of Elizabeth

New Jersey

Grant Funding: $5,000,000

Estimated Total Project Costs: $5,000,000

Project Description:

This planning grant will examine, identify and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth, NJ to Manhattan. The study will explore viable service locations at the municipality's waterfront, required infrastructure and supportive services, as well as include alternatives to promote energy efficiency and effectiveness.

Project Benefits:

The project will create transportation choices for individuals by providing a direct over-water connection to New York City and New Jersey. The project seeks to incorporate electric vehicle infrastructure which will reduce emissions and ease congestion by providing a new transportation option.

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Raising a Resilient Route 40

New Jersey Department of Transportation

New Jersey

Grant Funding: $20,000,000

Estimated Total Project Costs: $54,000,000

Project Description:

This project will construct the elevation of one of Atlantic City's main evacuation routes for vehicles and pedestrians, provide upgrades to drainage systems along the route, and relocate associated utilities.

Project Benefits:

The project will improve safety by reducing vehicle crashes and accidents caused by wet roadways pooling and by improving evacuation routes. By raising portions of the route, the project will be able to withstand 2-year probable storm surge elevations and improve overall storm management. Route 40 provides direct access to Atlantic City's casino industry, which provides thousands of jobs. The economic burden of flooding will be relieved especially for lower-income users who would have been forced to take the Atlantic City Expressway Toll Road as an alternative route. A new drainage main and updated 800-foot extension of the seawall will also reduce flooding and improve the roadway drainage, allowing it to have a longer service life.

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Albuquerque Rail Trail

City of Albuquerque

New Mexico

Grant Funding: $11,466,938

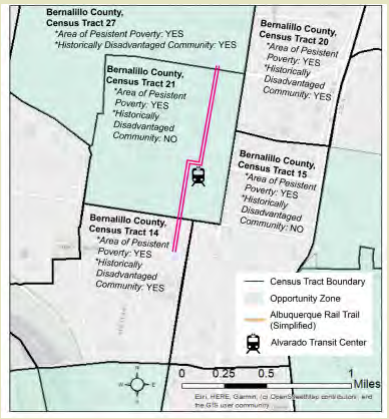
Estimated Total Project Costs: $14,333,671

Project Description:

The project will construct an approximately one-mile long urban trail through the heart of Downtown Albuquerque.

Project Benefits:

The project will provide a physical separation between bicyclists and cars which will help reduce collisions. The project will also provide more transportation options and decrease vehicle miles traveled. The project will improve accessibility for an underserved community by connecting to existing bicycle infrastructure and transportation alternatives.



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Dark Canyon Bridge Planning

City of Carlsbad

New Mexico

Grant Funding: $1,100,008

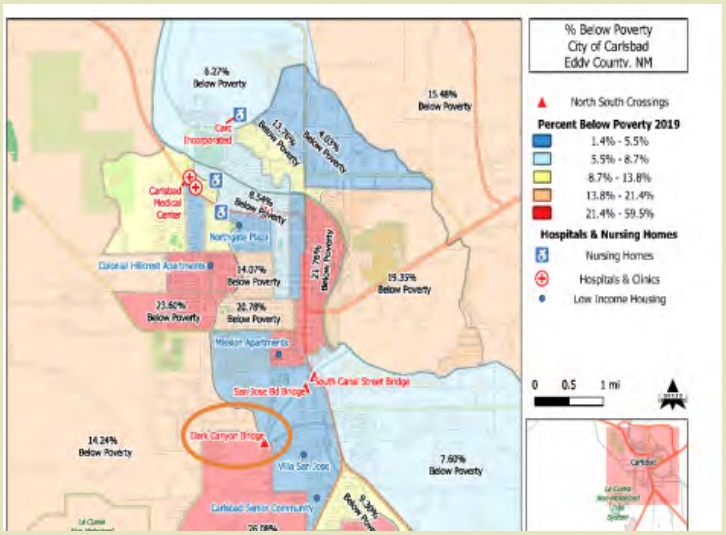
Estimated Total Project Costs: $1,375,010

Project Description:

The planning project will support planning and design costs for a proposed new bridge at Boyd Drive and Radio Boulevard just south of the city center, crossing the Carlsbad Irrigation Canal and the Dark Canyon regional drainage.

Project Benefits:

By conducting comprehensive planning for this new bridge, including planning for long-term maintenance, the project will create more choices for non-motorized transportation, and use sustainable construction techniques that will significantly limit flooding across the region and improve the condition of the corridor.



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Southern Tier Regional Transit Hub

Seneca Nation of Indians

New York

Grant Funding: $7,625,000

Estimated Total Project Costs: $7,625,000

Project Description:

This project will develop and construct the Southern Tier Regional Transit Hub, a transit facility comprised of a combined transit hub and bus storage facility that will be operated by the Seneca Nation Department of Transportation (SNDOT) and Seneca Transit System (STS).

Project Benefits:

Project benefits: The project will extend the life of buses and equipment by creating sheltered spots for maintenance and storage of fleet vehicles. This facility will also provide riders with sheltered places to make transit connections, offering protection from adverse weather and improving the transit experience.

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Comprehensive Roadway Infrastructure Planning and Design Project

Shinnecock Indian Nation

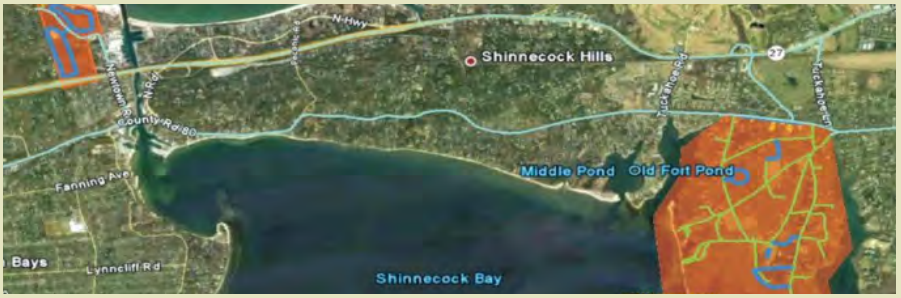
New York

Grant Funding: $1,146,755

Estimated Total Project Costs: $1,146,755

Project Description:

This planning project will provide comprehensive roadway infrastructure planning and design services, for the Shinnecock Indian Nation's existing roads, using the Complete Streets approach. Grant funding will also be used to update the Nation's Long-Range Transportation Plan.



Project Benefits:

The improvements will upgrade roads to accommodate both motorized and non-motorized transportation and improve safety for all users. The project will reduce emissions through improved traffic flow and more cycling and walking options. The project will widen the roads, making them more accessible to existing public transit, reducing vehicle dependence.The project will strengthen the local economy through improved access to essential and recreational destinations.

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Rural, Capital

North Genesee Street Gateway Bridge and Multi-Modal Connector Project

New York State Department of Transportation

New York

Grant Funding: $18,200,000

Estimated Total Project Costs: $48,792,000

Project Description:

The project will replace two aging bridges and make bike/pedestrian improvements with the installation of multi-use lanes along North Genesse Street and turn lanes to promote traffic calming.

Project Benefits:

The project will provide reliable access for residents to safely connect to better job opportunities, retail, essential services and recreational trails for all modes of transportation, including affordable non-motorized transportation, without the risk of road closures or load limits. The project will provide improved safety and travel time reliability by improving at-risk infrastructure, improving transit connection and safer access to pedestrian and bike options.

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NYC Greenway Expansion

City of New York

New York

Grant Funding: $7,250,000

Estimated Total Project Costs: $9,062,500

Project Description:

This planning project will enable a major expansion of the NYC greenway network, with a focus on underdeveloped greenway sections. The project will result in an Early Action corridor plan, Future Action corridor plans, and a greenways vision plan.

Project Benefits:

The project will reduce crashes and injuries by installing dedicated bike lanes to help protect cyclists. It will also increase transportation options and reduce vehicle miles traveled, as well as incorporate innovative recycled pavement materials into construction. The project will help fill the gaps between existing greenway paths which will reduce the burden of commuting to employment centers and provide access to more transit stations.

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Urban, Capital

Transforming Main Street

City of Buffalo

New York

Grant Funding: $25,000,000

Estimated Total Project Costs: $42,433,000

Project Description:

The project will improve an approximate 2.5-mile corridor of Main Street into a multimodal complete streets.

Project Benefits:

The project will improve safety through decreased emergency response times. It will also expand non-motorized transportation options for the traveling public by creating a dedicated cycle track with smart bicycle signal sensors. The cycle track will allow for safer and more efficient bicycle travel to major employment centers along the corridor, providing economic benefits and connecting people to jobs.

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New Intermodal Facility – Port of Wilmington

North Carolina State Ports Authority

North Carolina

Grant Funding: $18,054,000

Estimated Total Project Costs: $22,567,500

Project Description:

The project will construct a state-of-the-art area for loading and discharging containers on and off the rail at the Port of Wilmington. The project will construct four dedicated rail sidings. The project will also pave approximately 9.7 acres around the rail siding, deploy three specialized and dedicated reach stackers to unload/load rail cars, and includes a secured area near the US Customs and Border Protection required Radiation Portals, and technology system enhancements.

Project Benefits:

The project will create a state-of-the-art, dedicated, and safe area for loading and discharging containers on and off the rail at the port to reduce vehicle miles traveled and support efficient transportation design. The project will divert nearly 250,000 container boxes from trucks to rail over the next decade. This will speed up the movement of goods to and from the port, and benefit the local and regional populations by creating new jobs.

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Flow Better (Fixing Low Water Bridges for Emergency, Transportation, Technology, Equity, and Resilience)

North Carolina Department of Transportation

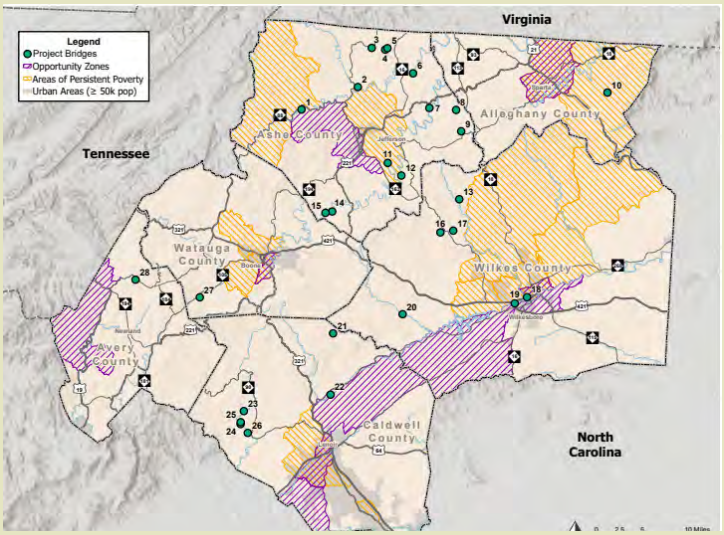
North Carolina

Grant Funding: $10,731,645

Estimated Total Project Costs: $53,658,224

Project Description:

The project will reconstruct approximately 28 bridges across six rural, western North Carolina counties.



Project Benefits:

By replacing low water bridges, the community will have safer access to essential destinations, reliable transportation for emergency response, and fewer road closures due to flooding. This project will enhance the resiliency of the area's infrastructure by addressing bridges with posted weight restrictions which makes it difficult and unsafe for emergency vehicles, school buses, and agricultural vehicles and equipment to traverse them. The project will coordinate with bringing fiber to rural areas which will provide more wireless connections. The project will reduce fatalities and serious injuries and improve the overall quality of life for underserved communities.

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Weeksville Road Accessibility & Connectivity Plan

City of Elizabeth City

North Carolina

Grant Funding: $2,000,000

Estimated Total Project Costs: $2,000,000

Project Description:

This planning project will fund the engineering and design of an approximately 3.6-mile multi-use path on Weeksville Road (NC 344) and add sidewalks/paths on key local connectors to the NC 344 corridor. The WRAC Plan will advance the project elements to a near-construction ready state.

Project Benefits:

This project will increase transportation options in the community by allowing options to walk and bike which will decrease vehicle miles traveled, reduce emissions and help improve quality of life for residents. The project will also providing safe access to grocery stores, schools, parks, and workplaces.

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North Carolina Regional S-Line Mobility Hub Plan

Town of Wake Forest

North Carolina

Grant Funding: $3,400,000

Estimated Total Project Costs: $4,250,000

Project Description:

This planning project will fund the planning of mobility hubs in seven communities along the passenger rail S-Line. The planning activities include feasibility and site assessments for all the partner communities, NEPA compliance, and preliminary engineering for four of the seven communities.

Project Benefits:

The project will increase access to active transportation options, commuter rail and transit services. The addition of these mobility hubs will offer more transportation options for residents and reduce emissions in a rapidly growing corridor. The project will explicitly consider equity and minimize displacement when considering transit-oriented development strategies to ensure improved quality of life for the community. The project will repair roadways which will improve safety and ease congestion, and includes long-term maintenance plans.

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Long Branch Trail Extension

City of Winston-Salem

North Carolina

Grant Funding: $6,000,000

Estimated Total Project Costs: $8,600,000

Project Description:

The project will construct an approximately 1.2-mile extension on the Long Branch Trail along the NCDOT Rail corridor from Martin Luther King, Jr. Drive to 25th Street.

Project Benefits:

In order to reduce pedestrian and bicycle related crashes in a known crash hot-spot, the project will implement safety features and improve non-motorized transportation connectivity in an underserved community. The construction of this trail extension will also increase access to education centers in the project area and connect people to job opportunities.

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Partnership for Active Regional Transportation and Neighborhood Equity

North Carolina Department of Transportation

North Carolina

Grant Funding: $20,040,000

Estimated Total Project Costs: $24,410,000

Project Description:

This project will transform the Charlotte Road and Main Street Corridor into a Complete Street from Maple Street in Rutherfordton to Oakland Road in Spindale. The project is approximately 2.5 miles long and includes road improvements and various bicycle, pedestrian, and transit improvements.

Project Benefits:

This project will implement road improvements as well as traffic calming measures to improve safety for all residents. Additionally, the project will provide non-motorized transportation choices to help reduce emissions. The project will help reduce travel times and increase access to jobs and affordable housing.

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Tribal Safety Project

North Dakota Department of Transportation

North Dakota

Grant Funding: $19,500,000

Estimated Total Project Costs: $39,000,000

Project Description:

The project will construct several highway safety projects on two Native American Reservations in the state of North Dakota, the Standing Rock Indian Reservation and the Mandan-Hidatsa-Arikara (MHA) Nation. Improvements in this project include the installation of roundabouts, turn lanes, lighting, and rumble strips to improve safety on these two Reservations.

Project Benefits:

The project will provide safer roads on the Standing Rock Indian Reservation and MHA Nation, and will reduce delays to improve mobility and community connectivity for underserved and disadvantaged tribal communities.

Figure 5 New Town NE Truck Reliever Route Signing and Rumple Strips

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BIA Route 3 Resurfacing Project

Standing Rock Sioux Tribe

North Dakota

Grant Funding: $2,271,885

Estimated Total Project Costs: $2,271,885

Project Description:

The project will resurface approximately 4.5 miles of BIA Route 3 between the cities of Fort Yates, North Dakota and Kenel, South Dakota. This includes the installation of edge-line rumble strips, shoulder slopes, and signing improvements.

Project Benefits:

The project demonstrates economic competitiveness and state of good repair benefits the underserved communities in the area by modernizing and restoring the roadway to improve the overall condition of this important corridor. The project will also increase transportation options and system connectivity to revitalize underserved communities. This will increase access to jobs and help facilitate tourism opportunities as well.

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North Dakota / Minnesota Community Bridge Connectivity Project

City of Fargo

North Dakota

Grant Funding: $1,500,000

Estimated Total Project Costs: $1,500,000

Project Description:

This planning project will plan a two-state river crossing to raise the crossing out of the 100-year floodplain and connect it to the regional trail systems in Fargo, ND and Moorhead, MN.

Project Benefits:

The project will improve travel time reliability, and facilitate the movement of goods across the state line to support the local economy. The project will increase the resiliency of this critical community connection, improve safety, and reduce the impacts of flooding by raising the structure. It will also encourage non-motorized transportation, which will reduce emissions and improve air quality in the project area.

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Saipan Harbor Navigation Improvements

Commonwealth Ports Authority

Northern Mariana Islands

Grant Funding: $3,135,000

Estimated Total Project Costs: $3,135,000

Project Description:

This planning project will study potential navigational improvements in the Saipan Harbor, for two potential future projects: 1) extend Charlie-1 Dock, and 2) associated dredging to allow larger vessels to dock at the port, including cruise ships and updated liquid bulk vessels.

Project Benefits:

This project will help address the most urgent and systemic safety challenges at the facility by expanding port capacity. It will also boost economic competitiveness by allowing the port to serve additional ferries, cruise ships, and cargo vessels. The project seeks to consider innovative technologies during the planning and construction phase, such as using locally dredged materials for project construction to reduce costs and reduce the impact on local marine life.

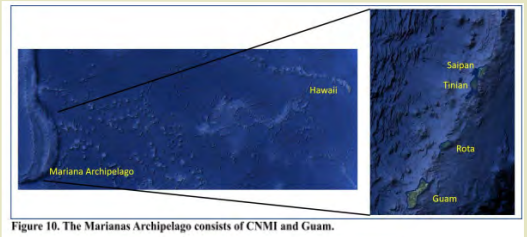

Figure 10. The Marianas Archipelago consists of CNMI and Guam.

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Urban, Capital

State to Central: Building Better Neighborhoods

City of Cincinnati

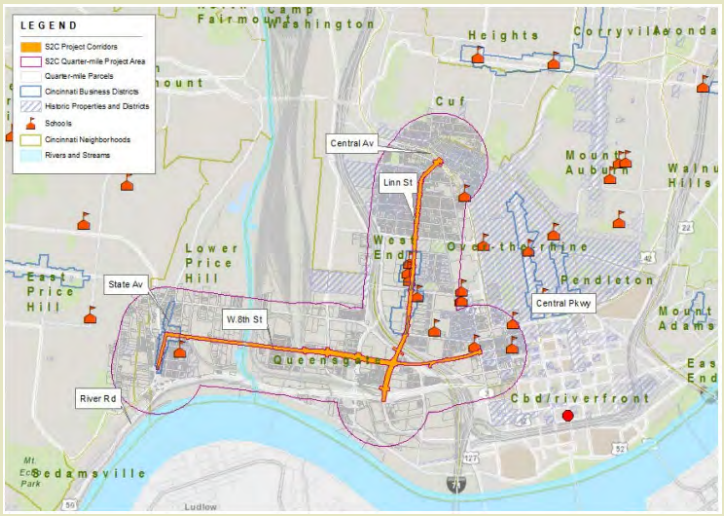
Ohio

Grant Funding: $20,000,000

Estimated Total Project Costs: $31,250,000

Project Description:

The project will connect the West End, Queensgate, and Lower Price Hill neighborhoods with street safety improvements, approximately 36 enhanced intersections, new bicycle facilities, and pedestrian amenities on three corridor segments totaling approximately 3.5 linear miles. Linn Street will be restored to a 'great street,' complete with bike and pedestrian enhancements to mitigate the impact of connections that were severed by the construction of Interstate 75 over Queensgate rail yard lines.



Project Benefits:

The project will improve safety with many roadway, lighting and intersection improvements. By closing the gaps in the regional bike pathway network, this project will increase safe, affordable non-motorized transportation options. These pathways will remove physical barriers and provide access to essential nearby destinations, allowing the community to move around more safely and efficiently with or without a car.

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Connecting Residents on Safer Streets Marietta

County of Washington

Ohio

Grant Funding: $1,030,596

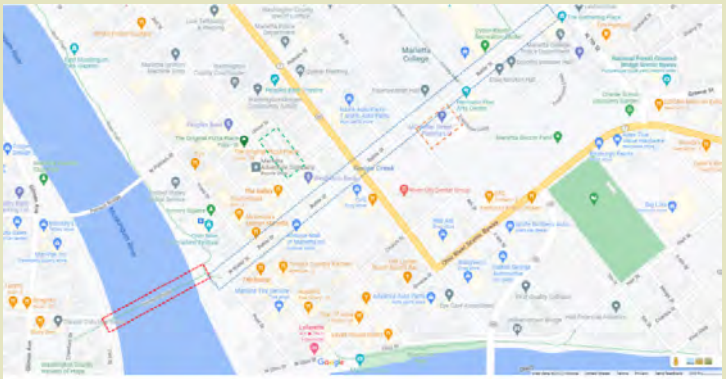
Estimated Total Project Costs: $1,030,596

Project Description:

This project will fund the planning of an intermodal transportation corridor that will connect Marietta College and Harmar Village to downtown Marietta and surrounding areas. This renovated corridor will provide for improved car, bus, bicycle and pedestrian traffic facilities and include accommodations for those with disabilities.

Project Benefits:

This project will reduce emissions, encourage sustainable travel, and help better connect the Marietta College community to greater Marietta. The project will make electric vehicles more accessible by providing needed infrastructure such as charging stations partially powered by solar panels.



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Rural, Capital

ERI US6 Connectivity Corridor Including Sandusky Bay Pathway

Ohio Department of Transportation

Ohio

Grant Funding: $24,450,000

Estimated Total Project Costs: $34,596,931

Project Description:

The project will replace approximately 5 existing intersections with roundabouts along US6 and Rye Beach Road. The project will also install part of the Sandusky Bay Pathway and a multi-use path along US6 and Rye Beach Road.

Project Benefits:

The project will enhance community connectivity by providing new equitable pathways that will improve access to employment, health, educational, and recreational opportunities for all. The project will incorporate a shared use path which will provide a separated facility for non-motorized travel and provide safe bicycle and pedestrian accommodations along the roadways.

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Mansfield Rising - Main Street Revitalization

City of Mansfield

Ohio

Grant Funding: $7,384,442

Estimated Total Project Costs: $11,557,069

Project Description:

This project will reconstruct the downtown Mansfield Streetscape from First Street to Fifth Street. It will include updated LED street lighting, new curbs and ADA compliant curb ramps, concrete sidewalks, brick pavers, delineated crosswalks, and lighted plazas with seating. It will also rejoin Central Park via a mid-block crossing, reestablish two-way traffic to support local business, and provide on-street parking. In addition, aging water and sewer infrastructure will be replaced.

Project Benefits:

The project will improve safety by implementing roadway improvements and creating accessible transportation options for all road users. By providing for more forms of transportation – like biking and walking – the project will help reduce emissions, improve the resilience of at-risk infrastructure, and address disproportionate negative environmental impacts on this community. The project also includes extensive coordination with the public and community groups to ensure it meets the needs of local residents.

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Thlopthlocco Tribal Town Interior Roads, Housing Roads, and Walkways

Thlopthlocco Tribal Town

Oklahoma

Grant Funding: $4,018,179

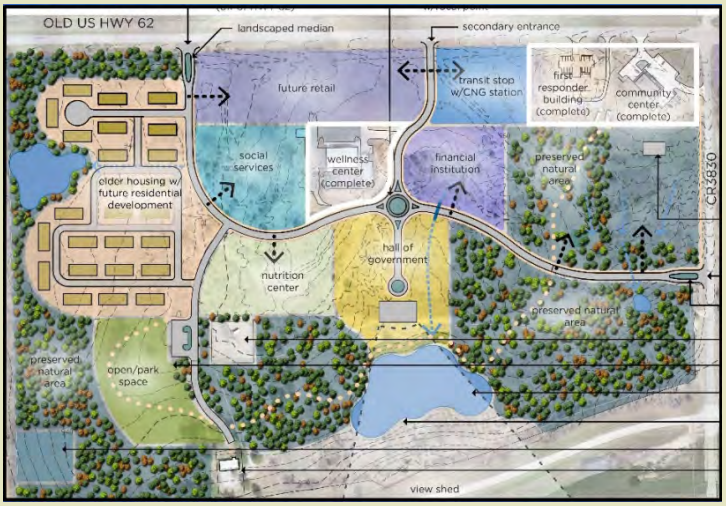
Estimated Total Project Costs: $5,022,724

Project Description:

This project will fund construction for interior and housing roads and walkways within the Thlopthlocco Tribal Town Headquarters and Service Centers.

Project Benefits:

The project will improve stormwater drainage and increase accessibility for residents in nearby low-income elderly housing to services and a new general store. The project also seeks to incorporate innovative technologies and designs such as solar lights and broadband along the transportation corridor.



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Reconnecting Neighborhoods in West Tulsa: The W. 51st Street Extension Project

Oklahoma Department of Transportation

Oklahoma

Grant Funding: $10,000,000

Estimated Total Project Costs: $15,500,000

Project Description:

The project will reconstruct approximately 1 mile of W. 51st Street, including a connection under US-75. The project will include sidewalk along the entire length, a new pedestrian bridge over the TSU Railroad, and a new connection to the Arkansas River Trail. The project will also include construction of two bridges on US-75 and two US-75 ramp bridges over W. 51st Street.

Project Benefits:

The project will help reconnect and revitalize a community that was divided and negatively impacted by the creation of US-75. The project will provide greater pedestrian accessibility and increase affordable transportation choices throughout the West Tulsa community. The project demonstrates an important partnership between the Oklahoma State DOT, City of Tulsa, FHWA, Indian Nations Council of Governments, Tulsa County, and it includes a robust community involvement plan – helping to ensure that the community will see tangible benefits from this critical project.

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Rural, Planning

Southwest Oklahoma Regional Multimodal Transportation Plan

South Western Oklahoma Development Authority

Oklahoma

Grant Funding: $1,500,000

Estimated Total Project Costs: $1,500,000

Project Description:

This planning project will develop a long-range regional transportation plan that prioritizes multimodal transportation and transit projects.

Project Benefits:

The project will increase transportation options, particularly for non-motorized travelers, which will improve access to jobs, essential services, and recreational activities for this rural community. The project also prioritizes collaboration with local municipalities, business owners, tribal governments and other stakeholders, which encourages community involvement.

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Complete Street Project to Enhance Equity and Safety

City of Wagoner
Oklahoma

Grant Funding: $7,000,000

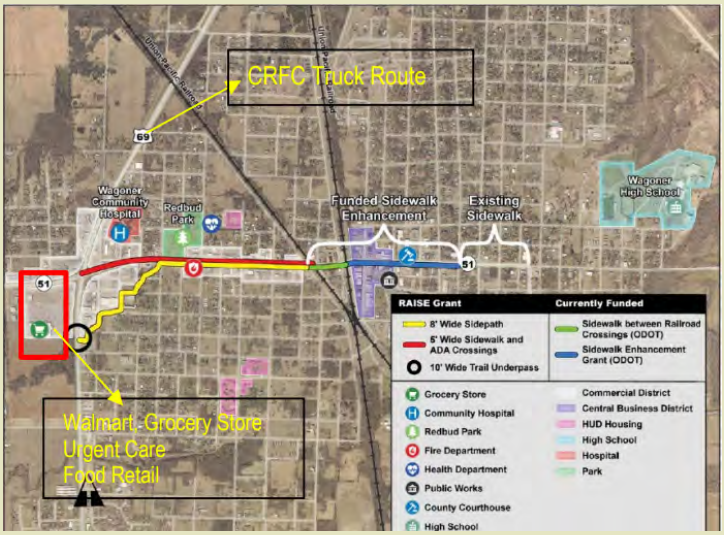
Estimated Total Project Costs: $8,750,000

Project Description:

This project will construct a multi-use path, a new reinforced concrete box culvert, build sidewalk, street curbs and a side path, and build a trail underpass crossing of US-69.

Project Benefits:

The project will reduce crashes and injuries by separating motorized and non-motorized modes of transportation. The project will hep reduce flooding and congestion, and improve travel time by reducing road closures due to flooding. The roadway improvements will help increase the life of the roadway by moving the water away from the road. The project will also improve the road to meet ADA standards making access to essential services easier, and reducing automobile dependence for all.



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SH-37 BNSF Grade Separation and Multimodal Improvements

Oklahoma Department of Transportation

Oklahoma

Grant Funding: $10,000,000

Estimated Total Project Costs: $20,000,000

Project Description:

This project will facilitate grade separation from SH-37 and a BNSF freight rail crossing, as well as support construction of multimodal bridge and multiuse paths.

Project Benefits:

By decreasing idling at the at-grade crossing, the project will decrease travel times and improve multimodal freight mobility, helping speed up supply chain movement and ultimately lower the cost of goods. This project will improve safety and reduce accidents by separating train traffic from motorized and non-motorized travelers. The project will also remove an at-grade crossing, an existing barrier to travel into the city of Moore, to increase accessibility to essential destinations. The project also includes robust public engagement efforts, and represents a public-private partnership between the City of Moore, ODOT, and BNSF.

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Tulsa-Jenks Multi-Modal Safety Project

Indian Nations Council of Governments

Oklahoma

Grant Funding: $16,200,000

Estimated Total Project Costs: $20,250,000

Project Description:

The project will provide a multimodal trail system that separates bicycles and pedestrians from motorized traffic along the east and west banks of the Arkansas River. The project will complete sidewalk gaps and improve signals at intersections.

Project Benefits:

The project will improve safety by separating non-motorized and motorized traffic. The project includes several sustainable practices such as low-impact development to protect water resources, implementation of EV charging station at four project area locations, and land buffer along the river to reduce erosion. The project will increase accessibility and remove transportation barriers in the current, inadequate pedestrian infrastructure. The project will create a viable active transportation network throughout the region and connect residents to jobs in the trail area.

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Beaverton Downtown Loop Complete Street Project

City of Beaverton
Oregon

Grant Funding: $2,000,000

Estimated Total Project Costs: $2,486,241

Project Description:

This planning project will design wider sidewalks, protected bike lanes, new bus stops, and signal and intersection improvements along SW Hall Boulevard and SW Watson Street between SW Crescent Street and SW 5th Street. The project will create a corridor master plan, prepare preliminary construction plans for a future first phase project, and refine the project's implementation strategy.

Project Benefits:

The project will reduce crashes by separating vehicle lanes from non-motorized traffic and improving access to existing transit The project plans to address current vulnerabilities that threaten movement throughout the project corridor and includes future maintenance plans to keep the assets in a state of good repair. The project will collaborate with public and private entities, including substantial community outreach and equity considerations, and commits to creating opportunities for DBEs.

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Earthquake Ready Burnside Bridge

County of Multnomah

Oregon

Grant Funding: $5,000,000

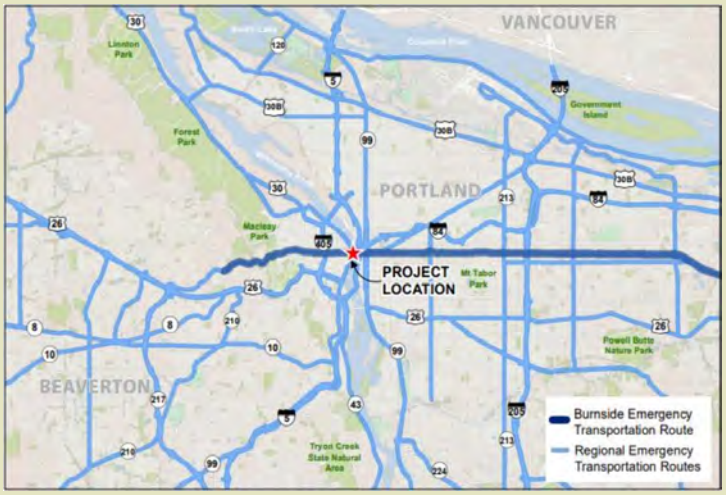
Estimated Total Project Costs: $90,000,000

Project Description:

This planning project will replace the existing 96 year-old Burnside Bridge with a new seismically resilient bridge, including wider, safer bike and pedestrian facilities separated from vehicular traffic, and upgraded ADA compliant sidewalk routes to light rail transit.

Project Benefits:

The project will provide a lifeline route in the event of an earthquake, as well as improve safety by implementing safer bike and pedestrian facilities. The project will improve the condition of at-risk infrastructure, while providing affordable and accessible transportation choices for an underserved community.



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McGilchrist Complete Streets Project

City of Salem
Oregon

Grant Funding: $13,229,320

Estimated Total Project Costs: $21,836,950

Project Description:

This project will fund construction for the McGilchrist Complete Street Project, which will make improvements on approximately 8,500 feet of roadway. The project will add cycle tracks, sidewalks, and turn lanes. It will also reconstruct existing travel lanes, build Green Stormwater Infrastructure, add two creek crossings, an improved railroad crossing, a new traffic signal and traffic signal reconstruction, and street lighting.

Project Benefits:

The project will make it safer for cyclists, pedestrians, and drivers. The project will support transportation options such as walking, biking, and transit, and make it easier for residents to access jobs and other essential destinations.

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New Pathways to Equity

City of Pittsburgh

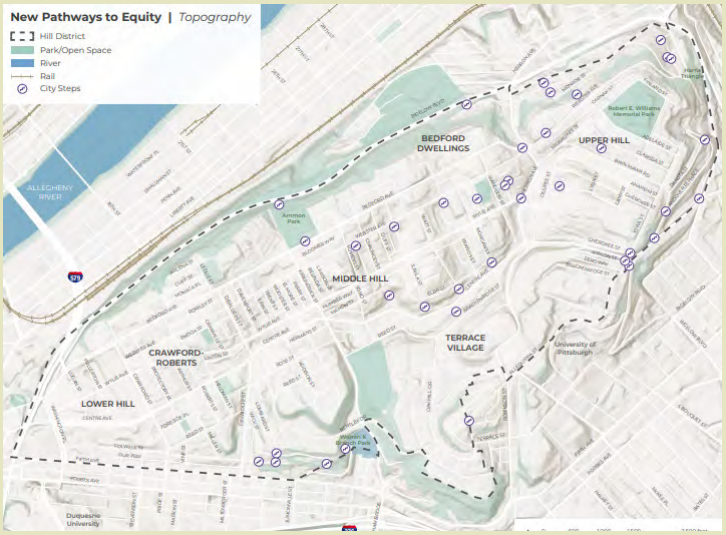
Pennsylvania

Grant Funding: $11,320,000

Estimated Total Project Costs: $14,150,000

Project Description:

The project will fund construction activities associated with improvements to the public right-of-way in the Hill District in Pittsburgh. Improvements will include the reconstruction of intersections, street corridors, and city steps and will include the installation of traffic calming measures, sidewalks, and green infrastructure.



Project Benefits:

The project will revitalize the Hill District, a community that has suffered deterioration and disconnection from the business district of Pittsburgh through historical disinvestment. By making ADA-compliant pedestrian infrastructure improvements, the project will safely connect low-income residents to transit hubs and employment opportunities. New electric vehicle charging options and low-impact development stormwater infrastructure contribute to environmental sustainability.

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Revitalizing Philadelphia's Local Roadways

City of Philadelphia

Pennsylvania

Grant Funding: $25,000,000

Estimated Total Project Costs: $29,320,000

Project Description:

This project will make improvements along seven high-crash corridors totaling approximately five miles. Proposed improvements include traffic safety treatments, signal modernization, ADA accessibility improvements, and various roadway upgrades.

Project Benefits:

The proposed improvements will significantly reduce collisions within the corridor and enhance bicycle and pedestrian safety. The project will result in reduced vehicle miles traveled and improve sustainable transportation options.The project's use of innovative technologies, like fiber optic connections and wireless communications, will further improve safety and accessibility for users. The project will also use workforce development programs to create high-quality, good-paying jobs for traditionally underrepresented Philadelphians, including women and people of color.

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Wharf C Reconstruction and Resiliency Enhancement Project

Puerto Rico Ports Authority

Puerto Rico

Grant Funding: $25,000,000

Estimated Total Project Costs: $27,126,897

Project Description:

The project will make needed improvements and repairs to Wharf C, including replacing a concrete platform with a new one that will allow for heavier cargo loads. The project will also rehabilitate the existing asphalt and install new post and fence fabric for cargo areas and new LED lighting systems. It also includes underground electrical rehabilitation, the rehabilitation of an existing fire protection system, storm sewer system construction, and rehabilitation of the existing water distribution systems.

Project Benefits:

The project will repair and reconstruct Wharf C, which was damaged in Hurricane Marina, resulting in a safer and more efficient movement of goods though the port and a safer environment for dock workers. The project also includes innovative technologies to achieve energy efficiencies.

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Providence Riverwalk Resilience Project

City of Providence

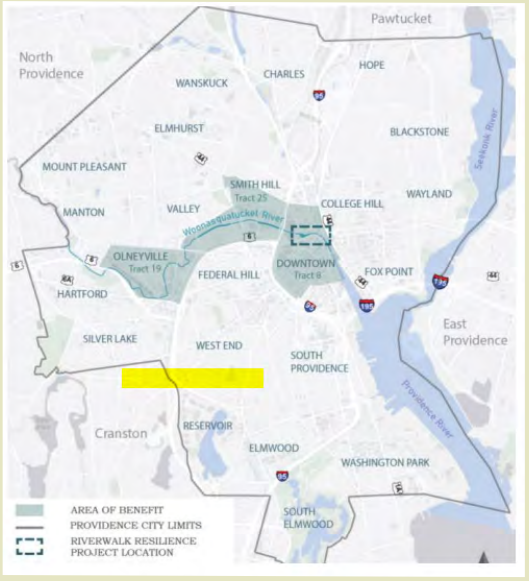
Rhode Island

Grant Funding: $7,800,000

Estimated Total Project Costs: $9,800,000

Project Description:

This planning project will support advanced engineering, National Environmental Protection Act (NEPA) approvals, permitting, continued community engagement, an economic development analysis, and a benefit-cost analysis for the Providence Riverwalk Resilience Project.



Project Benefits:

The project will decrease bicyclist and pedestrian accidents by creating a separated bike/ped path that provides access to the citywide Urban Trail Network. The project will help prevent further damage due to floods by raising the Riverwalk above the 100-year flood level and replacing underground pedestrian tunnels with an above-ground connection. The project will expand access to essential destinations such as regional and statewide job opportunities, and create more accessible transportation options by bridging a critical gap in the non-motorized transportation network. The project will modernize infrastructutre assets that are deteriorating, as well as meaningfully solicit community feedback and ensure collaboration with key stakeholders.

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RIPTA Newport-Middletown Garage and Bus Electrification

Rhode Island Public Transit Authority

Rhode Island

Grant Funding: $22,370,800

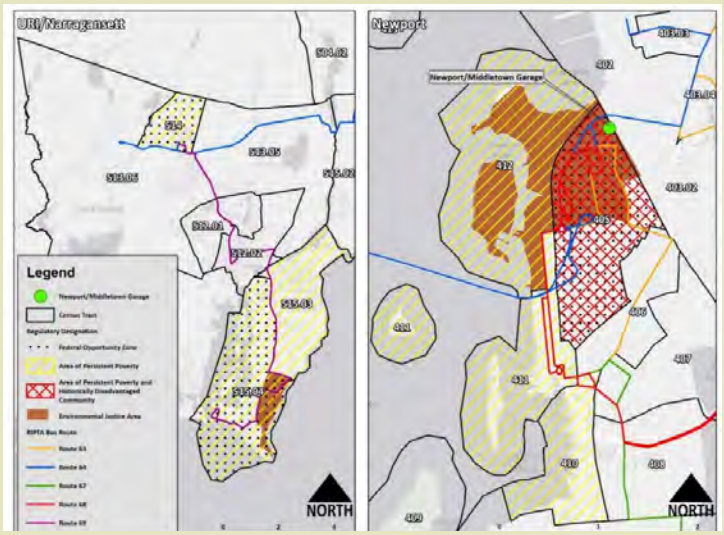
Estimated Total Project Costs: $42,276,000

Project Description:

This project will fund charging infrastructure, facility upgrades, and the procurement of approximately 25 battery-electric buses which will enable all Newport-based transit services to be electric.

Project Benefits:

The project supports electrifying RIPTA's bus fleet which will improve mobility and connectivity through increased service while reducing emissions. The project will increase transportation options to employment hubs as well as tourist destinations by including more frequent bus services and increasing accessibility for non-motorized users.



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Investing in Countywide Infrastructure to Equitably and Sustainably Connect Greenville

Greenville Transit Authority

South Carolina

Grant Funding: $5,845,300

Estimated Total Project Costs: $5,845,300

Project Description:

The project will fund construction for Greenville Transit Authority's (Greenlink) bus stop infrastructure that will include shelter, push button lighting, and benches at a total of approximately 336 bus stops.

Project Benefits:

The project will increase transportation equity by expanding options for transit-dependent users and all users of the Greenlink service. The project will improve safety by implementing solar-powered push technologies to enable security lights, during low visible transit hours.

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Lowcountry Lowline: Reconnecting Disadvantaged Communities near I-26

City of Charleston

South Carolina

Grant Funding: $7,000,000

Estimated Total Project Costs: $8,750,000

Project Description:

This planning project will fund planning and pre-construction activities such as design engineering, permitting, environmental remediation of contaminated soil, National Environmental Protection Act (NEPA) review, equity-focused community engagement, and project management for an approximate 2-mile shared pathway that will create new linkages to metro area's transit system.

Project Benefits:

Once completed, this project will allow for more affordable transportation options, decreasing the number of miles people need to drive and reducing vehicle emissions. A brownfield site will be rehabilitated and flood management will be improved. This project will create a multimodal network that will connect disadvantaged communities to essential services. The project aims to reconnect neighborhoods divided by the original construction of the interstate and improve connections to transit and other transportation options. The project leverages public and private partnerships and collaborates with a variety of stakeholders.

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US 12 Reconstruction

South Dakota Department of Transportation

South Dakota

Grant Funding: $21,400,364

Estimated Total Project Costs: $22,411,308

Project Description:

This project will fund the regrading and reconstruction of approximately nine miles of US 12 in South Dakota between Morristown and Watauga. The project will widen the roadway to include six foot wide shoulders, replace a deteriorating bridge over Hay Creek, replace three large pipe culverts, and replace approximately 19 miles of right-of-way fencing.

Project Benefits:

The project will improve safety and promote equity for residents by improving transportation access to the area. The project will provide benefits to communities through improved travel time, reliable access to jobs, and upgraded infrastructure.

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Rural, Capital

SR343 Complete Streets and ITS Traffic Signal Coordination Project

City of Morristown

Tennessee

Grant Funding: $23,430,325

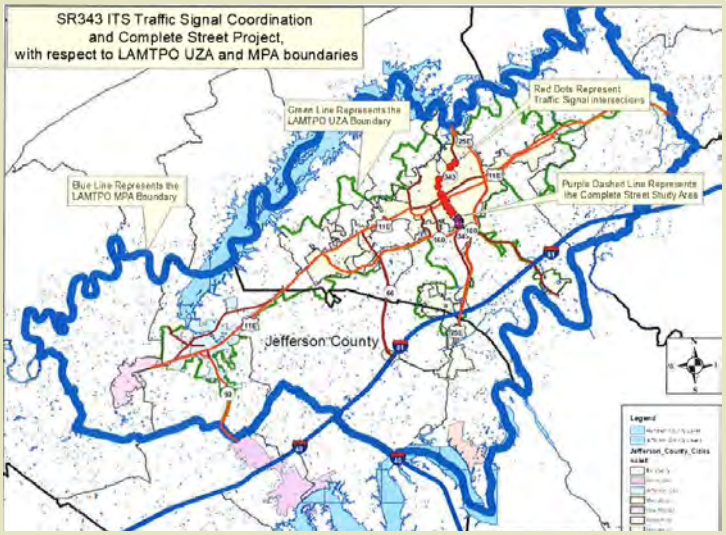
Estimated Total Project Costs: $23,430,325

Project Description:

The project will narrow the roadway from 4 to 3 lanes, add sidewalks, multiuse path, landscaping, lighting, signage on SR343/ S Cumberland Street; as well as updating approximately 13 traffic signals through ITS Traffic Signal Coordination.

Project Benefits:

The project will improve safety by reducing speed and creating space for a sidewalk on one side and a 10-foot-wide multiuse path on the other. The project will provide equitable, non-motorized transportation by including crosswalk painting, pedestrian traffic signals, and ADA-compliant features for both the intersections and sidewalks. The project will also restore and modernize infrastructure that runs through a disadvantaged and underserved community.



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The Wilcox Boulevard Bridge - River to Ridge Mobility Project

City of Chattanooga

Tennessee

Grant Funding: $25,000,000

Estimated Total Project Costs: $54,500,000

Project Description:

This project will replace the Wilcox Boulevard bridge, and will construct a 12.5 foot multi-use path on the southern edge of the project.

Project Benefits:

The current bridge that spans the railyard is in a deteriorated condition and as a result has a load limit which forces emergency vehicles, trucks, and public transit buses to take long detours. The replacement bridge will accommodate these heavier vehicles and eliminate the need for detour. The proposed project will provide underserved communities with more reliable transportation to jobs, schools, recreation, and businesses.

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U.S. Highway 127 Corridor Optimization

City of Dunlap

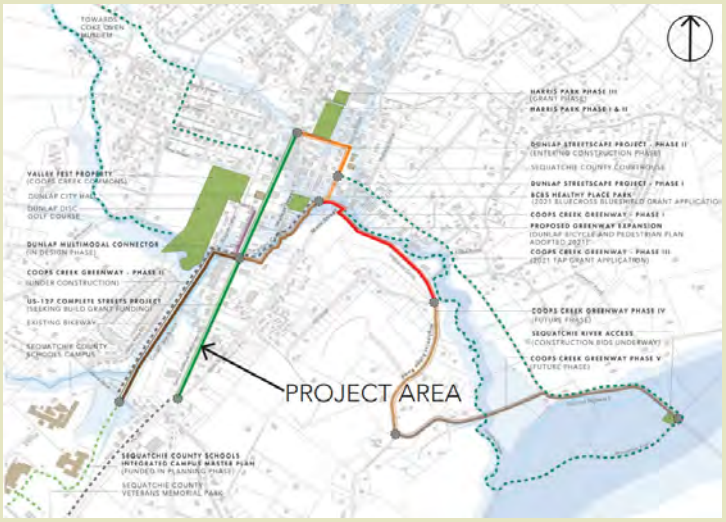
Tennessee

Grant Funding: $14,641,311

Estimated Total Project Costs: $15,411,906

Project Description:

This project will re-engineer the intersection of U.S. Highway 127, redesign right-of-way to include bicycle lanes and ADA-compliant pathways as well as vehicle lanes, stormwater runoff management, new curb and curb cuts, new network of pedestrian walks, crossing points, pedestrian bridges and amenities, ITS infrastructure, and wireless broadband throughout the corridor.



Project Benefits:

The project will improve safety for non-motorized travelers by adding bicycle and pedestrian improvements where there were previously none. The project will reduce conflict points and enable traffic calming measures which will create a safer environment for the traveling public. The project plans on redeveloping brownfield sites along the corridor and mitigate stormwater runoff. The project will increase economic productivity by encouraging more concentrated, higher-density development along the corridor. The project will install ADA-compliant amenities to address the inadequate condition of the transportation network. The project design principles plan for the region's future with autonomous vehicle tehcnologies, and incorporate ITS infrastructure wihtin the corridor.

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Multimodal Laydown, Transportation Infrastructure Fostering Community Based Job Creation

Port of Port Arthur Navigation District

Texas

Grant Funding: $13,600,000

Estimated Total Project Costs: $19,447,363

Project Description:

The project will convert an abandoned railyard into a modern cargo storage and staging area. The project includes an approximate 25.5 acres of site stabilization and related lighting, fencing, fiber optic, stormwater management, relocation of utilities underground, and reconditioning of a two-story structure to mitigate flood risks.

Project Benefits:

The project will decrease accidents by creating more space for the efficient and timely movement of goods and people. The project will reduce truck idling and emissions, improve freight mobility and multimodal transfer capabilities, improve access to jobs and local economic development, while addressing racial equity and improving transportation resiliency.

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Urban, Capital

Telephone Road: Main Street Revitalization Project

City of Houston

Texas

Grant Funding: $20,960,000

Estimated Total Project Costs: $26,200,000

Project Description:

The project will deliver approximately 2.8 miles of multimodal improvements and connect two planned community-led projects at the north and south ends, creating one continuous corridor.

Project Benefits:

The project will address hazards such as faded street markings, crumbling or non-existent sidewalks and bike lanes within the roadway that has led to numerous crashes. The project will improve safety and ADA accessibility by upgrading pedestrian and bicycle infrastructure and creating additional transportation options.

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Rural, Capital

Texas Active Transportation Network

Texas Department of Transportation

Texas

Grant Funding: $25,000,000

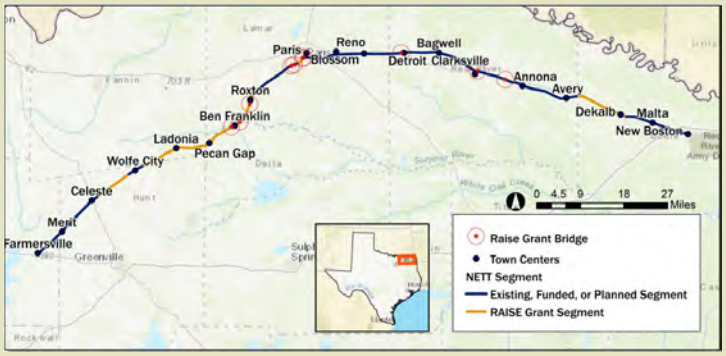
Estimated Total Project Costs: $25,000,000

Project Description:

This project will complete two trails totaling approximately 50 miles, including approximately eight bridges, landscaping and trail amenities on the Northeast Texas Trail (NETT) and the Paso del Norte Trail (PDN) in the El Paso area.

Project Benefits:

Upgrading eight bridges and dozens of miles of trail will provide underserved communities access to schools, jobs, recreation centers, grocery stores, and other essential services. The project will upgrade the condition of the bridges that will improve safety and promote active transportation to residents.



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Commerce Street Corridor Redesign

City of Harlingen

Texas

Grant Funding: $5,020,730

Estimated Total Project Costs: $5,020,730

Project Description:

This planning project will fund the redesign and preliminary engineering of the Commerce Street Corridor. The project will evaluate corridor transportation needs, establish a community-supported vision for the corridor, and develop a preferred design concept and associated preliminary engineering.

Project Benefits:

The project will reduce crashes and protect non-motorized travelers along the corridor. It will also incorporate stormwater management to improve resiliency against flooding. The project will increase affordable and accessible transportation options by improving non-motorized facilities The project includes broad collaboration with key stakeholders in an underserved community.

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Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades

North Central Texas Council of Governments

Texas

Grant Funding: $25,000,000

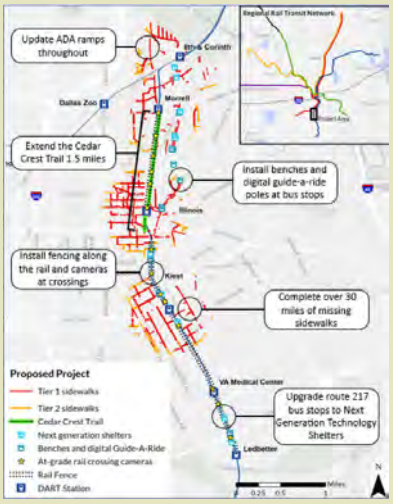
Estimated Total Project Costs: $43,750,000

Project Description:

The project will construct over 30 miles of sidewalk in the half-mile radius of DART's 8th & Corinth, Morrell, Illinois, and Kiest Stations. It will also extend the Cedar Crest Trail approximately 1.5 miles, and improve transit accommodations with upgrades and safety features at nearby bus stops on DART route 217 and Blue Line light rail stations including Kiest, VA Medical Center, and Morrell Stations.

Project Benefits:

The project enhancements will address safety concerns caused by inadequate or missing sidewalks, and improve the safety of pedestrians and transit riders. The project will improve transit access in a community where 17% of the population lacks access to a personal vehicle. The project is the result of collaboration between NCTCOG, the City of Dallas and DART, and has included robust public engagement processes. It includes innovative technologies such as Next Generation SMART Shelters at the stations.



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Ysleta Port of Entry Pedestrian and Site Improvements

City of El Paso

Texas

Grant Funding: $12,000,000

Estimated Total Project Costs: $14,830,130

Project Description:

This project will fund design and construction of pedestrian and related site improvements on City of El Paso-owned property, the Ysleta Port of Entry.

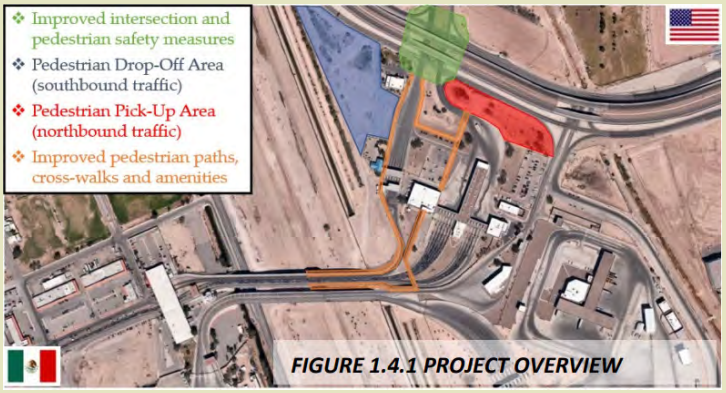

FIGURE 1.4.1 PROJECT OVERVIEW

Project Benefits:

The project will improve safety by constructing separate facilities for drop-offs and pick-ups, as well as pedestrian improvements such as designated raised crosswalks, warning signage, guardrails, canopies, and wayfinding signage. The project will reduce air pollution and emissions by supporting pedestrian infrastructure and transit bus stops. The project will help ease barriers to crossing the bridge on foot, bike, or reaching the border crossing by transit. The port of entry is the second busiest crossing in the U.S, with many people crossing between Juarez and El Paso to commute to jobs, school, shopping, and family. This project is a result of collaboration between the El Paso Bridges steering committee, which is comprised of 20 government agencies, non-profits, businesses, and other stakeholders both in the U.S. and Mexico.

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Planning and Optimizing a Multi-Modal Logistics Center in Southern Utah

Utah Inland Port Authority

Utah

Grant Funding: $445,000

Estimated Total Project Costs: $500,000

Project Description:

This planning project will fund a market assessment and business case analysis for a multi-modal logistics center and related infrastructure needs in southern Utah.

Project Benefits:

The project will eventually result in the construction of the multimodal logistics center that will reduce truck transport and expand the capabilities of the freight rail movement. The reduction of truck transport will have environmental benefits through the improved air quality by shifting from trucks to rail for local businesses. Expansion in freight service will enable more efficient movement of supply chain goods, thus improving mobility.

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State Route 224 Battery Electric Bus and BRT Project

Summit County

Utah

Grant Funding: $25,000,000

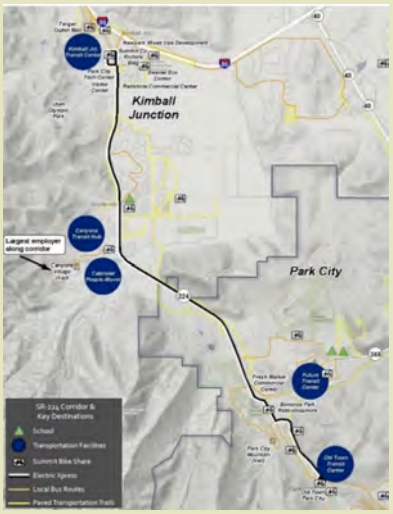
Estimated Total Project Costs: $67,030,000

Project Description:

This project will add 12-foot, side-running, dedicated bus lanes in both directions of State Route 224 between Kimball Junction and Park City, add two new BRT stations, upgrade three exiting stations, procure five electric transit vehicles/ charging equipment, and make operational and ITS upgrades at corridor intersections.

Project Benefits:

The project will provide more transportation options and reduce emissions and other negative environmental outcomes by incorporating electric vehicles and renewable energy infrastructure. The project will improve the quality and user experience of the current system, and will increase travel time reliability, improving efficient access to essential destinations.



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Federal Street Multimodal Connector

City of St. Albans
Vermont

Grant Funding: $7,724,624

Estimated Total Project Costs: $10,620,480

Project Description:

This project will make multimodal improvements including approximately 1,000 feet of new road and sidewalk, reconstruction of approximately 6,475 feet of roadway, reconstruction of approximately 7,050 feet of sidewalk, improvements at six intersections, replacement of a failing bridge, installation of crosswalks, bicycle markings, pedestrian traffic signal controls, pedestrian-scale lighting, and other safety improvements.

Project Benefits:

The project will reduce accidents by installing and improving signals at various intersections along new sidewalks and lane markings. The project will increase transportation options for all travelers, better connecting people to essential destinations in the downtown area. The project is also adjacent to the Amtrak station which offers additional transportation services. The project will replace and improve existing deteriorating roadways and sidewalks, and will also add better stormwater management to minimize the damage of water events.

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Transit-Oriented Development Plan for Northwest Vermont

Chittenden County Regional Planning Commission

Vermont

Grant Funding: $2,100,000

Estimated Total Project Costs: $2,250,000

Project Description:

This planning project will develop a comprehensive plan for transit-oriented development for 12 communities across a five-county region in Northwest Vermont. The project will also support plans for improved bus services and/or commuter rail.

Project Benefits:

The project seeks to provide rural Vermonters dependent on single use automobiles with increased transportation options. The project incorporates equity considerations throughout the planning process, will improve public transit in the region, and help reduce transportation costs.

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Winooski River Bridge Replacement

Vermont Agency of Transportation

Vermont

Grant Funding: $24,800,000

Estimated Total Project Costs: $31,000,000

Project Description:

The project will fund the replacement of the Winooski River Bridge that carries US Routes 2 and 7 over the Winooski River between the cities of Winooski and Burlington, VT.

Project Benefits:

The project will improve the resilience of the at-risk bridge and reduce air pollution and emissions from transportation by providing a wider structure that is more accessible for pedestrians and cyclists. The project will increase accessibility for travelers to jobs and business opportunities and the essential destinations between the two cities. The project will restore and modernize the bridge utilizing modern materials and design practices to increase its lifespan.

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Veterans Drive Improvements Phase 2

Virgin Islands Department of Public Works

Virgin Islands

Grant Funding: $25,000,000

Estimated Total Project Costs: $106,000,000

Project Description:

This project will fund the second phase of the Charlotte Amalie Waterfront Revitalization Program, the Veterans Drive (Route 30) Improvements Project. Phase II is approximately .92 miles, extending from Hospital Gade to Kronprindsens Tvaer Gade (Windward Passage Hotel) and will construct a tree-lined four-lane roadway, divided by a raised median, as well as a new seawall and promenade.

Project Benefits:

This project will reduce traffic congestion, add new pedestrian walkways and facilities, and fortify seawalls to increase the resiliency of Charlotte Amalie's transportation network for future storm surges. This project includes improvements for all modes of transportation and better access for residents and visitors to connect to airport, ports, seaplane and ferry terminals, downtown Charlotte Amalie, and hotels. The project also improves active transportation options with enhanced pedestrian access to the harbor, parks and waterfront. The project will also improve the economic strength of the region by facilitating tourism activity and enhancing the unique characteristics of the island community. Lastly, the project will improve and modernize the pavement condition and design for an essential corridor in the region.

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Arthur Ashe Boulevard Bridge Replacement

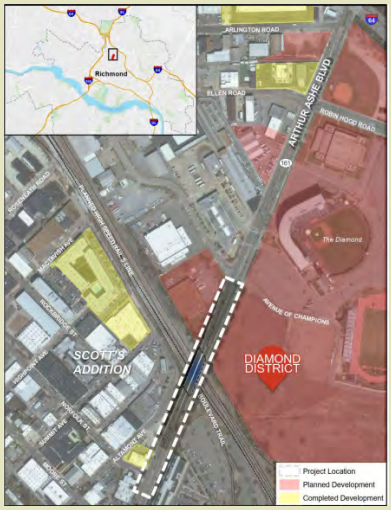
City of Richmond
Virginia

Grant Funding: $18,400,000

Estimated Total Project Costs: $23,000,000

Project Description:
This project will replace an existing multimodal bridge structure over the CSX Railroad at the City's crossroads with the eastern seaboard interstate highway corridor.

Project Benefits:
The project will improve safety by reducing crashes in a high-crash area, and will replace an at-risk, over 100-year-old bridge that has exceeded its useful life. The project will increase transportation options and system connectivity to revitalize underserved communities.



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Community Connectivity and Mobility: A Multimodal Assessment and Master Plan

Town of Tappahannock

Virginia

Grant Funding: $1,500,000

Estimated Total Project Costs: $1,500,000

Project Description:

The project will fund planning activities to conduct a multimodal assessment and develop a master plan that will propose projects and cost estimates for future projects.

Project Benefits:

The planning efforts of this project will ensure that the mobility and equity needs of the Town of Tappahannock and Essex County, Virginia, are accurately identified so that future projects may address these needs. The master plan developed under this project will enhance the unique coastal characteristics of this community through increasing access to marine recreational activities, employment centers, and ADA access on new facilities, while prioritizing equity considerations.

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Complete High Street Innovation Corridor

City of Portsmouth
Virginia

Grant Funding: $19,300,000

Estimated Total Project Costs: $24,100,000

Project Description:

This project will convert the existing four-lane undivided arterial to a two-lane divided road section with a 16-foot-wide raised median for approximately 1-mile allowing for road integration of vehicles, pedestrians, cyclists, and transit users.

Project Benefits:

The project increases affordable and equitable transportation choices, and improves access to essential destinations with or without a car. The project incorporates improved stormwater management to reduce water pollutions, and improves the resilience of at-risk infrastructure that is vulnerable to tidal flooding. The shared use path and improvements to bicycle and pedestrian infrastructure with calming measures will protect non-motorized users. The project is the result of collaboration with private and public entities at the local level, as well as extensive public engagement to address the needs of the community.

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I-95 Exit 126/US Route 1 Revitalization Planning Project

County of Spotsylvania

Virginia

Grant Funding: $3,000,000

Estimated Total Project Costs: $6,250,000

Project Description:

The planning project will provide multimodal improvements along the US Route 1 corridor from I-95/Exit 126 to Route 208/Lafayette Boulevard, including traffic operational improvements at three intersections, new bus transit service with connections to the region's Amtrak station and the county's main bus transfer station, and sidewalk and streetscape improvements.

Project Benefits:

The project will reduce crashes and protect motorized and non-motorized travelers through pedestrian and transit improvements. The project will increase affordable and accessible transportation choices, and will include a racial equity analysis and outreach to underserved communities. Once completed, the project will provide new bus stops along a corridor where none currently exist and address transportation barriers in the community. The project plans to ensure robust outreach efforts and will include involvement of disadvantaged business enterpriese.

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Long Bridge Bicycle and Pedestrian Crossing Project

Virginia Passenger Rail Authority

Virginia

Grant Funding: $20,000,000

Estimated Total Project Costs: $86,000,000

Project Description:

The project will create a new approximately 2,300-foot-long bicycle-pedestrian bridge that crosses the Potomac River between Long Bridge Park in Arlington, VA and East and West Potomac Parks in Washington, DC.

Project Benefits:

The project will reduce crashes by adding protected and separated facilities for bicycles and pedestrians. The project will create an accessible and more affordable way for the community to connect to the surrounding Virginia and District of Columbia areas through a network of bicycle and pedestrian improvements.

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Three Notched Trail Shared Use Path Master Plan

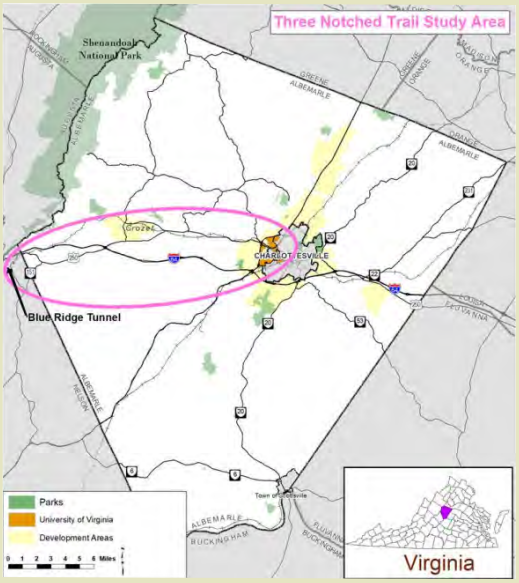
County of Albemarle
Virginia

Grant Funding: $2,007,045

Estimated Total Project Costs: $2,007,045

Project Description:
This planning project will provide a guiding document that Albemarle County can use to develop a shared use path between the City of Charlottesville, the community of Crozet, and Western Albemarle and Nelson County.

Project Benefits:
The project will reduce crash threats and improve safety for cyclists and pedestrians within the corridor by developing a shared use path. The project will create a new sustainable commute options for residents.



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Connecting Lynnwood: Poplar Way Bridge

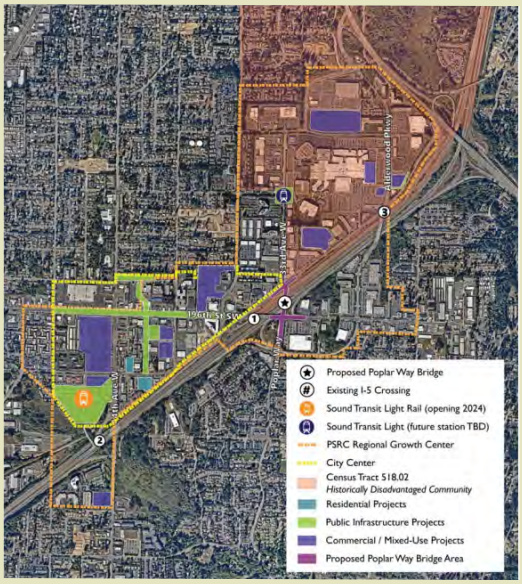
City of Lynnwood
Washington

Grant Funding: $25,000,000

Estimated Total Project Costs: $49,682,336

Project Description:
The project will construct a new six-lane, multimodal bridge over I-5 in Lynnwood, Washington, between the intersections of 196th Street SW (SR 524)/Poplar Way and 33rd Avenue W/Alderwood Mall Boulevard.

Project Benefits:
The project will alleviate congestion and backups on the 196th Street SW off-ramps and overcrossings, thereby helping improve safety in and around the operations of I-5. This project will improve safety for vehicles navigating to Lynnwood destinations as well as reduce the distance for pedestrian and cyclists by adding a protected shared use path. Reduced congestion as a result of the project will allow for improved access to the transit-oriented mixed-use development underway in downtown Lynnwood, reduce transportation related emissions, and provide greater access to downtown services, employment opportunities and transit.



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Airport Road Multimodal & Regional Access Improvements

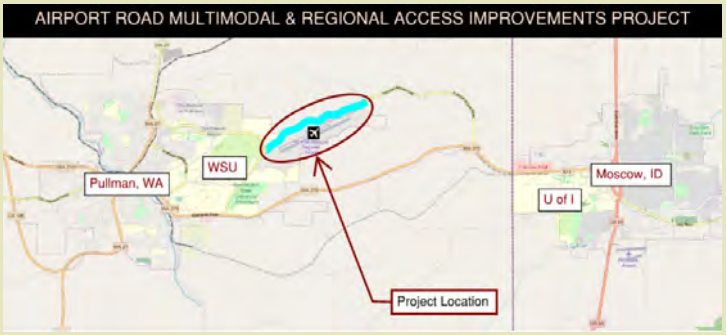
City of Pullman
Washington

Grant Funding: $1,050,000

Estimated Total Project Costs: $1,050,000

Project Description:
This planning project will complete the final planning documents required for the reconstruction of approximately 2.1 miles of Airport Road with a wider roadway section, shared use bike path, intersection roundabout and pedestrian sidewalk accessing the Pullman-Moscow Airport.

Project Benefits:
The project will provide for the separation of motorized and non-motorized activities, which will reduce accidents in the project area. The project will also provide a bus stop that will connect the airport to the regional bus system, including a roundabout feature at the beginning of the entrance road, which will provide great safety to those accessing the airport.



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Bothell Way NE Multimodal Improvements

City of Bothell
Washington

Grant Funding: $19,000,000

Estimated Total Project Costs: $62,815,000

Project Description:

This project will widen Bothell Way NE from Reder Way to 191st St NE to 5 lanes. The project consists of mobility improvements including protected bicycle lanes, sidewalks, transit stop amenities, illumination, signalization, ITS and adaptive signalization for transit prioritization, landscaping, fish habitat enhancement and crossings, and wetland mitigation. Other work includes retaining walls, storm drainage, and utility work.

Project Benefits:

The project will provide dedicated turn lanes and signals at high volume intersections, and constructed protected bike and pedestrian lanes which will reduce crashes within the corridor and promote safety for all travelers. The project will diverge a portion of trip along the corridor to non-motorized modes and transit by providing safer infrastructure throughout the corridor linking residential areas with services and employment centers.

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Heritage Connectivity Trails - Phase 1

Washington State Department of Transportation

Washington

Grant Funding: $1,000,000

Estimated Total Project Costs: $1,300,000

Project Description:

This planning project will complete a feasibility study on how to better connect residents from nearby communities to services, jobs and opportunity in Yakima, especially those without access to a personal vehicle. The study will explore route options and local street improvements to connect existing regional bicycle/pedestrian facilities between and within the cities of Toppenish, Wapato and Union Gap, including tie-ins to roundabouts on US 97 and the Yakima Greenway Trail.

Project Benefits:

The project seeks safety improvements on a high crash corridor, including a safe pedestrian crossing at US 97 and SR 22, safer bicycle and pedestrian facilities and reduced transportation-related air pollution. The project will continue to collaborate with public and private entities such as the State DOT, the Yakima Nation, cities, counties, and many local government agencies and non-profit organizations. The project includes extensive and inclusive community outreach to ensure equity considerations are included during the planning process.

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Lummi Island Ferry Replacement and System Modernization Project

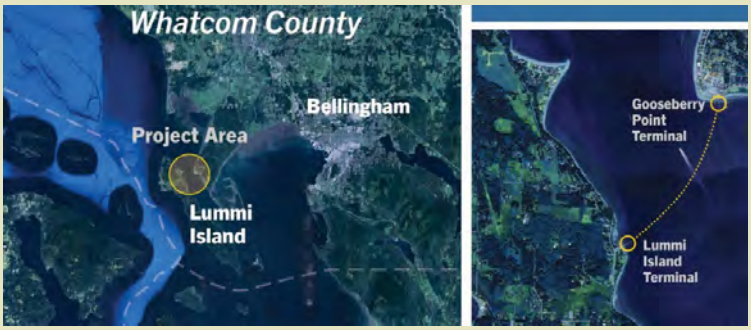
Whatcom County
Washington

Grant Funding: $25,000,000

Estimated Total Project Costs: $50,291,000

Project Description:

This project will replace the 60-year-old ferry with an electric-battery hybrid ferry that provides service to and from the rural community of Lummi Island. The project also includes adjusting the terminal structures to accommodate the new ferry, installing electrical charging infrastructure and making operational and upland modifications to preserve and enhance the functionality of the ferry system.



Project Benefits:

The project will replace a functionally obsolete ferry that was not designed to meet current safety standards which will help reduce accidents and vehicle damages that occur as passengers and vehicles navigate the ferry during loading and unloading. This ferry is a connection point for the Lummi Island community and tourism on the island as the only way to reach the island is by boat. The project will reduce emissions by transitioning to an electric-battery hybrid ferry, as well as reduce noise pollution emitted in the water which will improve the habitat for marine mammals. The current ferry is also taken out of service for two weeks for an annual inspection. Not only will the improved ferry increase reliable transportation to and from the mainland, but it will also ensure adequate and timely access for emergency services such as the volunteer fire department.

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Pines Road/BNSF Grade Separation Project

City of Spokane Valley

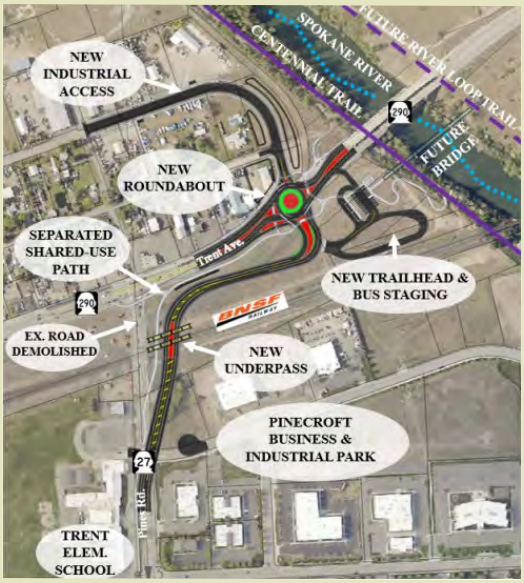
Washington

Grant Funding: $21,689,221

Estimated Total Project Costs: $31,300,370

Project Description:

The project will replace the highway-rail at-grade crossing of Pines Road (State Route 27) and the BNSF Railway tracks with a new Pines Road underpass. The project will replace the signalized intersection of two state highways, Pines Road (SR 27) and Trent Avenue (SR 290), with a multi-lane roundabout, and construct a separated shared use path under the railroad crossing and an adjacent shared use path around the new roundabout intersection. The project will also construct a new trailhead and parking lot facility, equipped with restrooms, electric vehicle charging, and non-motorized access to the adjacent Centennial Trail and Spokane River.



Project Benefits:

By separating the freight rail from vehicle, bike and pedestrian traffic, this will help improve supply chain movement, decreasing delays, and will improve safety and mobility for all roadway users, including transit and nonmotorized users traveling throughout the project area. In addition, the project will provide a safe and reliable alternative to the existing at-grade crossing, while reducing congestion at nearby intersections. The project will also address current and projected system vulnerabilities, as well as reduce noise pollution resulting from the existing rail crossing.

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Reconnecting I-90 Communities

Washington State Department of Transportation

Washington

Grant Funding: $5,000,000

Estimated Total Project Costs: $13,280,000

Project Description:

This planning project will fund planning studies in Spokane and Seattle, where I-90 interstate highway construction continues to geographically divide neighborhoods with the goal of helping to reconnect these communities through new infrastructure investments.

Project Benefits:

The planning project will result in connecting communities that were bifurcated by I-90 by creating safe, accessible transportation options that will connect underserved communities to each other, to extensive transit systems, and to other services. The project will also utilize an innovative strategy called Safe System that takes data-driven approaches to transportation infrastructure developments.

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Wheeling Streetscape

West Virginia Department of Transportation

West Virginia

Grant Funding: $16,250,254

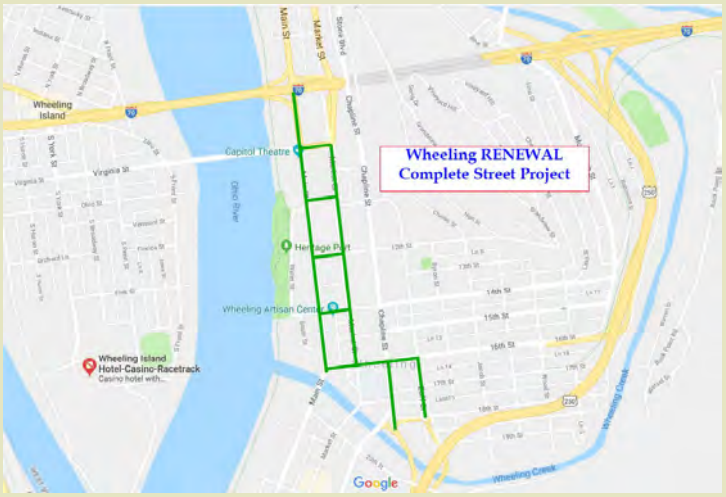
Estimated Total Project Costs: $25,250,259

Project Description:

The project will make approximately 1.85 miles of Complete Street upgrades to Main Street, Market Street, Chapline Street, Eoff Street, and their cross-streets on 10th Street, the 11th Street Plaza, 12th Street, 14th Street, 17th Street, and South Street.

Project Benefits:

The project will help reinvigorate the 2-mile corridor in downtown Wheeling by expanding transportation options and access to the growing downtown area. The improved bus and bicycle facilities, and pedestrian crossings will remove physical barriers and provide safe, affordable non-motorized transportation options for underserved members of the community.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly $12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add $1.5 billion per year to this program.

Greenbag Road Corridor Planning and Design Project

Morgantown Monongalia MPO

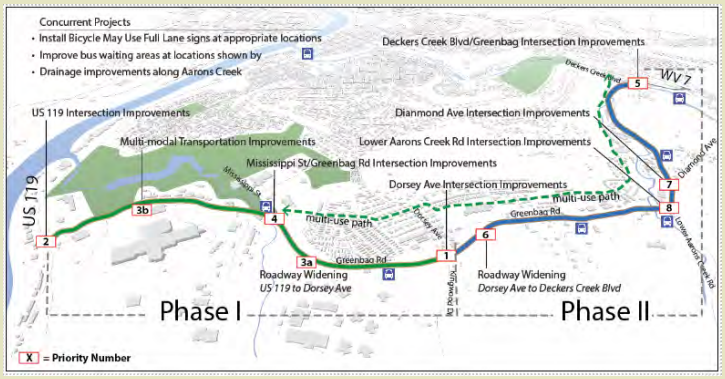
West Virginia

Grant Funding: $4,200,000

Estimated Total Project Costs: $4,200,000

Project Description:

The planning project will design two segments of the Greenbag Road corridor to help make them safer and reduce crashes, while adding additional transit stops. It will also study the feasibility of an off-road pedestrian path parallel to Greenbag Road that would provide safe access to the Decker's Creek Rail Trail.



Project Benefits:

The project ultimately will reduce crashes on Greenbag Road, which experienced 218 crashes over a 5-year period. Pedestrians and bike riders will benefit from the installation of sidewalks or multi-purpose paths, and the project will encourage transit use with the installation of transit stops at appropriate locations. The project will bring roadway lane widths up to standards and include either a sidewalk or multi-use path which will be determined during this design/planning phase. The project will reduce traffic and benefit residents along the route of the improvement. The project will help better connect residents living along Greenbag Road including residents of the Bluegrass Village and Marjorie Gardens housing developments to jobs, education, and recreation via a variety of transportation options. As a result of partnerships and collaboration, planning efforts have been made to mitigate impacts on an existing community garden by establishing at least three new community gardens.

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Bicycle and Pedestrian Swing Bridge

City of Sheboygan

Wisconsin

Grant Funding: $5,341,931

Estimated Total Project Costs: $6,677,414

Project Description:

The project will construct a bicycle and pedestrian bridge across the Sheboygan River.

Project Benefits:

The project will build a shared-use swing bridge for pedestrian, bike and other non-motorized travel, which will provide a safe pathway across the river. The project will increase safe pedestrian and bike options, thereby reducing emissions, and will improve at-risk infrastructure by considering improvements to the flood plain in the project area. The bridge will connect two waterfront districts located on either side of the Sheboygan River and provide access to work centers, recreational activities, health care and other services to the community including those who are underserved, overburdened, and disadvantaged.

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FCPC Pathway to Wellness: Multimodal Safety & Connectivity Project

Forest County Potawatomi Community

Wisconsin

Grant Funding: $9,531,340

Estimated Total Project Costs: $12,065,167

Project Description:

This project will construct an approximately 4.8-mile walking and biking path along US Highway 8 to link the City of Crandon, Wisconsin, the Forest County Potawatomi Community (FCPC) Stone Lake reservation lands, and the Otter Springs Recreation Area. The project will also construct an approximate 0.56-mile pathway within the FCPC Government complex, as well as an approximate 1.64 mile formal ATV-only trail.

Project Benefits:

The project will provide the community with affordable travel options by creating a safe, accessible alternative to vehicle travel which will also help reduce emissions. The multiuse trail will increase accessibility and connections to amenities, including a new FCPC community center, as well as the Otter Springs Recreation Area. The project will also encourage the unique recreational activities of the area by constructing an ATV-only path.

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Rural, Capital

Gateways to Opportunity Project

City of Beloit
Wisconsin

Grant Funding: $13,476,269

Estimated Total Project Costs: $18,126,269

Project Description:

The project will replace an existing two-lane structure over Springbrook Creek with a new four-lane structure with bicycle and pedestrian accommodations on both sides of the structure. The project will reconstruct and upgrade parts of Willowbrook Road, and reconstruct parts of Colley Road from Willowbrook Road to Gateway Boulevard by creating multilane roundabouts at three intersections and making railroad crossing improvements.

Project Benefits:

The project will improve the long-term efficiency and reliability of movement in the project area, and create greater accessibility to essential, recreational, and tourist destinations. The reconstruction of the transportation assets will improve the condition of the roadways and bring them into a state of good repair. The project is the result of years of collaboration between the City of Beloit and the Ho-Chunk Nation, demonstrating significant partnership.

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Urban, Capital

Oneida Transit Bus Garage

Oneida Nation
Wisconsin

Grant Funding: $2,952,050

Estimated Total Project Costs: $3,356,446

Project Description:
The project will complete the engineering, design, and construction of the Oneida Transit bus garage.

Project Benefits:
The construction of this garage will enable Oneida Transit to replace their current fleet with electric buses in the future. By improving the condition of the bus fleet, the transit services will be more reliable, and it will help reduce emissions through fleet conversion – improving air quality. The project will improve transportation options and connectivity to employment and other essential destinations, such as medical services. The project will address current transit vulnerabilities which include exposure to bad weather, potential vandalism and theft, and maintenance and emergency repairs.

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Lincoln County Rural Planning Project

County of Lincoln
Wyoming

Grant Funding: $1,790,000

Estimated Total Project Costs: $1,790,000

Project Description:
This planning project will develop a plan to improve several aspects of transportation in Wyoming including upgrading their freight rail system, providing electric vehicle charging stations, and improving public transit.

Project Benefits:
The project will find areas ripe for freight rail access, determine optimum locations for charging and/or fueling stations for anyone utilizing electric vehicles, and study the addition of public transit for the rural area. The project will have clear safety benefits by promoting a modal shift from trucks to freight rail, which will reduce the fatalities and injuries on the local highways. The project will promote electric vehicle charging stations and encourage reduced vehicle miles traveled.

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