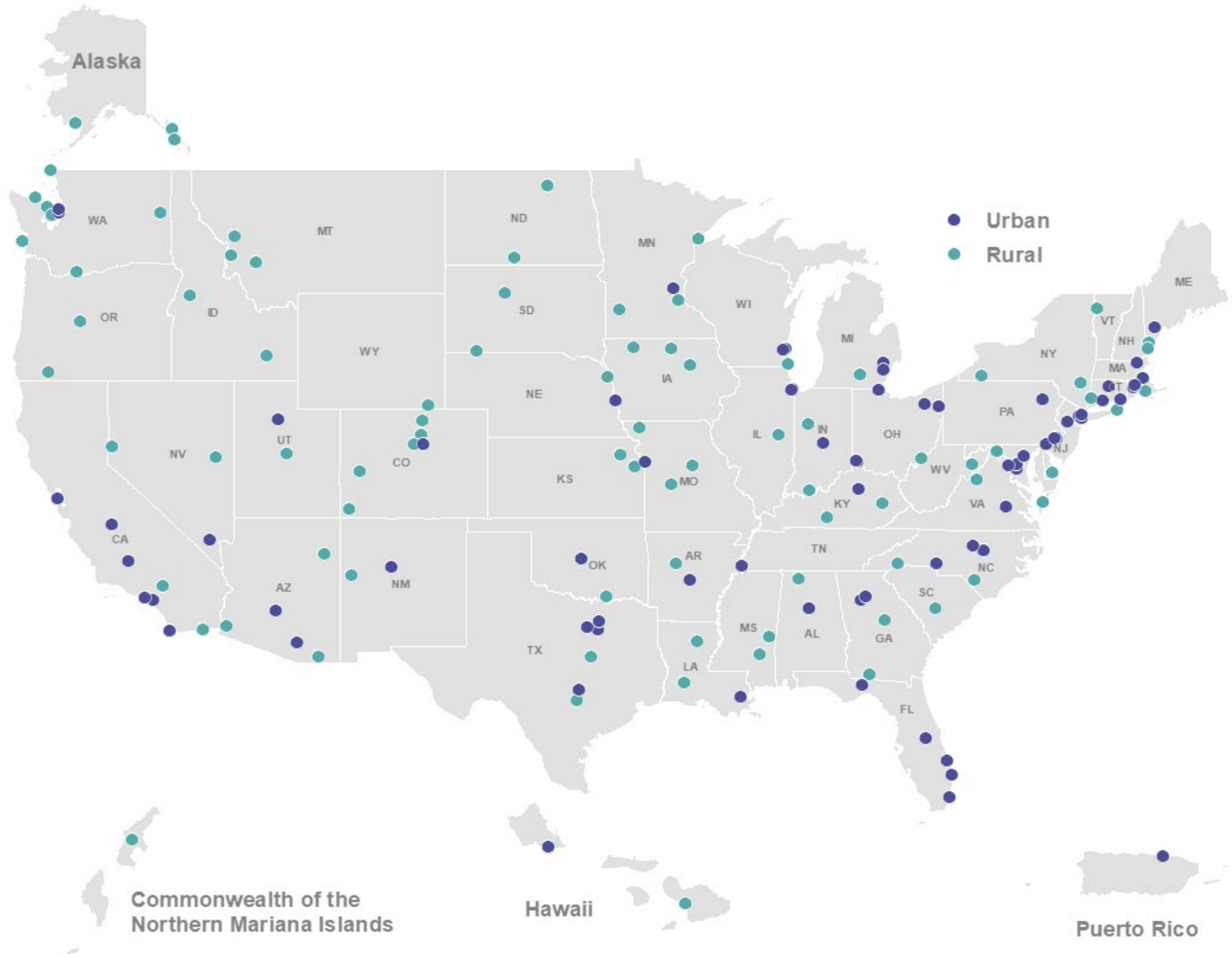




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JUNEAU DOUGLAS NORTH CROSSING PROJECT

CITY & BOROUGH OF JUNEAU

CITY AND BOROUGH OF JUNEAU, AK: ALASKA

PLANNING

RURAL

RAISE GRANT FUNDING: \$16,454,000

ESTIMATED TOTAL PROJECT COST: \$17,320,000

Project Description: The project will complete final design and document development for the Juneau Douglas North Crossing, a new bridge between Douglas Island and the Alaska mainland.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Environmental sustainability will be addressed by designing corrections for over 40 culverts that are currently inhibiting fish passage. The new bridge will improve quality of life for all inhabitants of the island by proving a more direct route to destinations such as medical facilities, jobs, places of worship, and the airport, while creating a more efficient bus loop for service to the island. The new bridge would support the local economy by improving intermodal freight mobility, facilitating tourism opportunities, and promoting long-term economic growth. With a significant portion of island traffic switching to the new bridge, the existing bridge will experience less maintenance burden from fewer vehicles crossing it and help preserve the life of the asset.



KAKE ACCESS ROAD IMPROVEMENTS

ORGANIZED VILLAGE OF KAKE

KUPREANOF ISLAND, AK: ALASKA

PLANNING

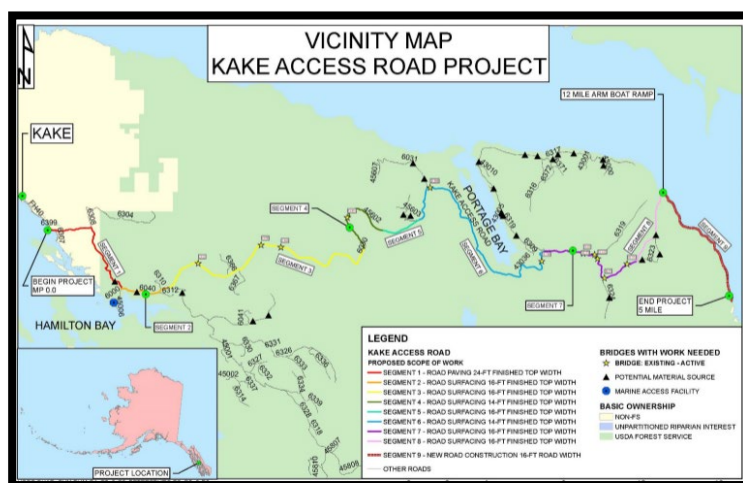
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will complete planning and design activities for roadway improvements between Kake and Petersburg. Improvements include resurfacing approximately 2.7 miles of existing aggregate surfaced road, reconditioning and resurfacing approximately 43.5 miles of existing unimproved roads, and constructing approximately 7 miles of new road.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by planning improvements for risks associated with potholes, ruts, and other hazards on existing roads. The improved roads will allow emergency vehicles to better access communities and existing medical facilities, where currently, the only access to emergency medical facilities is through emergency flight services. Environmental sustainability will be addressed by planning replacements for over 40 culverts to improve the passage of aquatic species. Quality of life will be addressed by allowing for improved access to medical services, sacred sites, recreational activities, and cultural landmarks. The project addresses connectivity and economic competitiveness by removing physical barriers to provide direct and affordable transportation options for intermodal and multimodal freight movement.



STATEWIDE EQUITABLE COMMUNITY CONNECTIVITY ACTION PLAN (SECCAP)

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE, AK: ALASKA

PLANNING

RURAL

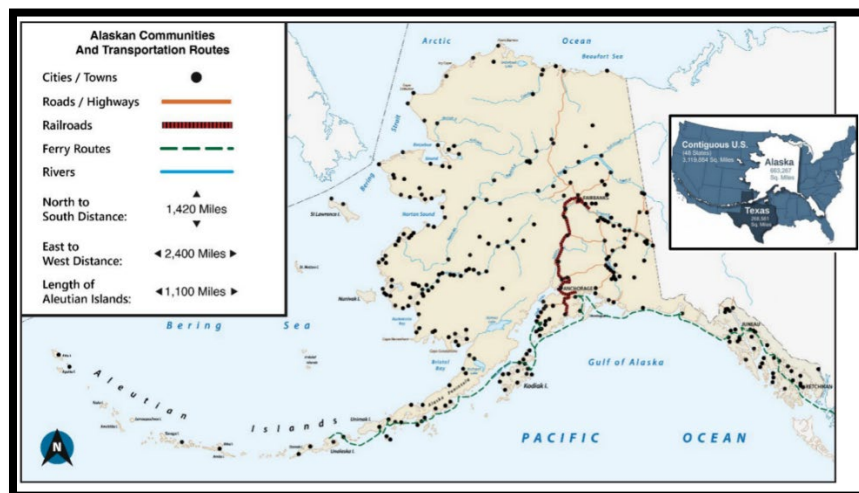
AREA OF PERSISTENT POVERTY: YES

HISTORICALLY DISADVANTAGED COMMUNITY: YES

RAISE GRANT FUNDING: \$934,867

Project Description: The project will conduct a statewide assessment to identify, evaluate, and create a prioritized list of capital projects that aim to remove barriers to equity and reconnect communities through innovative and multimodal approaches.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by identifying projects that align with the National Roadway Safety Strategy. Environmental sustainability will be addressed by evaluating climactic events as they relate to transportation investment decisions that impact disadvantaged communities. Quality of life and mobility will be addressed by evaluating existing and potential barriers to transportation connectivity and availability of affordable transportation options statewide. The project will aim to identify opportunities to improve intermodal or multimodal freight mobility, facilitate tourism, promote wealth-building, and promote long-term economic growth. State of good repair will be addressed by identifying current or projected system vulnerabilities. The project has partnered with numerous state wide organizations to engage communities and stakeholders.



KOLIGANEK TO ALEKNAGIK ROAD STUDY

BRISTOL BAY NATIVE ASSOCIATION

DILLINGHAM CENSUS AREA, AK: ALASKA

PLANNING

RURAL

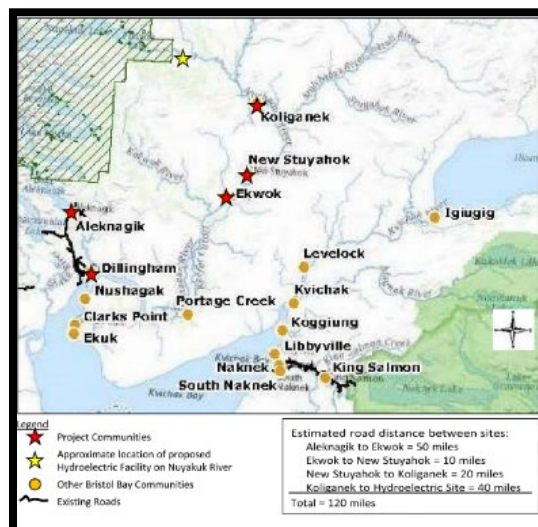
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$380,000

Project Description: The project will complete planning and preliminary engineering to evaluate the development of up to approximately 110 miles of road connecting the communities of Aleknagik, Ekwook, Koliganek, and New Stuyahok. It will include an evaluation of geotechnical, civil, land ownership, and environmental requirements. It will also include the development of a preliminary geotechnical report, an economic analysis, and an Environmental Assessment (EA).

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, innovation. Safety will be addressed by completing planning to introduce a new means of year-round transportation and emergency medical support to currently isolated communities. This project intends to protect communities from safety risks and to reduce fatalities by significantly reducing emergency vehicle response time and creating reliable ground transportation during significant weather events. The project would aim to improve environmental sustainability by eliminating reliance on high emission off-road vehicle usage. The new roads will address quality of life by providing new transportation options to access daily destinations. The new roads improve connectivity and economic competitiveness by providing the ability to move freight year-round. The project will collaborate with the Nuyakuk River Hydroelectric facility to provide access for the project.





BIRMINGHAM CIVIL RIGHTS CROSSROADS: RECONNECTING HISTORIC NEIGHBORHOODS THROUGH ACTIVE MOBILITY

CITY OF BIRMINGHAM

CITY OF BIRMINGHAM, AL: ALABAMA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,681,306

Project Description: The project will redevelop approximately 2.5-miles of road with a complete streets approach, including a two-way cycle track, improved ADA access, sidewalks and other universal design elements.

Project Benefits: The project is strong in safety and partnership and collaboration. The project aims to improve safety by providing natural traffic calming services and intersection improvements resulting in enhanced visibility of pedestrians and cyclists. The project utilizes a partner alliance with a variety of local entities and underrepresented groups including housing developments and local entrepreneurs.





JEFFERSON STREET RAILROAD BRIDGE REPLACEMENT

CITY OF COURTLAND

CITY OF COURTLAND, AL: ALABAMA

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$1,600,000

Project Description: The project will plan and design the replacement of the Jefferson Street Railroad Bridge with a new bridge that includes additional pedestrian and bicycle lanes.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will have a positive impact on the local community through the replacement of a structurally deficient bridge that will meet modern safety standards and be capable of handling heavy traffic such as public buses and freight vehicles. The new bridge will eliminate the need for travelers to take detours to avoid the current bridge and will also allow for pedestrian connections to local trails and marine activities. The project is collaborating with the Singing River Trail in order to expand trail access and also proposes the use of low-carbon construction materials.





OLD STAGECOACH ROAD COMPLETE STREETS CONNECTOR

ARKANSAS DEPARTMENT OF TRANSPORTATION
 CITY OF BRYANT, AR: ARKANSAS
CAPITAL
URBAN
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will reconstruct approximately 3.6 miles of Old Stagecoach Road (Highway 5), create a shared-use path, add continuous sidewalks, make storm drainage improvements, and complete utility work.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The new sidewalks and shared use paths will provide commuters and other users with active transportation options for traveling within the project area and improve public health, and are expected to bring the crash rate in the underserved community of Bryant to below the statewide average. The Arkansas DOT is engaging diverse communities to design and incorporate the complete streets improvements, and the outreach is well-aligned with USDOT's Promising Practices for Meaningful Public Involvement with Transportation Decision-Making Guide. The roadway improvements will also accommodate diversion of traffic from I-30 during times of peak congestion.



RUSSELLVILLE CONNECTED TRAIL SYSTEM

CITY OF RUSSELLVILLE

CITY OF RUSSELVILLE, AR: ARKANSAS

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,752,759

Project Description: This project will create approximately 13 miles of new active transportation infrastructure, consisting of 10-foot multi-use trails and 10-foot side paths.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and state of good repair. The project will build separated bicycle/pedestrian infrastructure and use underpasses and flashing beacons to improve safety. Trail networks are anticipated to reduce dependence on vehicles, therefore reducing vehicle miles traveled and green house gas emissions through modal shift. The project will also improve access to employment, education, shopping and recreation along with active transportation options to improve public health. The project will upgrade user-activated rectangular rapid flashing beacon and high-intensity activated crosswalks.



WEST VALENCIA ROAD: CREATING SAFE AND EQUITABLE COMMUNITY CONNECTIONS

PIMA COUNTY

PIMA COUNTY, AZ: ARIZONA

CAPITAL

URBAN

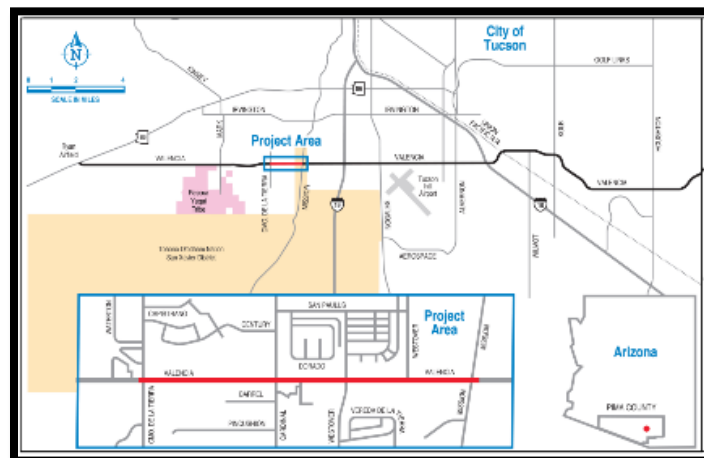
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will improve approximately 1.3 miles of West Valencia Road, from Camino de la Tierra to Mission Road. The improvements will include sidewalks, buffered bike lanes, lighting, sheltered bus stops, landscaping (including shade trees), additional travel lanes, intersection improvements, drainage improvements, and public art.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project addresses system vulnerabilities in an underserved area proximate to Tribal reservations. The project will reconstruct Valencia Road in order to increase vehicular capacity along a critical freight corridor; increase active transportation options in an increasingly transit-oriented neighborhood; restore and modernize existing transportation infrastructure; support the regional economy through improving freight mobility; facilitate tourism opportunities to nearby national parks and other sites; and create jobs for Tribal communities and nearby low-income populations. The project will deploy innovative technologies including Miovision at signalized intersections which provides traffic signal network connectivity and real-time monitoring and innovative financing measures through an Impact Fee program which collects funds from nearby developments (e.g., residential, office, etc.) to pay for the construction of transportation facilities.



N15 HIGHWAY RECONSTRUCTION, PHASE II PROJECT

NAVAJO NATION

APACHE COUNTY, AZ: ARIZONA

CAPITAL

RURAL

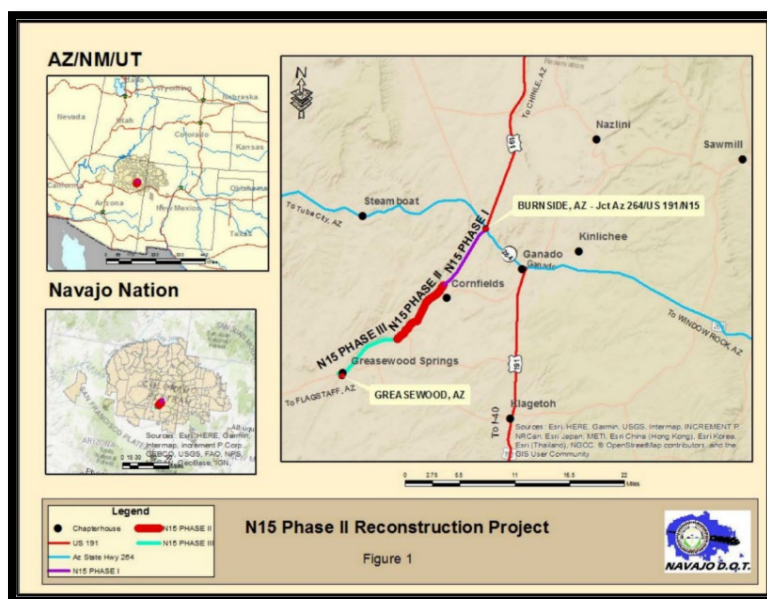
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will reconstruct approximately 7.1 miles of BIA Route N15 from Sunrise Springs to Cornfields by widening the roadway, adding a shoulder, elevating the roadway, improving drainage structures, and installing livestock underpasses.

Project Benefits: The project is strong in safety, state of good repair, and economic competitiveness and opportunity. The project area experiences a high number of lane departure, road departure, and wildlife-related crashes. The project will improve safety and state of good repair by installing guardrails for steep side slopes, cattle guards and under passes to keep livestock off the roadway. It improves state of good repair by addressing rutting and installing properly sized culverts. N-15 is a vital connection to provide a rural community access to employment, schools, health care facilities, governmental offices, residential areas, and commercial areas. This project will follow the Navajo Business Opportunity Act, which provides Navajo-owned businesses with the first opportunity to bid.



PHX CULTURAL CORRIDOR PROJECT

CITY OF PHOENIX

CITY OF PHOENIX, AZ: ARIZONA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,220,242

Project Description: This project will add approximately 3.3 miles of American Disabilities Act (ADA) compliant sidewalks and improve roadway between Downtown Phoenix and the Airport with enhanced pedestrian and bicycle facilities, wayfinding signage, and pavement markings.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will reconnect disadvantaged communities near Phoenix's Sky Harbor International Airport that experienced disruption and dislocation due to the expansion of the airport by providing safe, affordable, active transportation options for non-motorized users between South Phoenix, Downtown, and the airport. It will also address heat islands through the installation of bus shelters and the use of a water-based asphalt treatment that is cooler than traditional asphalt.



US 95 SAFETY IMPROVEMENTS: WELLTON-MOHAWK CANAL TO ABERDEEN ROAD PROJECT

YUMA METROPOLITAN PLANNING ORGANIZATION

YUMA COUNTY, AZ: ARIZONA

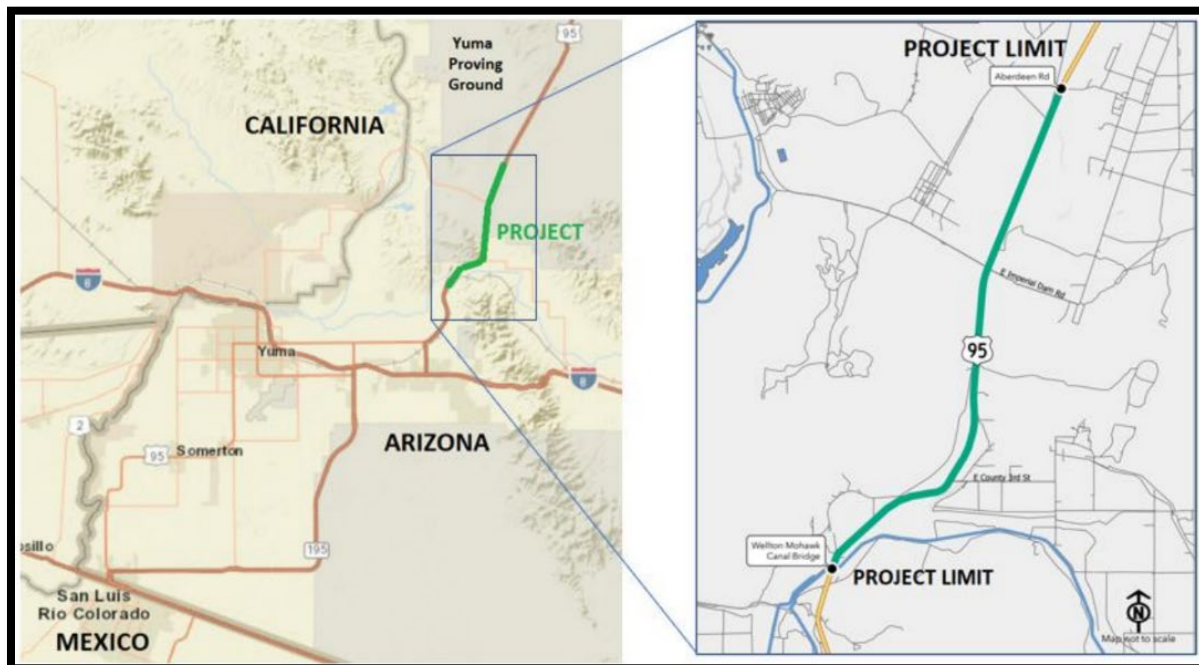
PLANNING

RURAL

RAISE GRANT FUNDING: \$8,500,000

Project Description: This planning project will complete the final design and environmental clearance for approximately 9 miles of safety improvements on US Highway 95.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership an collaboration, and innovation. The construction of a separated four-lane highway with widened shoulders will significantly reduce the number of roadway accidents and alleviate sources of roadway backups, creating a safer and much more reliable corridor for transportation in the area. The project will also encourage and increase affordable transportation options like vanpooling service and allow for forms of active transportation like cycling on the roadway.



DAVIS ROAD PLANNING PROJECT

COCHISE COUNTY

COCHISE COUNTY, AZ: ARIZONA

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,057,500

Project Description: This planning project will complete the preliminary engineering and National Environmental Policy Act (NEPA) planning for an approximate 22-mile segment of Davis Road, a major East-West connector between SR-80 and US-191.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria. The project seeks to mitigate safety incidences related to vehicles, pedestrians, and local wildlife along the corridor, and will incorporate specific actions from the National Highway Safety Council. The project will solve the flooding issues on Davis Road and eliminate unnecessary vehicle hours spent idling waiting for the roadway to clear, thus reducing total vehicle emissions, in addition to bringing the roadway into a state of good repair. Additionally, environmental justice will be explicitly incorporated into the NEPA process. The project will bring significant benefits to intermodal and multimodal transportation movements in the area by increasing reliability and safety on a major thoroughfare in Cochise County, particularly during times of heavy rainfall.





BRIGHTLINE WEST HIGH-SPEED INTERCITY PASSENGER RAIL SYSTEM - HIGH DESERT STATIONS PROJECT

SAN BERNADINO COUNTY TRANSPORTATION AUTHORITY

SAN BERNARDINO COUNTY, CA: CALIFORNIA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the final design and construction of two intercity passenger rail stations and associated facilities in Hesperia and Victor Valley on the Brightline West high-speed rail corridor.

Project Benefits: The project is strong in mobility and community connectivity. It will improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand. Each of the stations will be designed and built as a multimodal hub allowing travelers to transfer to other non-rail modes of transportation easily. The stations will be fully accessible, ADA compliant, and include surface parking lots, bus pick-up/drop-off areas, and kiss and ride areas. The stations are also key parts of local mobility plans which were derived from community input.



PALOMAR STREET GRADE SEPARATION PROJECT: IMPROVING SAFETY, ACCESS, AND CIRCULATION

SAN DIEGO ASSOCIATION OF GOVERNMENTS

CITY OF CHULA VISTA, CA: CALIFORNIA

CAPITAL

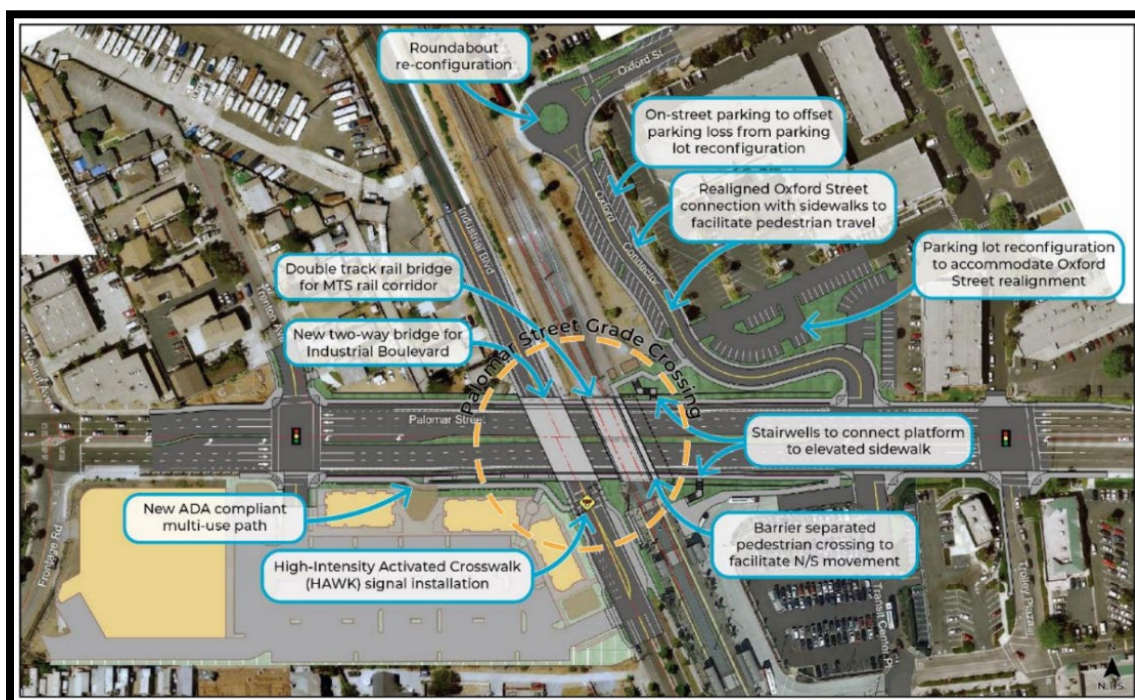
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$21,510,491

Project Description: The project will grade separate an existing street from a rail corridor that serves passenger and freight rail capacity, including the right-of-way acquisitions and utilities relocation.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, state of good repair, partnership and collaboration and innovation. The project will reduce emissions by reducing vehicle idling while rail vehicles pass. The improved pedestrian and bicycle features will also make the Palomar Transit Center more accessible.





FRESNO HIGH-SPEED RAIL STATION HISTORIC DEPOT RENOVATION AND PLAZA ACTIVATION

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CITY OF FRESNO, CA: CALIFORNIA

CAPITAL

URBAN

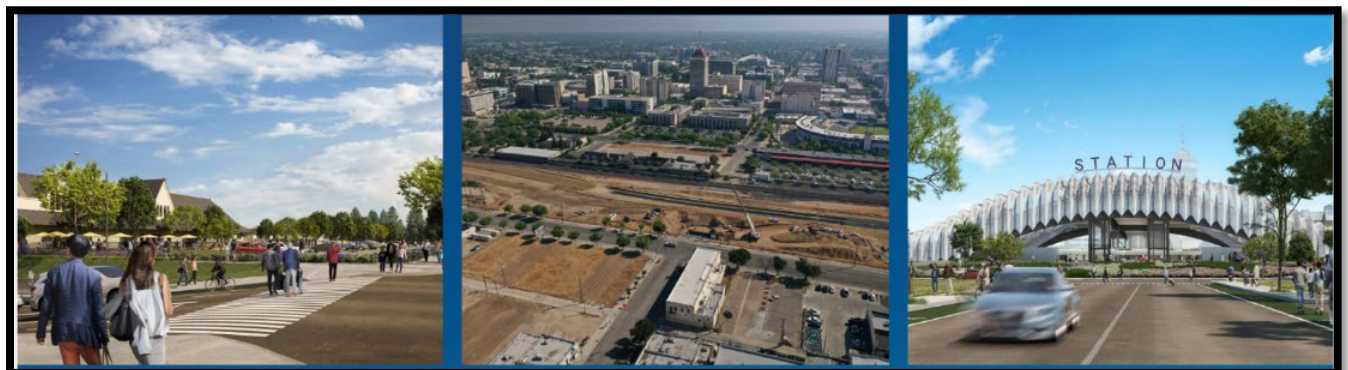
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will renovate, modernize, and preserve the Fresno High-Speed Rail Station, a historic passenger depot building. The project will also provide electric vehicle charging infrastructure and space for future transit charging in anticipation of the future California high-speed rail multimodal station.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnerships and collaboration. The historic depot structures, which have seen a lack of investment for 50 years, will be returned to a state of good repair. The project will improve and draw increased economic and social activity to an underutilized area next to Fresno’s city core by better connecting Chinatown and Downtown Fresno. The project will provide environmental benefits by encouraging modal shift to transit and active transportation modes, as well as provide electric infrastructure for electric vehicles and battery-electric buses. The project will mitigate urban heat island intensities and will better protect the health of at-risk residents, outdoor workers, and others by lowering surrounding temperatures.





BAYVIEW CONNECTIONS: PHASE 1 HARNEY WAY BRT AND CYCLETRACK

CITY & COUNTY OF SAN FRANCISCO

CITY OF SAN FRANCISCO, CA: CALIFORNIA

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will construct transit and active transportation improvements in the Bayview neighborhood including the following components: 1) widen Harney Way between Arelious Walker Drive and Executive Park East; 2) extend Harney Avenue right-of-way north to Ingerson Avenue; 3) extend Arelious Walker Drive north to connect to Gilman Avenue; 4) add bus lanes, both dedicated and shared infrastructure; 5) implement cycle tracks and bike lane infrastructure; and 6) expand the pedestrian network.

Project Benefits: The project demonstrates positive benefits in almost all the merit criteria areas. The project will protect non-motorized travels from safety risks and increase affordable transportation options by incorporating complete streets, bicycle lanes and cycle tracks, and Bus Rapid Transit (BRT) lanes. The project addresses the environmental impacts of transportation by reducing exposure to elevated levels of air and noise pollution. The project will improve systemwide connectivity with access to transit and will promote long term economic growth and other broader economic and fiscal benefits by advancing the revitalization and redevelopment of the area. The project's plans have been developed through a local community resident group and are consistent with DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.





CALEXICO INTERMODAL TRANSPORTATION CENTER (ITC)

IMPERIAL COUNTY TRANSPORTATION COMMISSION

CITY OF CALEXICO, CA: CALIFORNIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$12,887,507

Project Description: This project will fund construction activities for a new intermodal transportation center in the City of Calexico's downtown and will consolidate public and private transportation providers into one facility. The new facility will include a ticket booth, CCTV security cameras, security office, restrooms, approximately nine 40-foot bus parking bays, canopies over the bus waiting areas, benches, public parking spaces, a section reserved for taxis and farm laborer buses and trailers, bicycle racks, lighting and landscaping throughout the facility, and pedestrian sidewalk and crossing improvements.

Project Benefits: The project demonstrates positive benefits for almost all merit criteria. The project is expected to significantly reduce vehicle miles traveled and increase annual passenger ridership which will reduce emissions specifically by encouraging modal shift. Access to daily destinations will be significantly improved by providing one single transportation center that links multiple modes of public and private transportation, demonstrating system-wide connectivity and increasing transportation choices. Physical barriers to transportation options will be removed by making selected improvements to sidewalks and crossing locations, which will include ADA features. This project includes an extensive and robust public engagement process with the residents and community-based organizations which details a three-tiered process that gathered input from stakeholders, community leaders and organizations, and transit riders.





CHESTER AVENUE CONNECTIVITY AND CLIMATE ADAPTATION PROJECT

CITY OF BAKERSFIELD

CITY OF BAKERSFIELD, CA: CALIFORNIA

CAPITAL

URBAN

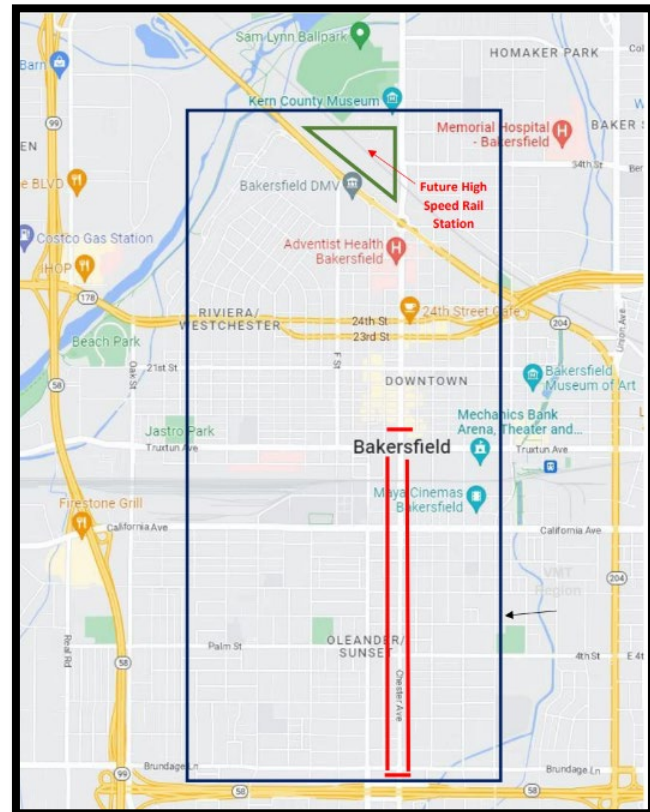
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will redevelop approximately 1.4 miles of Chester Avenue between Brundage Lane and Truxtun Avenue with complete streets enhancements, ADA accessible sidewalks, Class II bike lanes, roadway improvements, and related infrastructure improvements including lighting, and stormwater drainage.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It will create a multimodal transportation corridor that will provide much needed connectivity between the Downtown Bakersfield High Speed Rail Station and surrounding underserved neighborhoods and businesses. Improved multimodal connectivity concurrent with the project area being rezoned for mixed-use development is expected to promote economic development. The proposal also states improvement in the area will promote tourism opportunities. The bus route on this corridor has the highest usage of bike racks and wheelchair lifts, demonstrating a need for the many bike racks and ADA curb ramps that will be installed as part of this project. The project will improve the community's resiliency from more intense storm and heat events by integrating best practices for receiving, filtering, and storing stormwater and groundwater recharge efforts as well as by converting streetlighting to energy efficient LED, dark sky compliant fixtures.



RAISE UP WATTS: CATALYZING CONNECTIVITY THROUGH ACTIVE TRANSPORTATION

HOUSING AUTHORITY OF THE CITY OF LOS ANGELES

CITY OF LOS ANGELES, CA: CALIFORNIA

CAPITAL

URBAN

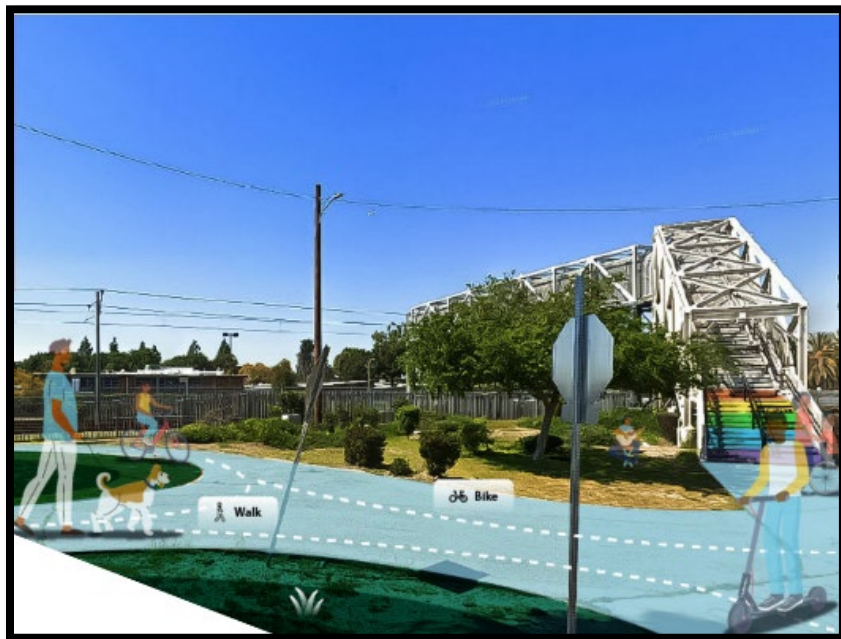
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$6,967,923

Project Description: This project will fund the planning and construction of improvements to the Wilmington Avenue Corridor. The project includes the following elements: replacement of Rainbow Bridge, a pedestrian bridge that connects to the Watts Cultural Trail; and Vision Zero strategies including intersection improvements, traffic calming measures, landscaping, sidewalks, public art, wayfinding signage, bulb-outs, utility relocation, and ADA ramps.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will transform the neighborhood by promoting active transportation and will improve access to the Watts Tower and Cultural Crescent, the local middle school, healthcare facilities and the Watts Cultural Trail; a critical link in the regional active transportation network. The approach incorporates significant feedback developed over long-standing collaborative engagements with local community organizations, as demonstrated by the Watts Rising Collaborative.

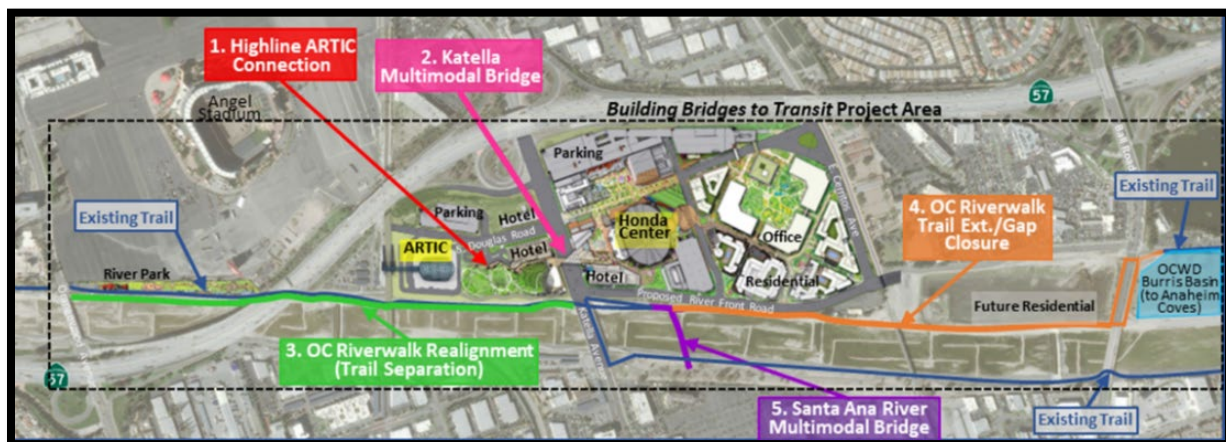


BUILDING BRIDGES TO TRANSIT PROJECT

CITY OF ANAHEIM
 CITY OF ANAHEIM, CA: CALIFORNIA
PLANNING
URBAN
 RAISE GRANT FUNDING: \$5,066,500

Project Description: This project will develop final design and construction documents for five high-impact and high-visibility active transportation connections to the regional rail/bus transit center in Anaheim: two non-motorized multi-modal bridges; an elevated “highline” trail; a major regional trail extension; and the realignment of an engineered riverbank to separate high-speed bicycle and pedestrian traffic.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will significantly reduce fatalities and serious injuries for underserved communities and incorporates activities identified in the Department’s National Roadway Safety Strategy plan. The project will promote modal shift to transit and active transportation connections to mixed-use development, essential services, and recreation.



CO 119 DIAGONAL HIGHWAY MOBILITY IMPROVEMENT PROJECT

BOULDER COUNTY
BOULDER COUNTY, CO: COLORADO
CAPITAL
RURAL
 RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct multimodal improvements including intersection safety improvements, construct a regional bikeway and implement Bus Rapid Transit (BRT) along CO 119 between Boulder and Longmont.

Project Benefits: The project is strong in safety, mobility and community connectivity, partnerships and collaboration, and innovation. The project’s Safe System Approach of diagonal intersection improvements, new bikeway connections, and transit enhancements will decrease the crash rate and improve safety. Community connectivity and mobility will increase by addressing public transit network gaps and incorporating Universal Design to eliminate access point barriers. The project will deploy innovative elements to enhance safety and mobility across all modes, such as Adaptive Signal Controls and AI cameras to monitor pedestrian and bicycle usage. The project also has strong collaboration with stakeholders and will conduct meaningful public engagement strategies.



US 6 AND WADSWORTH INTERCHANGE AND MULTIMODAL IMPROVEMENTS PROJECT

CITY OF LAKEWOOD

CITY OF LAKEWOOD, CO: COLORADO

CAPITAL

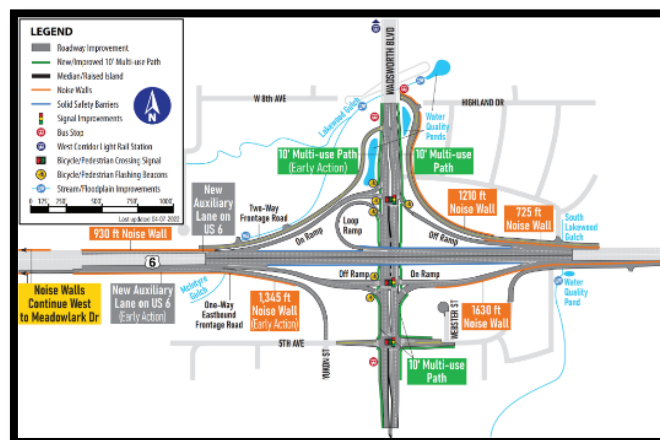
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will replace the existing US 6 and Wadsworth interchange and widen Wadsworth Blvd. between 4th Avenue and 8th Avenue. Project details include replacing the existing cloverleaf interchange with a tight diamond with loop design; reconstructing and replacing the bridge over Wadsworth and the McIntyre culvert; and lengthening all entrance and exit ramps. The project will also connect the existing six-lane roadway section located north of 8th Avenue and south of 4th Avenue, in each direction, and construct an approximately 10-foot multi-use path on both sides of Wadsworth.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It will provide continuous, ADA accessible multi-use paths in an area that is currently only served by unconnected, non-compliant sidewalks or no designated pedestrian facilities. The complete streets and universal design improvements will lead to easier access to a rail station, a park, a school and food stores with wider paths, curb ramps and tactile warnings. The road improvements address the most common vehicle crash types at the interchange by reducing congestion and improving geometric conditions on the ramps that cause the most crashes in the project area, which has experienced multiple fatalities in recent years. Noise walls are also included in the project for noise abatement in the surrounding communities, four new stormwater ponds will be constructed with the project, and CDOT is opting to use limestone cement which reduces the carbon footprint.



DELTA REVITALIZING MAIN STREET PROJECT

CITY OF DELTA

CITY OF DELTA, CO: COLORADO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$13,196,356

Project Description: The project will reconstruct Delta's Main Street utilizing a complete streets approach, including ADA-accessible sidewalks, and dedicated bicycle lanes from 13th Street to 1st Street.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will create a vibrant, walkable downtown area that incorporates multimodal transportation elements and improved streetscapes, which will have a positive impact on the local economy and improve quality of life. The planned approach incorporates feedback from a wide variety of community organizations, including elderly communities that rely on the local public transit network, a local library branch adjacent to the project area, and downtown business with storefronts adjacent to improvement areas.



FOOTHILLS TRANSIT STATION AND ROUNDABOUT

CITY OF FORT COLLINS
 CITY OF FORT COLLINS, CO: COLORADO
CAPITAL
RURAL
 RAISE GRANT FUNDING: \$10,713,570

Project Description: This project will fund the construction of the new Foothills Transit Station in the West Elizabeth transit corridor and a roundabout at the intersection of Overland Trail and West Elizabeth.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. The new transit station is anticipated to generate high amounts of walking and biking trips as it is in a densely populated area that currently does not have a transit hub. It will also provide the groundwork for expanding battery-electric buses and the local Bus Rapid Transit system. This project includes inclusive economic development by having a Disadvantaged Business Enterprise goal of more than 3 percent. The project will both deploy technologies that are new to the community, such as overhead pantograph chargers to assist with on-route charging of electric buses, and will use innovative financing through donated right-of-way from a university.



IDAHO SPRINGS DOWNTOWN MOBILITY PLAN

CITY OF IDAHO SPRINGS
 CITY OF IDAHO SPRINGS, CO: COLORADO
PLANNING
RURAL
 RAISE GRANT FUNDING: \$2,410,000

Project Description: The project will complete the planning and design of a mobility hub and associated infrastructure in downtown Idaho Springs, including a roundabout at Exit 240 of Interstate 70 in Colorado. Pedestrian and bicycle infrastructure will be incorporated in the area around Exit 240, including a connection to the Clear Creek Greenway.

Project Benefits: The project is strong in safety, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The mobility hub will seek to remedy current congestion issues within Idaho Springs, while enhancing access to transit and active transportation to try and reduce emissions and improve quality of life for residents. The project also includes the introduction of a rotary at a particularly dangerous intersection, and complete streets designs to separate pedestrian and cyclists from vehicles. A public engagement task force was developed to seek input from local businesses, project partners, and to provide quality employment opportunities.



CORTEZ COMMUNITY RAISE PROJECT

CITY OF CORTEZ

CITY OF CORTEZ, CO: COLORADO

PLANNING

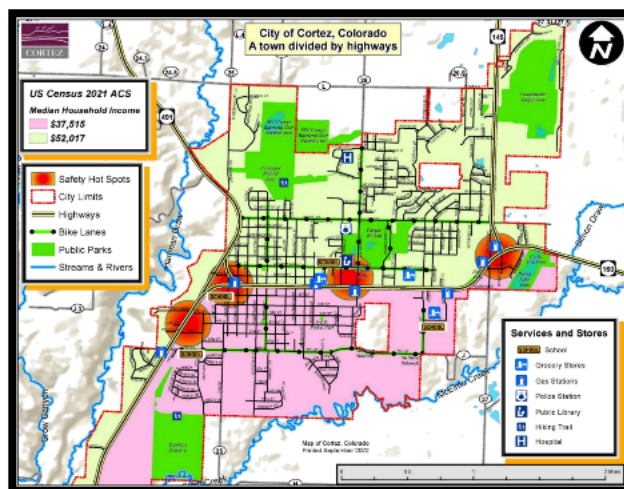
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$825,300

Project Description: The project will fund a comprehensive plan, spread across three phases, to evaluate and reform the city's interstate corridors, including a corridor assessment and public engagement strategy, engineering and technical design, and a feasibility study, including benefit-cost analysis.

Project Benefits: The project demonstrates positive benefits in almost all the merit criteria areas. The project targets a known and documented safety problem by protecting non-motorized and motorized travelers from historic safety risks through safety counter measures that will modernize existing roadways. This project will also address the disproportionately negative environmental impacts of transportation on the underserved and will enable transportation-efficient land use and design that complements the local history. Through the comprehensive planning process the project will identify solutions that improve resident's access and connectivity to daily destinations through active transportation and modernizing existing infrastructure to a state of good repair. The Plan will also promote long-term economic growth and greater public and private investments in land-use productivity, helping to drive revitalization of the historic downtown. In addition, the project will support and engage diverse groups and communities by engaging residents and community-based organizations to ensure equity considerations for underserved populations are meaningfully integrated throughout the lifecycle of the project.

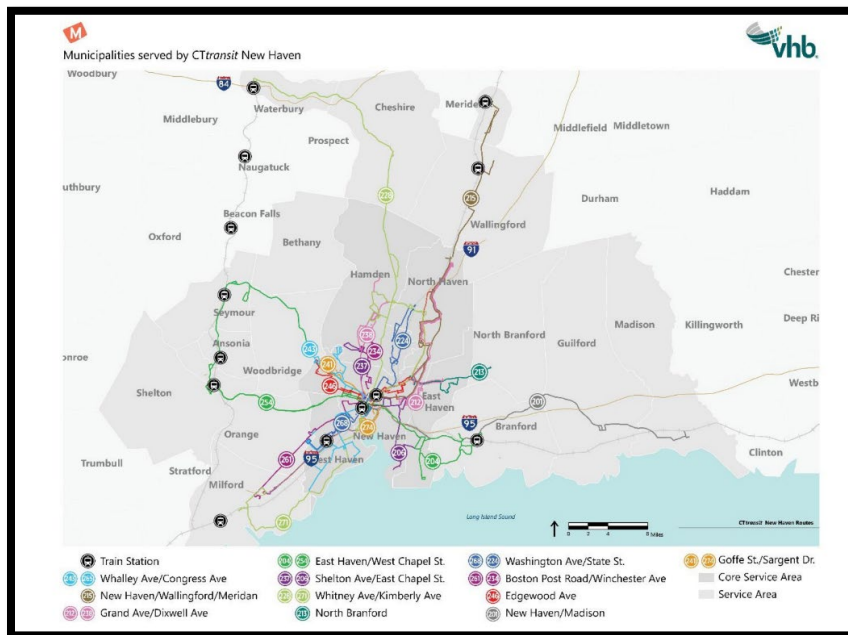


MOVE NEW HAVEN ON-STREET BUS RAPID TRANSIT SYSTEM

CONNECTICUT DEPARTMENT OF TRANSPORTATION
 NEW HAVEN COUNTY, CT: CONNECTICUT
CAPITAL
URBAN
 AREA OF PERSISTENT POVERTY: YES
 RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct approximately 11 miles of on-street bus rapid transit (BRT) system corridor overlays along 4 heavily traveled transit corridors. The project establishes approximately 18 on-street BRT stops and 4 mini-hubs with shelters, seating, and real-time passenger information. The project also includes procurement of approximately 15 battery- electric buses, bus-only lanes and queue jumps, and Transit Signal Priority.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project will induce modal shift, thereby reducing VMT and greenhouse gas emissions. The project will increase affordable transportation choices and mobility by significantly reducing vehicle dependence through the improved transit system. The implementation of a BRT system is anticipated to increase transit ridership, as well as move more people in shorter times. Connecting existing routes to the proposed 'mini-hubs' will enable travelers to avoid long trips into the center of the city, substantially increasing the attractiveness of transit as an alternative commuting option. The project has engaged residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



DOWNTOWN NEW LONDON MULTIMODAL UTILIZATION IMPROVEMENTS PROJECT

CITY OF NEW LONDON

CITY OF NEW LONDON, CT: CONNECTICUT

CAPITAL

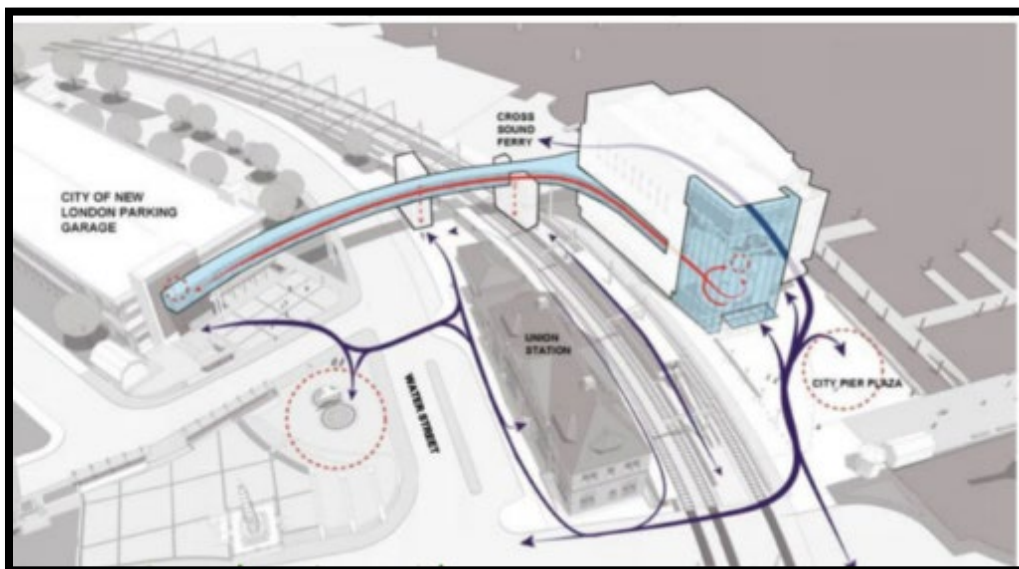
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$17,000,000

Project Description: This project will fund the construction of five components: 1) Expansion of the Water Street Public Parking Garage, 2) Transit Hub, 3) National Coast Guard Museum Association Pedestrian Bridge and Public Access, 4) High-Speed Ferry Terminal, 5) Union Train Station Restoration and Renovation.

Project Benefits: The project is strong in safety and partnership and collaboration. The project will protect non-motorized travelers by constructing a pedestrian bridge that will connect downtown New London to the waterfront attractions. The resultant bridge will prevent pedestrians from crossing Water Street and an at-grade rail line where significant crashes have occurred and no direct pedestrian link exists. The project will be delivered through formal public-private partnership between the United State Coast Guard, State of Connecticut, City of New London, National Coast Guard Museum Association, and Cross Sound Ferry Services that promises to incorporate a diverse group of stakeholder voices.





MAIN STREET NORTH STREETScape IMPROVEMENTS PROJECT

CITY OF HARTFORD

CITY OF HARTFORD, CT: CONNECTICUT

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,000,000

Project Description: The project will construct streetscape improvements in the Northeast neighborhood of Hartford utilizing a complete streets approach. The project focuses on the portion of North Main Street from just south of Naugatuck Street to just north of Tower Avenue.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It serves a neighborhood that was historically cut off from the city by an interstate highway. Slower speeds from the road diet, high visibility crosswalks, and mid-block crossings with RRFBs are expected to reduce or eliminate bicycle and pedestrian safety issues, which include multiple fatalities in recent years. The multimodal improvements increase transportation options for an underserved community with low income and low vehicle ownership to access essential services and daily destinations. The project is coordinated with economic development initiatives through the City of Hartford Economic Development Division and it includes a commitment to utilize Minority/Women Business Enterprises on 15% of contracts.





WESTERN CONNECTICUT REGIONAL TRAIL BICYCLE AND PEDESTRIAN PLANNING

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS
FAIRFIELD AND LITCHFIELD COUNTIES, CT: CONNECTICUT

PLANNING

RURAL

RAISE GRANT FUNDING: \$4,528,000

Project Description: The project will complete planning and engineering work for numerous sections of an approximately 55-mile multi-use trail between Norwalk, Wilton, Redding, Ridgefield, Danbury, Brookfield, and New Milford.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The trail system will directly benefit underserved communities connecting urban and rural areas, shorelands and forest, and pedestrian and bicycle transportation to park, schools, and community centers. The project will serve as a major catalyst for economic development in Western Connecticut, both by facilitating tourism and also by connecting underserved communities to employment opportunities. As the project spans seven jurisdictions, it is engaging with local and regional stakeholders, including local municipalities, state legislators, chambers of commerce, and community and non-profit organizations. The project will create a steering committee for stakeholder outreach, and will encourage Disadvantaged Business Enterprise (DBE) participation.



WHEELER ROAD SE SAFETY PROJECT

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

DISTRICT OF COLUMBIA, DC: DISTRICT OF COLUMBIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund design and construction activities for vehicle, bicycle, and pedestrian infrastructure improvements on approximately one mile along Wheeler Road from Alabama Avenue to Southern Avenue. The project includes medians, sidewalk widening, ADA improvements, turning lanes, shared-use path, pedestrian islands, curb extensions, bus stop relocation, bicycle lanes, signage and pavement markings, high visibility crosswalks, and traffic signal upgrades.

Project Benefits: The project is strong in safety. This project will incorporate several strategies to improve safety that are consistent with DOT’s Safe Systems Approach to reduce injuries and fatalities. Traffic calming measures will improve the safety around schools along the roadway, as well as improve school drop-off and pick-up circulation.



CONNECTING COMMUNITIES: GEORGETOWN TO LEWES RAIL WITH TRAIL

DELAWARE DEPARTMENT OF TRANSPORTATION

CITY OF GEORGETOWN, DE: DELAWARE

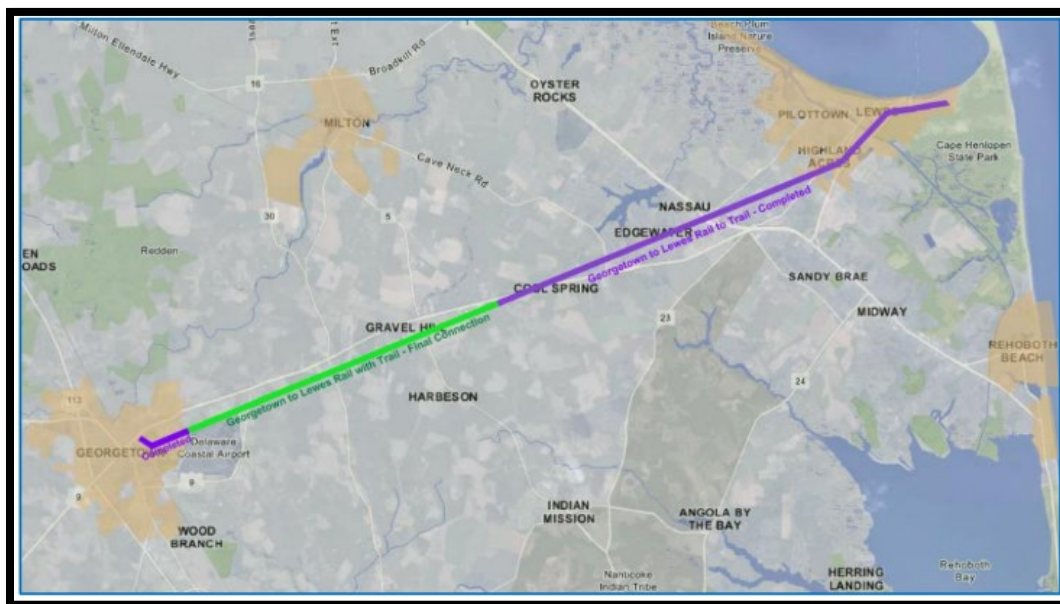
CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,000,000

Project Description: The project will fund construction for the final phase of an approximately 17-mile multi-use, off alignment path that will connect the Town of Georgetown to the City of Lewes. The final phase includes the installation of approximately 6 miles of a 10-foot to 12-foot-wide shared use path along the railroad corridor.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It will provide safe, non-motorized means of transportation, which will connect residents to job, utilities, public facilities, and business districts and will improve the quality of life and economic opportunity of the region. This innovative project will be the first trail in Delaware to utilize a video detection system that automatically activates a rectangular rapid flashing beacon to provide drivers, pedestrians, and cyclists advance notice of their approach at a trail intersection. There will be on-the-job training specifically for women, people of color, and those with convictions, after which participants can transition to registered apprenticeships.





NEWPORT RIVER TRAIL

NEW CASTLE COUNTY

NEW CASTLE COUNTY, DE: DELAWARE

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,000,000

Project Description: The project will fund the construction of an approximate 2-mile, ADA-accessible, shared-use path connection between the Town of Newport and the Jack A. Markell Trail in Wilmington.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnership and collaboration. The new path will improve safety by creating a safe connection that separates bicyclists and pedestrians from high traffic volumes and vehicles speeds. Environmental sustainability is addressed by creating a viable transportation alternative that encourages a modal shift from driving to active transportation. The project also improves quality of life by investing in infrastructure that reduces the need to own a vehicle. Mobility and community connectivity is improved by creating an active transportation connection between Wilmington, the largest city in Delaware, and the Town of Newport. The project also has future plans to extend the connection westward to Newark. Earlier phases of the project have demonstrated robust public engagement and support from a diverse group of communities and stakeholders.





TALLAHASSEE CONNECTION: SUSTAINABLE SOUTHSIDE TRANSIT CENTER

CITY OF TALLAHASSEE

CITY OF TALLAHASSEE, FL: FLORIDA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$15,000,000

Project Description: The project will construct a transit center that will have approximately eight bus bays, each equipped with electric charging, located on the northwest corner of Orange Avenue and Meridian Street. The project will also include bicycle/scooter racks, micro-mobility and ride share spaces, ticketing and waiting areas, along with solar panels for self-sustaining energy.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. Clear and safe access points from the road network surrounding the transit center will be established to minimize conflict with vehicles and will improve the safety of motorized and non-motorized travelers. The expansion of battery-electric buses will reduce mobile source emissions and improve air quality. Also heat islands will be mitigated by using design features such as rooftop solar panels and shaded landscaping. Active transportation will be encouraged by enhancing bicycle and pedestrian connections in the area, as well as improving system wide connectivity. In addition, the project has connected with many stakeholders and community organizations, and has strong community support.



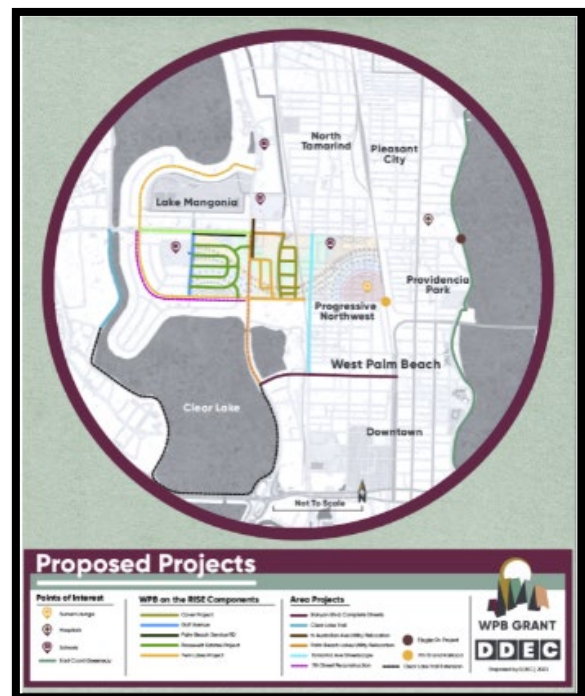


WEST PALM BEACH ON THE RISE

CITY OF WEST PALM BEACH
 CITY OF WEST PALM BEACH, FL: FLORIDA
CAPITAL
URBAN
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$8,135,909

Project Description: The project will fund the construction activities for street improvements that will be made to five different areas. Improvements include traffic calming measures, bicycle boulevards, sidewalks and crosswalks enhancements, access management, street lighting, transit stops, pedestrian bridges, traffic signal, signage and striping, as well as stormwater drainage.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnerships and collaboration, and innovation. The project will improve stormwater management, mitigate flooding issues, and add more shade trees to reduce heat island effects. The project will provide the neighborhoods with improved access to transit and active transportation modes to reduce vehicle dependence and increase affordable transportation choices, as well as provide better connectivity to jobs, recreation, retail, and other daily services. The infrastructure investments will revitalize and modernize both surface and underground infrastructure assets to a state of good repair. The project will also use innovative low-carbon materials in the construction and will incorporate carbon-trapping materials in the concrete. In addition, the project engages with stakeholders, residents, and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.





PORTMIAMI NET ZERO PROGRAM: CARGO SUPPLY CHAIN MASTER PLAN

MIAMI-DADE COUNTY

MIAMI-DADE COUNTY, FL: FLORIDA

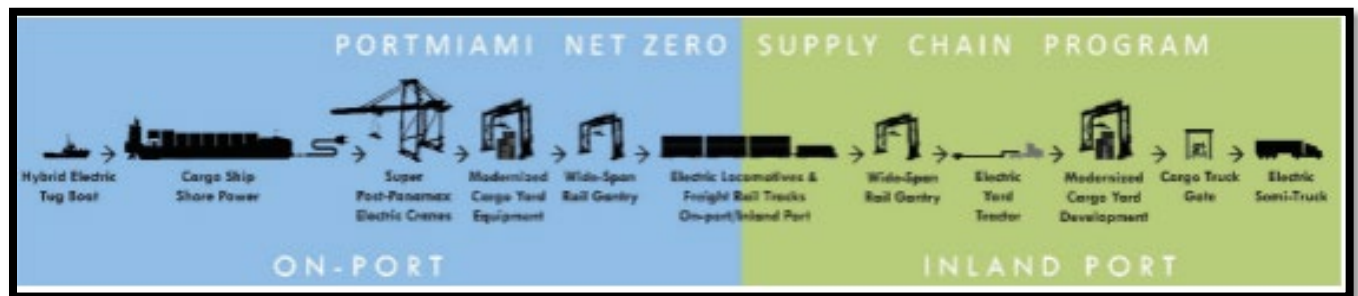
PLANNING

URBAN

RAISE GRANT FUNDING: \$5,000,000

Project Description: The project will complete portions of a Master Plan that include the planning and design studies for carbon neutralization of on-port operations, the development of two inland cargo centers, and the development of further strategies for on- and off-port sites.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, and innovation. This planning project will include both on-port and off-port planning and a design for an optimized sequence of services from seaport to and from inland ports. The project will have design studies to achieve carbon neutralization of on-port operations, development of two inland cargo centers to handle 50% more cargo volume, and deploy innovative technologies, including radio-frequency identification and the electrification of supply chain movements, which will reduce the use of fossil fuel.



VILLAGE GREEN DRIVE CORRIDOR PLANNING PROJECT

CITY OF PORT ST. LUCIE
 CITY OF PORT ST. LUCIE, FL: FLORIDA
PLANNING
URBAN
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$2,000,000

Project Description: The project will plan, design, and conduct community outreach for improvements to approximately 1.65 miles of the Village Green Drive corridor, to include roundabouts, intersection improvements, traffic calming features, 5-foot separated bike lanes, 6- to 10-foot sidewalks, the addition of a median between SE Walton Road and SE Tiffany Avenue, and an enhanced/relocated Wood Stork Trail.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The Village Green Drive corridor was identified as the top priority among 137 corridors in need of Complete Street improvements by the St. Lucie Transportation Planning Organization. The City has conducted significant public outreach and formed partnerships with community-based organizations, including neighborhood associations, Treasure Coast Black Chamber of Commerce, and Latin American Chamber of Commerce, among multiple others. The project will improve accessibility from the Sandhill Crossing neighborhood to the planned City Center community hub, for which there are currently inadequate sidewalks, bike lanes, and transit service. The green infrastructure improvements will address stormwater runoff polluting the St. Lucie River and the urban heat island effect.





10TH STREET COMPLETE STREETS PROJECT: PHASE I

CITY OF ST. CLOUD

CITY OF ST. CLOUD, FL: FLORIDA

PLANNING

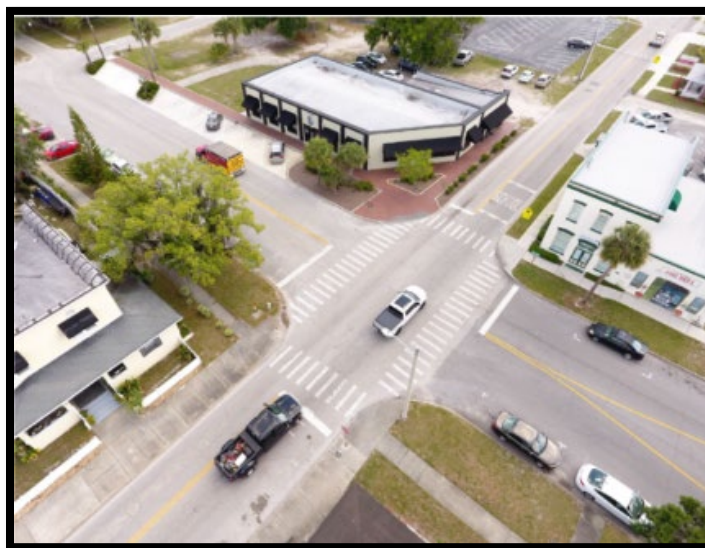
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$1,200,000

Project Description: This project will fund Project Development and Environmental (PD&E) activities for the reconstruction of approximately 4-miles of 10th Street from US 192 to Narcoossee Road with a multimodal complete streets design.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project targets a known and documented safety problem, by protecting non-motorized and motorized travelers through implementation of specific objectives from DOT's National Road Safety Strategy Plan, including controlling speed limits through design, crosswalk improvements, and pedestrian refuge islands. The project considers climate change and environmental justice by reducing vehicle miles traveled through modal shift to active transportation and transit by addressing known factors that negatively affect the use of these alternative modes including safety, comfort, and accessibility. The project will improve system-wide connectivity to transit and accessibility for non-motorized travelers by providing access to the LYNX transit system, trails on the Citywide Masterplan, and other multimodal connection points using a Complete Streets approach. In addition, the complete streets design will facilitate tourism opportunities and promote long-term economic growth and other broader economic and fiscal benefits through enhancing the appeal and state of good repair of the historical downtown district for shoppers and other visitors.

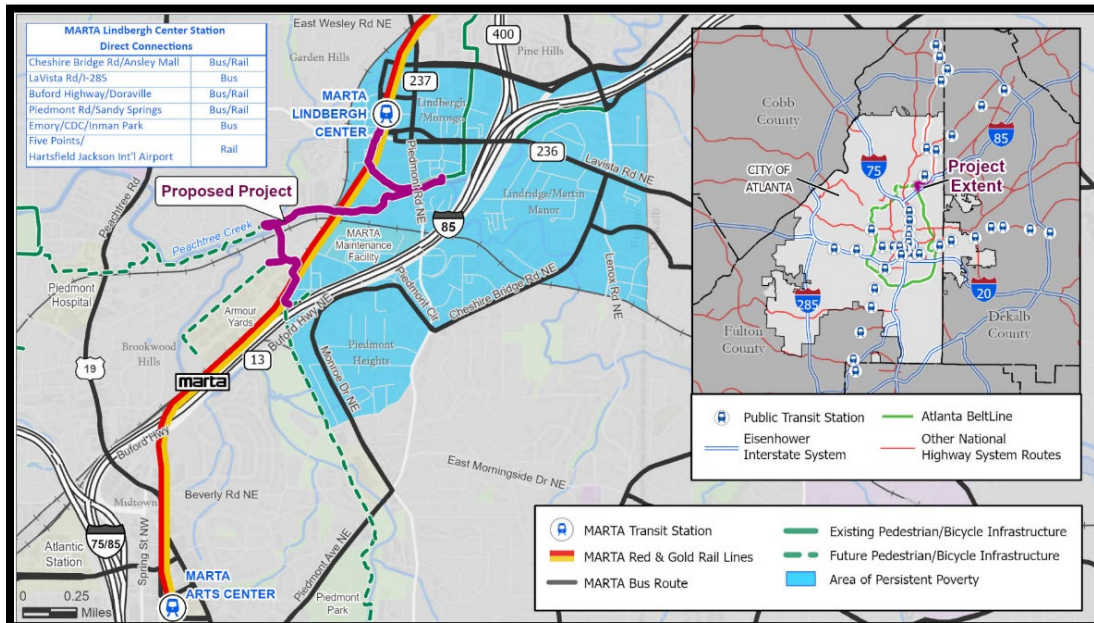


TRAILS TO TRANSIT: RECONNECTING ATLANTA COMMUNITIES

CITY OF ATLANTA
 CITY OF ATLANTA, GA: GEORGIA
CAPITAL
URBAN
 AREA OF PERSISTENT POVERTY
 RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will construct Segment 3 and Connector Trails 1-3 of the Atlanta BeltLine Northeast Trail totaling approximately 2.7 miles of 14-foot wide mainline trail and approximately 2.1 miles of 12-foot wide spur trails. Construction includes ADA-accessible ramps, crosswalks and signals, lights and security cameras, environmental remediation, utility relocations, stormwater infrastructure, retaining walls, new and improved bridge structures, and landscaping.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project provides new connection to MARTA transit service and improves bicycle and pedestrian access to daily destinations. A key objective of the project is to address housing cost burdens, with approximately 5,000 affordable housing units within walking distance of the project area. The project incorporates universal design; it will address gaps in existing network, remove physical barriers for individuals, and improve system-wide connectivity. This project supports the larger BeltLine project, has partnered with minority owned businesses and women owned businesses, and includes workforce development strategies.



GWINNETT PLACE TRANSIT CENTER

GWINNETT COUNTY

GWINNETT COUNTY, GA: GEORGIA

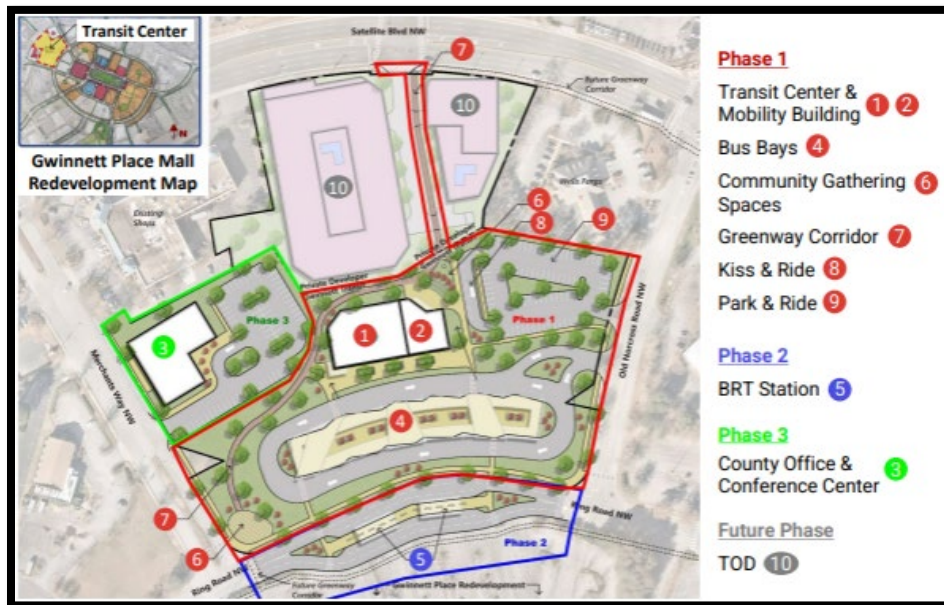
CAPITAL

URBAN

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will replace the existing Gwinnett Place Transit Center located near I-85 at Pleasant Hill Road, with a modern 2-story building that will accommodate county-wide expansion of transit service. The new Transit Center will increase the number of bus bays to approximately 12, offer modern amenities to transit riders, include electric bus charging stations, provide access to a future bus rapid transit (BRT), new sidewalks, a multi-use trail, kiss-and-ride facility, park-and-ride facility with electric vehicle charging stations, and integrated multi-modal connections to bicycle, pedestrian and trail, and ride-sharing infrastructure.

Project Benefits: The project is strong in safety, quality of life, and partnerships and collaboration. The new transit center will facilitate Ride Gwinnett to expand its service network, which will improve access for transit riders to daily destinations such as jobs, healthcare, higher education, and grocery stores. The project will improve the safety of motorized travelers and non-motorized travelers through the improvements to vehicular circulation around the station and the designated drop-off/pick-up sites, as well as through the added bicycle and pedestrian facilities. The applicant will also install signage and buffers between circulation areas, as well as lighting and security cameras to improve safety and security around the station.





OCONEE HEIGHTS STREETScape AND SAFETY IMPROVEMENTS

BALDWIN COUNTY

BALDWIN COUNTY, GA: GEORGIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,973,368

Project Description: This project will add shared-use paths throughout the Oconee Heights neighborhood and complete sidewalk connections on the exterior streets to ensure connectivity. Approximately 13,500 linear feet of two-lane roads will be converted into a one-lane road, approximately 2,900 linear feet of new five-foot side walks will be added, along with the installation of approximately 234 new solar-powered lighting fixtures and the replacement of three failing culverts.

Project Benefits: The project demonstrates positive benefits for almost all merit criteria. By implementing Complete Streets approaches and widening vehicle travel lanes to a 10-foot minimum standard the project will reduce the rates of pedestrian crashes in an area that currently experiences ten times the statewide average. The project will implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers and will reduce vehicle miles traveled through modal shift to walking. The project also can improve public health by adding new facilities that promote walking, biking, and other forms of active transportation, particularly in a low-income area with low labor-force participation and more than one-third of households having a person with a disability. The project sponsor has developed unique and innovative partnerships, including an epidemiologist at Georgia College and State University (GCSU) to do in-depth research on community priorities in this underserved area, and that research fed directly into the plans for this project. The project has also participated in a non-DOT capacity building program, the Georgia Initiative for Community Housing.



Photo 3: Bell Avenue, at Edwards Street, looking eastward, ca. April 2022 by Google Maps



THOMASVILLE MULTIMODAL TRANSPORTATION PLAN

CITY OF THOMASVILLE

CITY OF THOMASVILLE, GA: GEORGIA

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$175,000

Project Description: The project will develop a multimodal transportation plan for the City of Thomasville to provide Complete Streets, address economic development needs, and improve connectivity.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, and state of good repair. It will plan for a multimodal design of the City's roadways and substantial changes to the community's land use. The project includes an official road safety audit, considers climate change and environmental justice by implementing transportation-efficient land use and design, focuses on improved accessibility for pedestrians and bicyclists, and promotes greater investment in land-use productivity. Ultimately, the project will lead to the creation of new infrastructure in a remote community that will be maintained in a state of good repair.



ALA WAI BRIDGE

CITY AND COUNTY OF HONOLULU

CITY OF HONOLULU, HI: HAWAII

CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

ESTIMATED TOTAL PROJECT COST: \$63,382,265

Project Description: This project will construct an approximately 300-foot pedestrian and bicycle crossing of the Ala Wai Canal that features an asymmetrical concrete cable-stayed bridge.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, and partnership and collaboration. This iconic bridge will connect many of the neighborhoods, businesses, parks, schools, and recreational activities north of the canal with Waikiki. The project will also reduce emissions and emphasize decarbonization by promoting modal shift to active transportation.



LĪLOA DRIVE EXTENSION PHASE 1

MAUI COUNTY

MAUI COUNTY, HI: HAWAII

CAPITAL

RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will extend Liloa Drive and its integrated shared-use path by approximately 2,900 lineal feet. The extension consists of a two-lane roadway with curbs, gutters, sidewalks, shared-use path, retaining walls, streetlights, related utility system improvements, landscaping, and a new bridge crossing. Roundabouts will be constructed at intersections with Kūlanihākoʻi Street and Waipuʻilani Road.

Project Benefits: The project is strong in environmental sustainability and quality of life. The project will establish redundancy and will provide an alternative route away from climate hazard areas. It promotes a modal shift to active transportation and significantly reduces vehicle dependence in a community with low vehicle ownership. Quality of life will be improved due to increased access to daily destinations such as healthcare, grocery stores, schools, places of worship, and recreation.



REBUILDING BRIDGES: BUILDING BLOCKS OF ECONOMIC AND COMMUNITY PROGRESS

CLAY COUNTY
 CLAY, LUCAS, CRAWFORD, LEE, POTTAWATTAMIE, WRIGHT, PAGE, HENRY, AND MITCHELL
 COUNTIES, IA: IOWA
CAPITAL
RURAL
 RAISE GRANT FUNDING: \$24,760,000

Project Description: This project will replace approximately nine bridges in poor condition across nine rural Iowa counties.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The bridge replacements will bring these assets to a state of good repair and will improve freight mobility, especially for supply chain bottlenecks, on these farm-to-market roadway networks. The bridge replacements will also ensure continued connectivity for residents who otherwise would have an increased travel burden to reach daily destinations. In addition, some of the bridges will include added active transportation facilities for non-motorized travelers, thereby increasing affordable transportation options and providing added connectivity.





MODERNIZING THE MAIN STREET CORRIDOR

CITY OF CEDAR FALLS

CITY OF CEDAR FALLS, IA: IOWA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,000,000

Project Description: The project will reconstruct Main Street between University Avenue and 6th Street to include complete streets enhancements, dedicated on-street bike lanes, ADA accessible sidewalks and trails, mid-block crossings, transit stops, lighting, and underground utility improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. It includes new bicycle/pedestrian infrastructure, and enhances vehicle safety with roundabouts, as well as traffic signals, better lighting and improved transit stops. This project will replace a 60-year old street design with a modern multimodal infrastructure and nine new transit stops. The application describes community outreach, coordination, and partnership with organizations including the Cedar Valley Bicycle and Pedestrian Advisory committee, the Cedar Falls Downtown District, Community Main Street, Iowa DOT, Black Hawk County, MET, Cedar Falls Utilities, and four private utility companies.



4TH AVENUE SOUTH MULTIMODAL CORRIDOR PLANNING PROJECT

CITY OF CLEAR LAKE

CITY OF CLEAR LAKE, IA: IOWA

PLANNING

RURAL

RAISE GRANT FUNDING: \$300,000

Project Description: The planning project includes community engagement, a corridor study, alternatives analysis, final design, and environmental review for a project to evaluate the 4th Avenue South corridor. The project will evaluate approaches to modernize infrastructure connecting downtown Clear Lake and I-35, including the deployment of electric vehicle charging infrastructure and further development of the regional trail network.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. It is expected to substantially improve bicycle and pedestrian infrastructure and fill gaps in the network, improving mobility and community connectivity.





NORTH PORTNEUF CROSSING

CITY OF POCATELLO

CITY OF POCATELLO, ID: IDAHO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$7,750,000

Project Description: This project will signalize and make traffic safety improvements at the intersection of North Kraft Road and North Main Extension. This project will also remove a hazardous intersection, include new and updated bicycle and pedestrian facilities, relocate and upgrade of a public transit facility, and complete stormwater infrastructure near the intersection.

Project Benefits: The project is strong in safety, quality of life, and innovation. The project improves safety and encourages active transportation by adding non-motorized travel paths, crosswalks, and enhanced medians. The Bannock Transportation Planning Organization's Master Transit Plan's Market Assessment showed the area to be extremely reliant on transit. The project facilitates movement of people and freight; it will improve connections to recreational facilities and also includes the deployment of technology for real time monitoring and freight priority.



MCCALL SH55 AND DEINHARD-BOYDSTUN CORRIDOR DESIGN

IDAHO DEPARTMENT OF TRANSPORTATION
 VALLEY COUNTY, ID: IDAHO
PLANNING
RURAL
 RAISE GRANT FUNDING: \$2,877,512

Project Description: The project will complete planning and design of roadway, drainage, utility and multi-modal improvements along the existing Idaho State Highway 55 route and Deinhard Lane/Boydston Street corridors to reroute traffic around downtown McCall.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, state of good repair, and innovation. The project aims to avoid adverse environmental impacts to water quality by relocating the roadway out of a critical watershed area and reducing emissions in the downtown area by redirecting traffic around the city. The redirecting of traffic will help make downtown McCall more walkable and bikeable which is anticipated to lead to increased tourism opportunities. The project provides a new connection to a remote community and will also enhance the environment for electric, connected, and automated vehicles and by using low-carbon materials.



The lack of stormwater facilities in the project area creates flooding during heavy rain or rapid snow melt and compromises water quality.



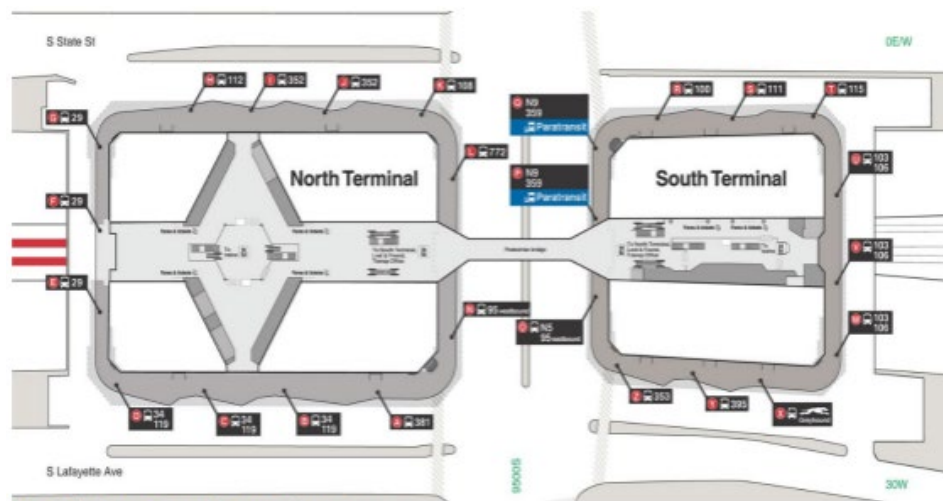
Pedestrians navigating a portion of the existing SH55 corridor without sidewalk.

95TH STREET TERMINAL ELECTRIC BUS IMPROVEMENTS

CHICAGO TRANSIT AUTHORITY
CITY OF CHICAGO, IL: ILLINOIS
CAPITAL
URBAN
AREA OF PERSISTENT POVERTY
RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will install bus charging equipment at the 95th Street Terminal with associated electrical upgrades at the 95th Street rail traction power substation to support the equipment. This project will install up to six overhead pantograph chargers within the bus stalls to support the electrification of buses on various routes that utilize the terminal. The project will also provide the infrastructure to support an electric bike station.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will improve the condition of the terminal station to accommodate all-electric busses, significantly reducing the greenhouse gas emissions along the corridor. The modal shift towards public transportation away from cars will improve access to daily destinations and reduce physical barriers to transportation, while improving public health by adding electric bike infrastructure.



CURTIS ROAD GRADE SEPARATION AND COMPLETE STREETS PROJECT

VILLAGE OF SAVOY

VILLAGE OF SAVOY, IL: ILLINOIS

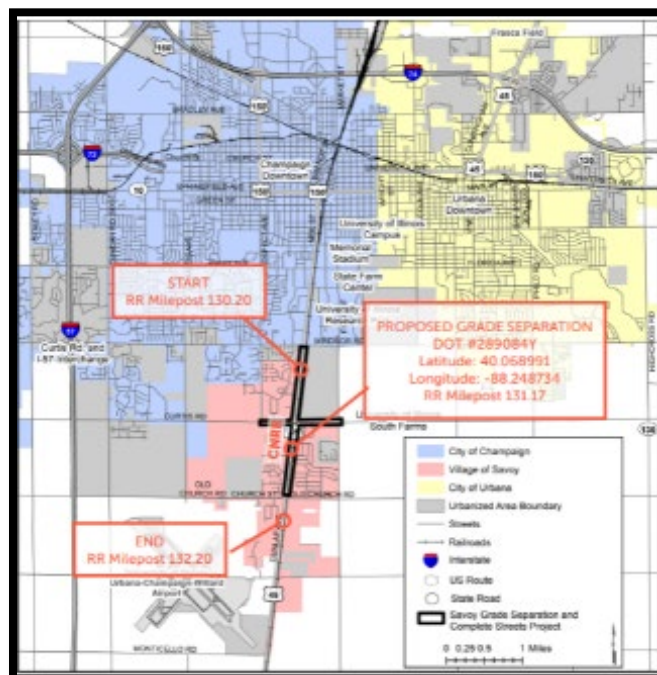
CAPITAL

RURAL

RAISE GRANT FUNDING: \$22,683,587

Project Description: The project will create a new railroad grade separation and approximately two miles of railroad improvements from Windsor Road to Old Church Road by relocating the railroad track and embankment. The tracks will be raised approximately 15 feet and Curtis Road lowered approximately 5 feet in order to achieve the roadway underpass. Additionally, the project will reconstruct approximately one mile of Curtis Road with two additional vehicular lanes, new on-street bicycle lanes, modernized traffic signals with pedestrian countdown signals, drainage improvements, and enhanced transit stops. A railroad bridge will be constructed to span the new Curtis Road width.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. It improves safety by using automated pedestrian detection devices and grade separating a rail crossing. Connectivity to the University of Illinois campus and downtown areas of Champaign and Urbana will be improved. Environmental sustainability was explicitly considered in project planning, through the use of the Champaign County Regional Environmental Framework (REF). The project incorporates solar lighting, automated pedestrian detection, and conduit for future fiber optic broadband deployment.





PACE PULSE HALSTED LINE

PACE SUBURBAN BUS DIVISION OF THE RTA

COOK COUNTY, IL: ILLINOIS

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will implement bus rapid transit (BRT) service along an approximate 9-mile corridor, serving four Chicago South Side neighborhoods and three south suburban communities. The Project’s northern terminus is the CTA Red Line 95th/Dan Ryan station and southern terminus is the Pace/Metra Harvey Transportation Center, providing BRT connections to subway, commuter rail, and many bus routes. The project will construct approximately 14 intermediate stations, bus lanes, queue jumps, enhanced pedestrian ADA access, and new buses.

Project Benefits: The project is strong in safety, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The new BRT line will improve bus speed and reliability and will increase service frequency with shorter headways. These improvements will reduce mobility barriers in the Chicago metropolitan area and will offer a significant improvement to the current level of service. The improved travel time reliability is also expected to have a significant impact on the ability to attract quality employees and business development in the area. In addition, the modal shift and new right-of-way infrastructure, curb extensions, and improved signage will improve the safety of motorized and non-motorized travels with expected reductions in serious injuries, fatalities, and property damage. The project also demonstrates extensive partnership with multiple stakeholders and the community, as well as interagency collaboration at the city, county, and state level.



WABASH RIVER GREENWAY PHASE 2

TIPPECANOE COUNTY

TIPPECANOE COUNTY, IN: INDIANA

CAPITAL

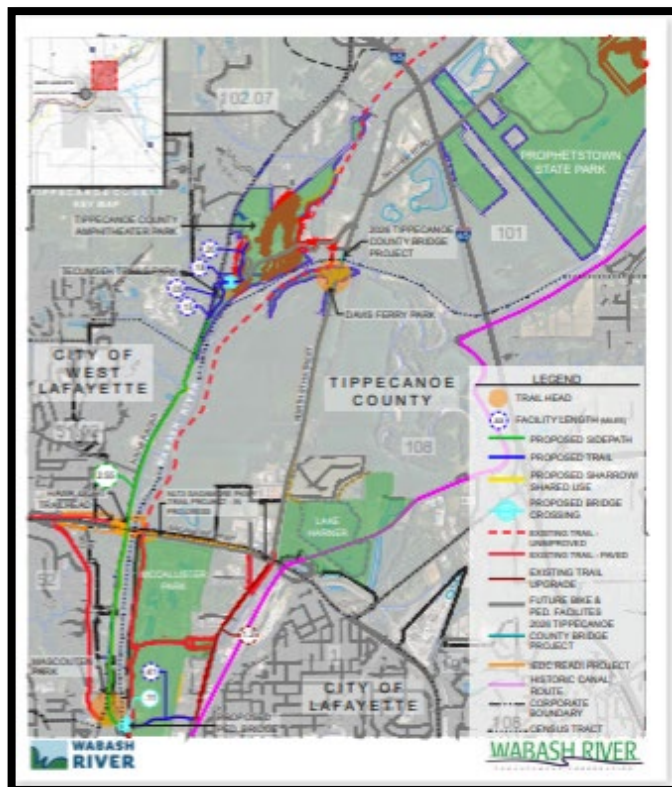
RURAL

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund environmental, design, and construction activities for an approximately 5 mile active transportation route along the Wabash River. This project includes approximately 2.1 miles of new side paths, 0.5 miles of boardwalk, 1-mile of new trail facilities, a dedicated bicycle-pedestrian bridge over the Wabash river, one trail bridge, 1.2 miles of upgrades to existing side path sections, approximately 20 new park n' ride spaces, and approximately 5 bus stop connections.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria areas. The project will improve the safety non-motorized travelers that are vulnerable to bicycle and pedestrian injuries, as well as provide affordable transportation access to essential services and

daily destinations for community residents. The project's active transportation facilities will promote a modal shift and reduction in vehicle miles traveled, thereby reducing greenhouse gas emissions. The project will also incorporate green infrastructure to address stormwater management and ecosystem restoration. The improvements will provide economic benefit to the larger region by improving low-cost transportation access to major employment centers, providing new access to emerging job opportunities, and by becoming a tourist destination for the active transportation and recreational amenities. In addition, the project will engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project.



DOWNTOWN ONE-WAY TO TWO-WAY STREET CONVERSIONS

CITY OF INDIANAPOLIS

CITY OF INDIANAPOLIS, IN: INDIANA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will convert four pairs of one-way streets to two-way streets using a complete streets approach that includes the addition of a bike lane, multi-use paths, and sidewalk improvements.

Project Benefits: The project is strong in safety, quality of life, and mobility and community connectivity. Safety will be addressed through the signalization of intersections, addition of turn lanes, traffic calming, and the addition of bicycle lanes and shared-use paths. Quality of life will be addressed by increasing access to affordable transportation choices through the construction of bicycle lanes. Additionally, the transition from one-way to two-way roadways improves access to daily destinations through both a more efficient roadway design and increased access to transit systems. Mobility and community connectivity is addressed via wider sidewalk, ADA improvements to curb ramps, new bike lanes, and new separated multi-use paths.



RAIL ADDED CAPACITY ENHANCEMENT (RACE) PROJECT

PERRY COUNTY PORT AUTHORITY

PERRY AND SPENCER COUNTIES, IN: INDIANA

CAPITAL

RURAL

RAISE GRANT FUNDING: \$11,575,000

Project Description: The project will fund the final design and construction to replace approximately 14 miles of 120 year old 75-pound rail, with 115-pound rail in areas of defect along the Hoosier Southern Railroad (HOS) to support the industry standard 286,000 pound freight car.

Project Benefits: The project is strong in safety and state of good repair. Repairing and upgrading the rail line will address the line's vulnerabilities, reduce maintenance concerns, and bring the railroad to a condition where it can operate at full performance and capacity. The improvements to the rail line will improve safety by minimizing the threat of derailments, which could result in severe safety risks including serious or fatal injuries. In addition, the state of good repair improvements will reduce the risk of damage to equipment and property.



CHURCH STREET COMMUNITY CONNECTIVITY AND MULTIMODAL ENHANCEMENTS PROJECT

CITY OF EUDORA

CITY OF EUDORA, KS: KANSAS

CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,250,660

Project Description: The project will fund the reconstruction of approximately one mile of road from 20th Street to 28th Street, converting the existing two-lane road to a three-lane road with a center turn lane, new shared-used paths, realignment of the 20th Street intersection, installation of roundabouts, new stormwater infrastructure and connection to future shared-use improvements.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, and partnership. The City of Eudora is currently bisected by the K-10 highway, creating a significant physical barrier between the northern and southern sections of the community. Project improvements would overcome this barrier and increase access to daily destinations, particularly the middle and high schools. The shared use paths and complete streets approach will provide safer access to the schools and other daily destinations, in addition to making ADA improvements. The City plans to utilize the Kansas Department of Commerce Minority Business Directory, with a goal of utilizing 10% Disadvantaged Business Enterprises for this Project.



PRAIRIE BAND POTAWATOMI NATION ROAD REPAIR AND REHABILITATION PROJECT

PRAIRIE BAND POTAWATOMI NATION

PRAIRIE BAND POTAWATOMI NATION, KS: KANSAS

CAPITAL

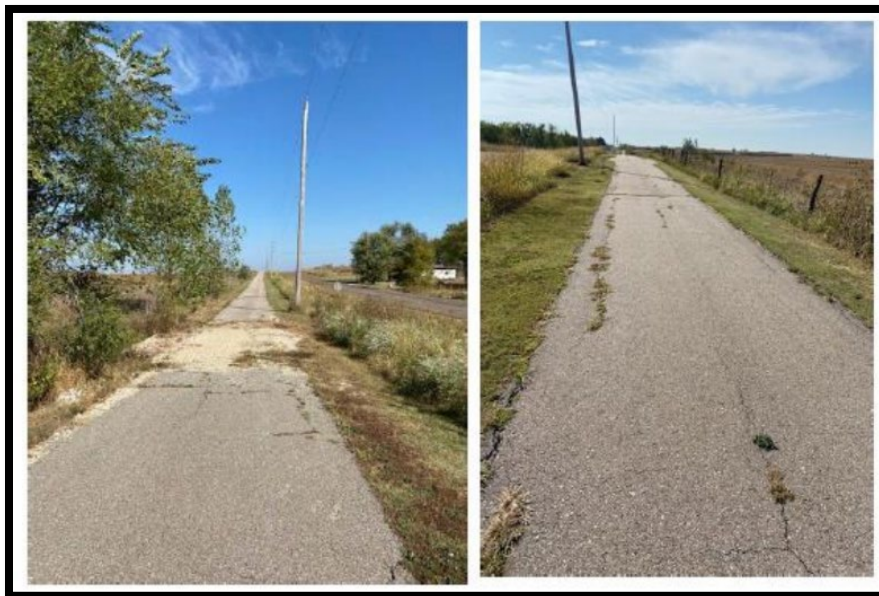
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$17,104,882

Project Description: This project will patch, repair, and overlay approximately 27-miles of roadway pavement within the Prairie Band Potawatomi Nation (PBPN). Road construction activities also include cleaning and regrading ditches, replacing culverts, adding shoulders to existing roads, re-seeding, and adding new signage. The project will also repair approximately 3.1-miles (17,500 linear feet) of existing multi-use paths.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The roadway improvements bring the pavement to a state of good repair and will improve safe driving conditions and reduce the opportunity for crashes. These safety improvements will improve accessibility are consistent with DOT's National Roadway Safety Strategy Plan. The repairs to the multi-use paths will encourage a modal shift to nonmotorized travel, which will reduce greenhouse gases emissions and improve air quality, as well as provide health benefits with increased used of active transportation. The pavement improvements will increase the mobility of freight by improving the reliability of the roadway. The Nation demonstrates strong collaboration through the implementation of public hearings to discuss resident concerns with the roadway improvements.



PANBOWL LAKE CORRIDOR PROJECT

CITY OF JACKSON
 CITY OF JACKSON, KY: KENTUCKY
CAPITAL
RURAL
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$21,153,600

Project Description: The project will construct corridor improvements that includes widening KY 15 from just west of KY 30 to just east of KY 1812, adding a lane in each direction along KY 15, adding a sidewalk and shared use path along KY 15, replacing the flap gate structure, and installing a new additional sluice gate under Washington Avenue.

Project Benefits: The project demonstrates positive benefits in almost all merit criteria areas. The construction of bike lanes and sidewalks in an area where there currently are none would allow for safe, low-cost transportation choices. Widening the corridor will improve freight mobility for a road designation as part of the National Truck Network and on an important coal freight corridor for the region, improving the movement of goods and overall travel time reliability. The project will also incorporate multiple strategies that align with USDOT’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making to engage with residents and community-based organizations to ensure equity considerations for underserved communities are integrated.

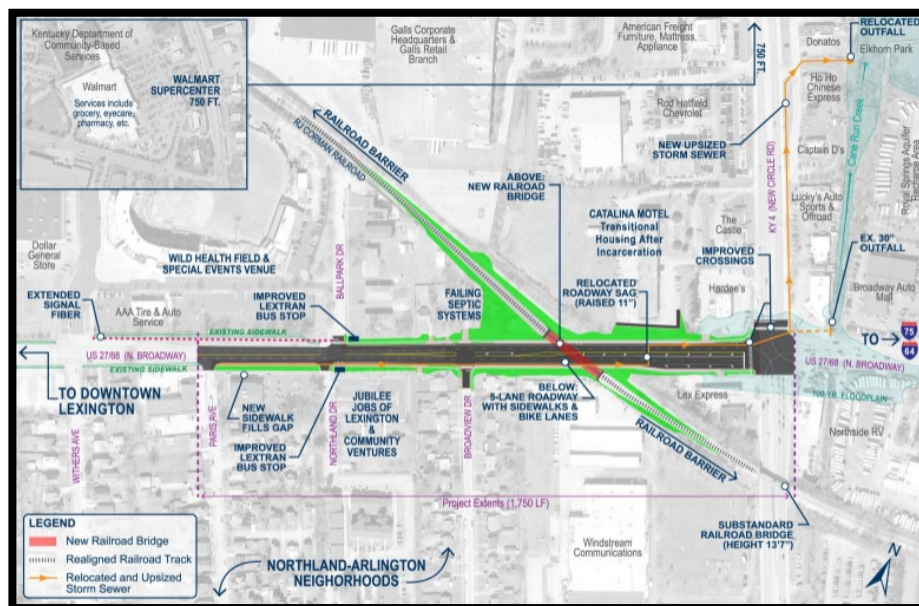


RECONNECTING NORTHLAND-ARLINGTON

KENTUCKY TRANSPORTATION CABINET (KYTC)
 CITY OF LEXINGTON, KY: KENTUCKY
CAPITAL
URBAN
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$8,120,000

Project Description: The project replaces a railroad bridge overpass to allow for ADA accessible sidewalks and bicycle facilities, as well as improved sidewalks, accessible transit stops, and stormwater collection.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, state of good repair, and partnership. It addresses state of good repair by replacing an 86-year-old structure that has damage from strikes and increasing vertical clearance for freight traffic to more directly access downtown instead of using local roads. The project will implement a 2018 Bike and Pedestrian Master Plan based on community participation that identified gaps in the existing network related to bike and pedestrian infrastructure. Particularly, it will extend the sidewalk along the east side of the roadway to fill in the missing sidewalk and better connect the community to the transit route in an area with significantly higher-than-average pedestrian safety issues.



NORTHERN KENTUCKY RIVERFRONT COMMONS

CITY OF BELLEVUE

CITY OF BELLEVUE, KY: KENTUCKY

PLANNING

URBAN

RAISE GRANT FUNDING: \$3,774,940

Project Description: The project will fund the planning and designing of an approximately 20-mile multimodal transportation corridor along the Ohio River in Northern Kentucky, between Ludlow and Melbourne.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. A primary focus of this project is to reduce vehicle dependence and vehicle miles traveled by extending the multimodal trail to more suburban and rural areas. It will improve safety by reducing conflicts between non-motorized users and vehicles and installing wayfinding/conflict detection technology. The trail is expected to facilitate economic development, by attracting tourism and employers. The planning effort also considers a robust maintenance plan for the future of the trail.

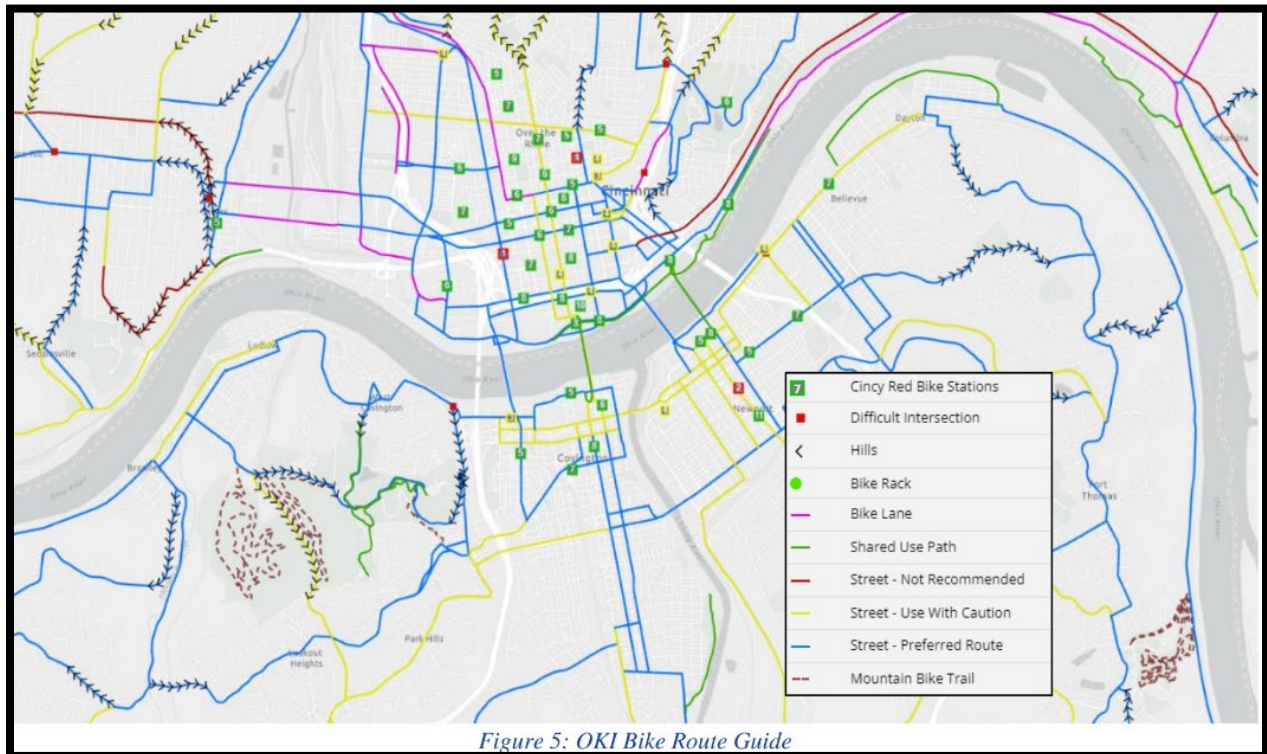


Figure 5: OKI Bike Route Guide



COMMUNITY CONNECTIONS: A REGIONAL PLANNING EFFORT

BARREN RIVER AREA DEVELOPMENT DISTRICT

SOUTH CENTRAL KENTUCKY, KY: KENTUCKY

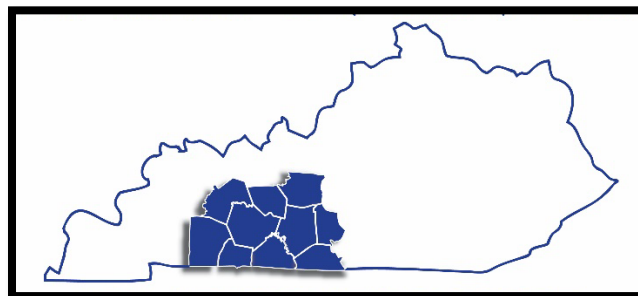
PLANNING

RURAL

RAISE GRANT FUNDING: \$600,000

Project Description: This planning project will: 1) inventory bike/pedestrian facilities within 10 counties of the Barren River Area Development District, 2) explore the feasibility of an interconnected greenway system for the region as an alternative to motor vehicle travel, and 3) develop complete streets plans in five cities (Franklin, Scottsville, Glasgow, Russellville, and Tompkinsville).

Project Benefits: The project is strong in mobility and community connectivity, quality of life, environmental sustainability, safety, and innovation. It promotes a modal shift away from vehicle use to active modes of transportation, promoting public health and reducing emissions. The project will develop a GIS-based inventory of infrastructure assets and conduct "walkability audits," which will help the region measure the success of the project. The complete streets plans will also address increased congestion and pedestrian safety concerns in five cities.





NEW ORLEANS DOWNTOWN TRANSIT CENTER AND CONNECTING CORRIDORS

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

CITY OF NEW ORLEANS, LA: LOUISIANA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,826,905

Project Description: The project will fund construction of a Downtown Transit Center (DTC) for the New Orleans Regional Transit Authority (RTA)'s bus and streetcar network, including multimodal improvements to the corridor that connects to the DTC.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, and state of good repair. The new facility will provide enhanced connections for transit riders while making data-driven safety improvements at targeted intersections with a history of pedestrian-involved crashes. Those improvements include high visibility sidewalks, security cameras, call boxes, lights, protected bike lanes, and shorter crossing distances. Project design is also influenced by a BRT feasibility study, bikeway blueprint, transportation action plan, and complete streets policy. The project will enhance bus service in underserved communities and focus on connections to jobs, healthcare, schools, and grocery stores. Given the proximity of this project to cultural attractions, the project will also enhance tourist access to the city, and provide economic benefits.



EXTENSION OF CC BEL ROAD

COUSHATTA TRIBE OF LOUISIANA

ALLEN PARISH, LA: LOUISIANA

CAPITAL

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$11,416,689

Project Description: The project will fund the engineering design, environmental compliance, right-of-way, and construction to upgrade and extend approximately 2.5-miles of CC Bel Road with a complete streets approach, which is currently a dirt and gravel roadway in portions on the Coushatta Tribe of Louisiana Reservation. The roadway will be designed to meet the 25-year flood plain standard, include an approximate 1-mile realignment in the middle portion, a new bridge crossing over Bayou Blue, and an 8-foot wide bicycle and pedestrian pathway.

Project Benefits: The project is strong in quality of life, economic competitiveness and opportunity, and state of good repair. The improved condition of the roadway will bring it to a state of good repair, especially elevating it above the flood zone. The upgraded roadway will improve economic development opportunities, encourage investments in the area, as well as promote long-term economic growth and job creation. The proposed improvements will also help residents access the training programs and work opportunities, while also allowing potential opportunities to develop in the project area. The project will improve the quality of life for area resident's with improve access to daily destinations, especially with the new bicycle and pedestrian path. This project will also increase affordable transportation and improve public health with the new active transportation facilities.



OUACHITA RIVER AND LA HWY 165 MULTIMODAL CONNECTIVITY AND SAFETY PROJECT

COLUMBIA PORT COMMISSION

CALDWELL PARISH, LA: LOUISIANA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$10,537,798

Project Description: The project will fund the land acquisition and construction activities for a Truck Parking Facility located near the inland Port of Columbia, Ouachita River, and LA State Highway 165. This includes surface parking for approximately 50 commercial trucks, 100 cars, and 12 electric vehicle (EV) charging stations.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. The Truck Parking Facility (TPF) will increase multimodal freight movement and reduce supply chain bottlenecks, as truck parking is vital to goods movement operations and logistics. The TPF will create a truck transportation hub at the Inland Port, which will improve the Port's ability to service barge and rail operations by having the opportunity to move cargo freely between water, rail, and highway. The project incorporates energy efficient investments by providing electric vehicle charging stations designed to provide auxiliary power units to power commercial truck cab's heating and cooling systems without having to run the engine, while also recharging the trucks. In addition, the TPF will be retained in a state of good repair and will offer Truck Parking Availability Systems, an ITS application that assists drivers in locating available parking spaces in real-time.



LOWELL BRIDGE PRESERVATION

CITY OF LOWELL

CITY OF LOWELL, MA: MASSACHUSETTS

CAPITAL

URBAN

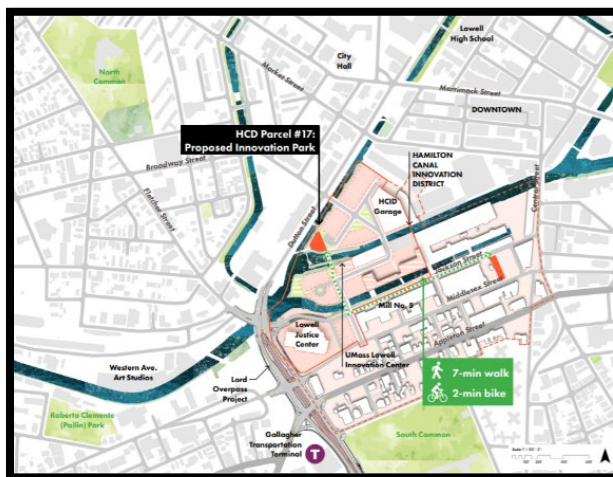
AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$21,400,000

Project Description: The project will fund final design, permitting, construction management, and construction activities for the rehabilitation or preservation of approximately four deficient bridges. Three bridges include vehicle, pedestrian, bicycle, and transit infrastructure and one bridge will accommodate pedestrians and bicycles only.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by installing new sidewalks and repairing dilapidated sidewalks on various bridges that have experienced crashes involving pedestrians. Some bridges will be equipped with crash barriers that separate vehicles and pedestrians. State of good repair is addressed by improving the condition of the bridges to ensure they are able to meet current and future demands. Improving the condition of the bridges also benefits environmental sustainability as it prevents the increase in greenhouse gas emissions associated with detouring traffic if the bridges were to require closure. The project improves quality of life by investing in active transportation that

increases transportation mode choice. It also improves mobility and community connectivity by addressing gaps and deficiencies within the transportation network. The project also improves economic competitiveness and opportunity by ensuring the condition of the Market Street bridge does not negatively impact canal tours and by ensuring the condition of the Swamp Lock bridge does not negatively impact the experience of tourists visiting the Lowell National Historical Park.



DOWNTOWN BROCKTON INFRASTRUCTURE IMPROVEMENT PROJECT

CITY OF BROCKTON

CITY OF BROCKTON, MA: MASSACHUSETTS

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$7,843,750

Project Description: The project will fund the preliminary design and engineering work to reconstruct approximately 5.2-miles of roadway on approximately 20 streets in downtown Brockton, replace traffic signals, convert one-way roadways to two-way, replace water and sewer lines, replace storm water systems, and install approximately 5-miles of fiber optics within the project limits.

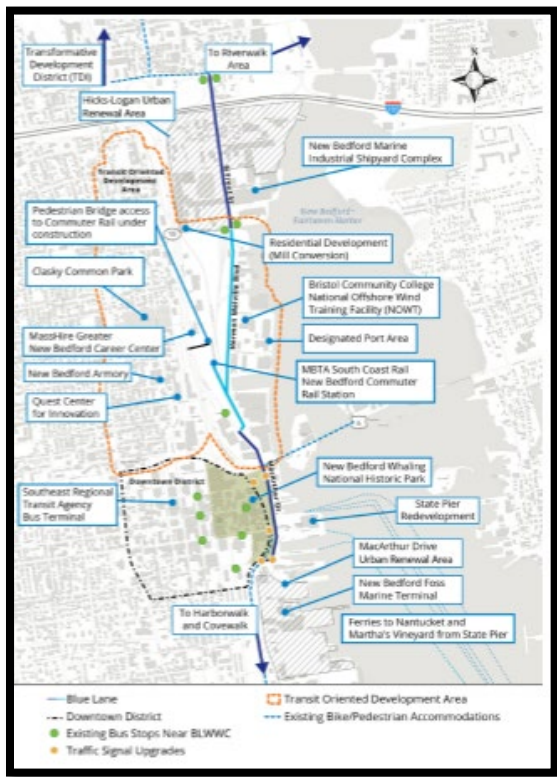


Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety is addressed through the inclusion of separated bicycle and pedestrian facilities, traffic calming measures, and a transition from one-lane roadways to two-lanes. The project area experiences frequent accidents and the improvements will mitigate many of the causes of the accidents, particularly for active transportation users. Environmental sustainability will be addressed through the inclusion of charging stations for electric vehicles and solar streetlights. Quality of life will be addressed by designing transit stops to be universally accessible and by the investment in an underserved community. The project improves mobility and community connectivity by focusing on system-wide connectivity with improved access to transit via walking and biking. The project will add multimodal access to historic sites, attractions, and other points of interest in the downtown area to improve economic competitiveness and opportunity. The project will modernize water, sewer, and storm water systems, some of which are over 100 years old. The project will host multiple engagement meetings at various locations within the city in order to provide opportunities for all residents, especially those without vehicle access, to attend and contribute to project development.

BLUE LANE WORKING WATERFRONT CONNECTOR

CITY OF NEW BEDFORD
 CITY OF NEW BEDFORD, MA: MASSACHUSETTS
PLANNING
RURAL
 AREA OF PERSISTENT POVERTY
 RAISE GRANT FUNDING: \$1,749,360

Project Description: The project will fund pre-construction activities including topographic survey, engineering design, environmental permitting, benefit-cost analysis, and public outreach for an approximately 1.76-mile complete streets roadway rehabilitation project.



Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will complete a city-wide recreational pathway, enhancing non-motorized travel in and around New Bedford, including to areas of high job concentration, tourist destinations, and other transit connections like a commuter rail station and seasonal ferry service. These new and improved connections are expected to serve as a catalyst for other urban renewal projects. It includes green infrastructure elements such as rain gardens, infiltration basins, underground storage, and porous asphalt pavement to improve the resiliency of the infrastructure, and also includes innovative technology such as Smart Traffic Signals, other Intelligent Transport Systems (ITS) infrastructure, and Rectangular Rapid Flashing Beacons (RRFBs).



CREATING EQUITABLE CONNECTIONS ON THE CAPITAL TRAILS NETWORK

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

DISTRICT OF COLUMBIA, MD: MARYLAND

CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the rehabilitation and construction of six multi-use paths to fill gaps in the bicycle and pedestrian network in the Washington, DC metropolitan area. The multi-use path improvements include approximately seven miles of new construction, approximately eight miles of trail rehabilitation, and safety improvements at intersections and at-grade crossings.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, and partnership and collaboration. Safety will be addressed through protected paths that separate bicyclists and pedestrians from high traffic arterials, improvements to at-grade crossings, installation of high visibility crosswalks at intersections, and modern safety countermeasure. Environmental sustainability will be addressed by creating a modal shift away from vehicles and towards biking, walking, and mass transit. This project aligns with the Maryland and Washington D.C. emission reduction and clean energy plans. The project also implements stormwater management best practices which will help the Chesapeake Bay's ecosystem. Quality of life is addressed by improving access to daily destinations like jobs, stores, and recreation. The application estimates that once the Capital Trails Network is completed it will help approximately 540,000 working age adults get to their destinations in an affordable and healthier way. Partnership and collaboration is addressed through extensive community outreach and partnerships with several community organizations.



MONDAWMIN TRANSIT HUB PROJECT

MDOT - MARYLAND TRANSIT ADMINISTRATION

BALTIMORE COUNTY, MD: MARYLAND

CAPITAL

URBAN

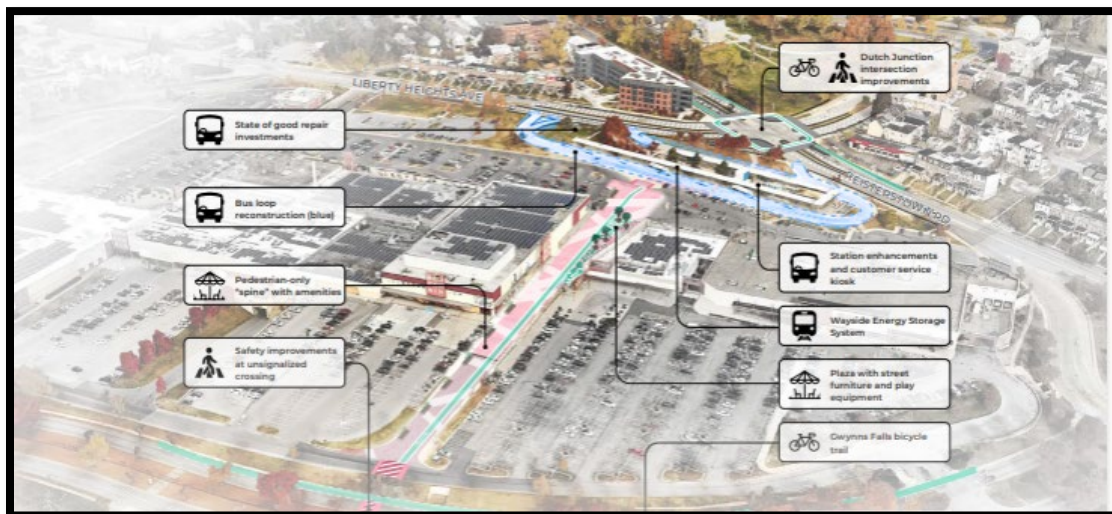
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund state of good repair investments at Mondawmin Transit Station, make station enhancements, reconstruct approximately nine intersections with complete streets enhancements, construct a dedicated bicycle trail, improve pedestrian-only right-of-way, safety enhancements for pedestrian infrastructure ADA upgrades, energy storage generation and stormwater management infrastructure improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. It will improve safety for underserved non-motorized travelers by improving connections to transit stations and will reduce crashes by creating protected pedestrian infrastructure and revising intersections to slow traffic and reduce pedestrian-car conflict points. The project also includes installation of electric vehicle chargers and conversion of hard infrastructure to green bioretention facilities. The benefits of the pedestrian and cycling infrastructure will help the surrounding community and provide active transportation options for people to access key destinations.



NORTH WINDHAM MOVES

MAINE DEPARTMENT OF TRANSPORTATION

TOWN OF NORTH WINDHAM, ME: MAINE

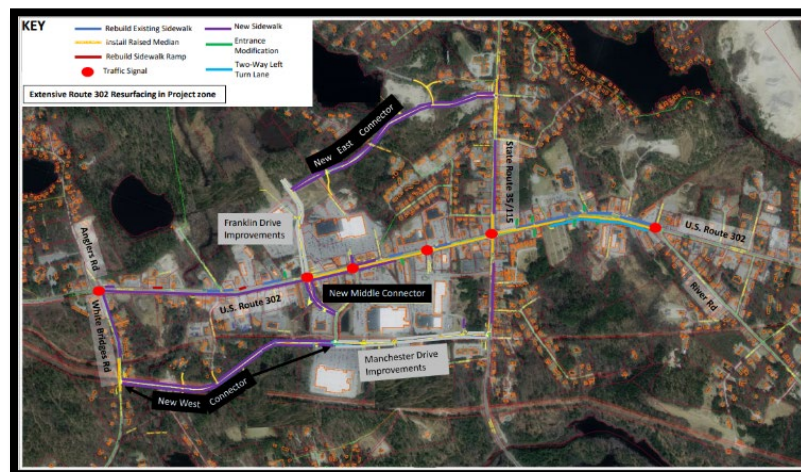
CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the reconstruction of approximately 1.6-miles of US 302 from River Road north to White Bridges Road. The project will include construction of raised center median, turning lanes, utility relocation, right-of-way (ROW) widening to accommodate bicycle lanes, access management measures, new sidewalks on both sides of the roadway, pavement mill and fill overlay, signalized intersections, street lighting, ADA accommodations, crosswalks, and drainage improvements. The project will also include the construction of three new connector roadways, East Connector Road, Middle Connector Road, and West Connector Road behind the regions commercial center to address access management issues and congestion on US 302. In addition, the project includes active transportation, safety, and circulation improvements to State Routes 35 and 115 from Basin Road to Sabbady Point Road.

Project Benefits: The project is strong in safety, quality of life, state of good repair, and partnerships and collaboration. The project will increase the safety of motorized and non-motorized travelers by constructing sidewalks and multi-use paths, consolidating access points, and updating traffic signals. The project increases affordable transportation choices by improving and expanding active transportation facilities. The project modernizes, through a complete streets approach, the existing core infrastructure assets that have met their useful life by replacing deteriorated roads, outdated and non-compliant safety features such as turn lanes, sidewalks, crosswalks, signage, traffic lights. The project also engages residents and community-based organizations with meaningful integration and consideration of equity throughout the project lifecycle.



EASTERN TRAIL EXPANSION - NORTH BERWICK, WELLS AND KENNEBUNK

MAINE DEPARTMENT OF TRANSPORTATION

YORK COUNTY, ME: MAINE

CAPITAL

RURAL

RAISE GRANT FUNDING: \$4,000,000

Project Description: The project will build approximately 2.7-miles of off-road trail that continues the expansion of the Eastern Trail in Southern Maine.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Safety will be addressed by providing a protected trail and connection for bicyclists and pedestrians that is separated from high traffic arterials. The project aims to address environmental sustainability by investing in active transportation to promote a modal shift from driving. Quality of life will be improved as the trail connects employment and affordable housing opportunities. The trail also improves mobility and community connectivity by connecting to destinations in North Berwick, Wells, and Kennebunk, which is also estimated to result in an increase in tourism each year.

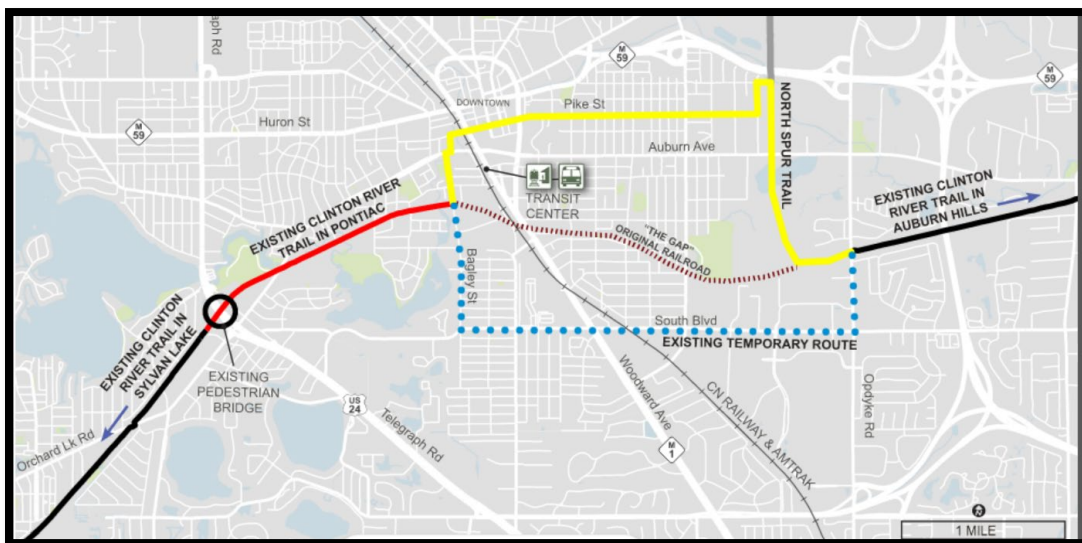


PIKE STREET CLINTON RIVER TRAIL CONNECTOR

CITY OF PONTIAC
 CITY OF PONTIAC, MI: MICHIGAN
CAPITAL
URBAN
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$16,328,000

Project Description: This project will make pedestrian improvements along approximately four miles of road in Pontiac and will install the North Spur Trail (NST) along the former Grand Trunk-Belt Line Railroad right-of-way. Improvements will be made on the primary corridor of Pike St. and the key connecting roads of Front St., Eastway Dr, and Bagley St.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project aims to decrease safety risks and reduce transportation-related air pollution in an underserved community by providing pedestrian improvements along the corridor. The project will increase accessible transportation choices and eliminate gaps in the existing bicycle and pedestrian network through ADA and universal design improvements, as well as improve connectivity to a variety of destinations including jobs, parks, and neighborhoods.





TRUCK STOP OF THE FUTURE INITIATIVE

MICHIGAN DEPARTMENT OF LABOR AND ECONOMIC OPPORTUNITY

WAYNE COUNTY, MI: MICHIGAN

CAPITAL

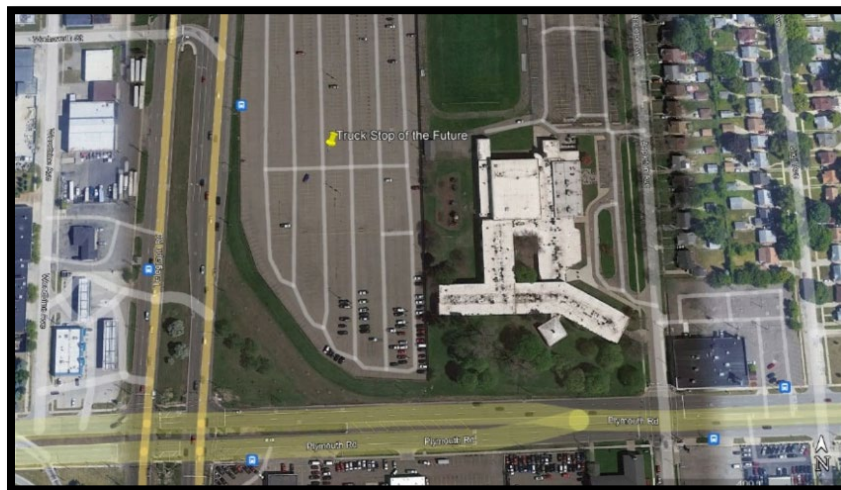
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,500,000

Project Description: The project will construct electric vehicle charging infrastructure in Redford, Michigan for vehicle classes 1 to 8. The project will include multiple Direct Current Fast Chargers (DCFCs), solar canopies, and battery energy storage systems.

Project Benefits: The project is strong in environmental sustainability and innovation. Underserved communities within a nonattainment area would be directly benefited by reduced greenhouse gas emissions due to the clean energy investments that align with the state's decarbonization plan. The project uses innovative technologies such as a solar roof and waste reduction strategies, and also serves as a prototype for the region's transition to zero-emission electric vehicles.





MLK CORRIDOR REIMAGINED

CITY OF JACKSON

CITY OF JACKSON, MI: MICHIGAN

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$6,785,245

Project Description: This project will reconstruct approximately 1-mile of Martin Luther King Jr. (MLK) Drive from South Street to Morrell Street. Improvements include modification from a three-lane cross-section with one parking lane to a two-lane cross-section with parking lanes on both sides of the road, installation of a ten-foot shared use path, sidewalk reconstruction, full depth pavement replacement, signal modernization and optimization, midblock crossing upgrades, installation of bump-outs at all intersections, turning lanes, new street lighting, tree planting, stormwater infrastructure, and other street improvements.

Project Benefits: The project is strong in safety, economic competitiveness and opportunity, state of good repair, and innovation. The upgrades and improvements will resolve the corridor's existing vulnerabilities including outdated infrastructure and gaps in non-motorized travel networks that affect safety, mobility, and connectivity. The project will also reduce congestion and travel times, especially through the incorporation of advance sign controls.

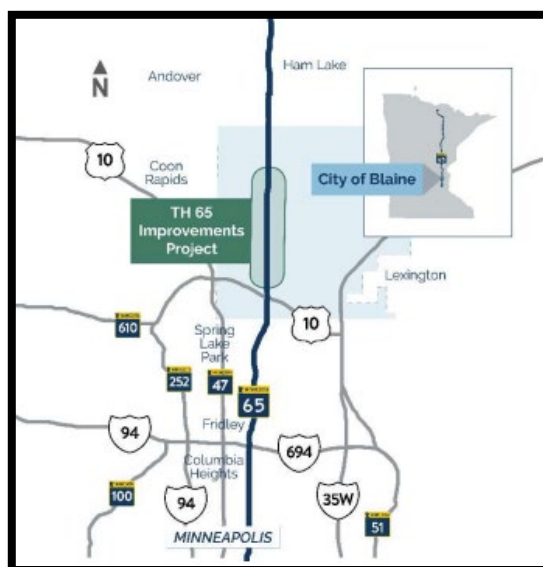


TH 65 IMPROVEMENTS PROJECT: 97TH AVE TO 117TH AVE

CITY OF BLAINE
 CITY OF BLAINE, MN: MINNESOTA
CAPITAL
URBAN
 RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will fund the final design, right-of-way acquisition, and construction on TH 65 from its intersection at 97th Avenue to north of its intersection with 117th Avenue through central parts of the city. The project features several interchange improvements, added frontage roads, and safety improvements for pedestrians and bicyclists.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, partnerships and collaboration, and innovation. The project will implement strategic safety improvements that will reduce the crash rate occurrence and crash severity. The intersection improvements, added roundabouts, and grade separation will reduce congestion and idling along the corridor leading to a reduction in greenhouse gas emissions. The active transportation facilities will increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users’ health. The project will utilize FHWA’s innovative Planning and Environmental Linkages (PEL) collaborative approach to transportation decision making that will enable adjustments to the design concept and streamlines the environmental approval process, saving project delivery time. In addition, the project team has engaged residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.

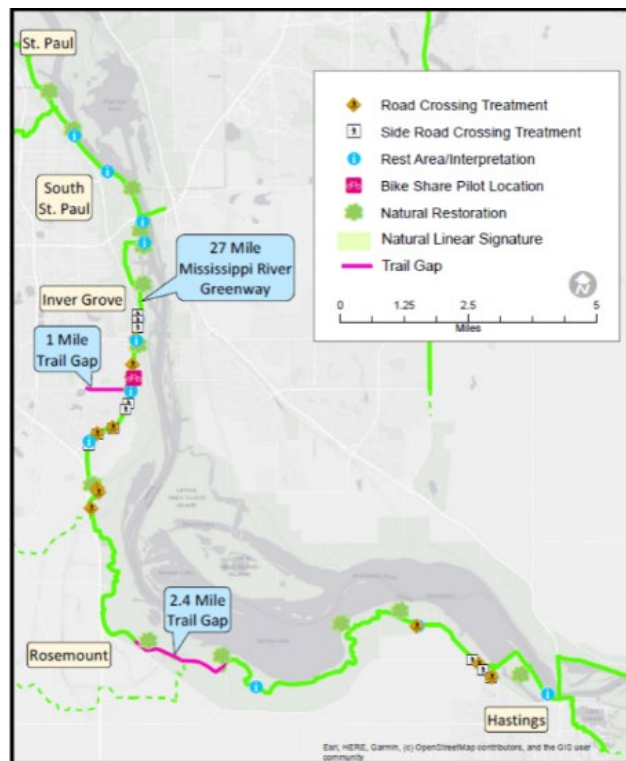


COMPLETING THE MISSISSIPPI RIVER GREENWAY

DAKOTA COUNTY
 DAKOTA COUNTY, MN: MINNESOTA
CAPITAL
RURAL
 RAISE GRANT FUNDING: \$8,800,000

Project Description: The project will complete an approximate 2.4-mile gap of trail along the 27-mile Mississippi River Greenway. The project will also include safety improvements at road and rail crossings, wayfinding, natural resource restoration, and complete a gap that connects a local trail to the Mississippi River Greenway.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed through improvements to multiple road and rail crossings. Environmental sustainability will be addressed by the restoration of approximately 60 acres of natural plantings along the trail. Mobility and community connectivity will be addressed by completing the 2.4-mile gap within the Mississippi River Greenway, as well as a gap that connects to a local trail. Improvements to the trail are also estimated to result in increases to employment and tourism.



COASTAL TRANSPORTATION INFRASTRUCTURE REHABILITATION PROJECT

CITY OF DULUTH

CITY OF DULUTH, MN: MINNESOTA

CAPITAL

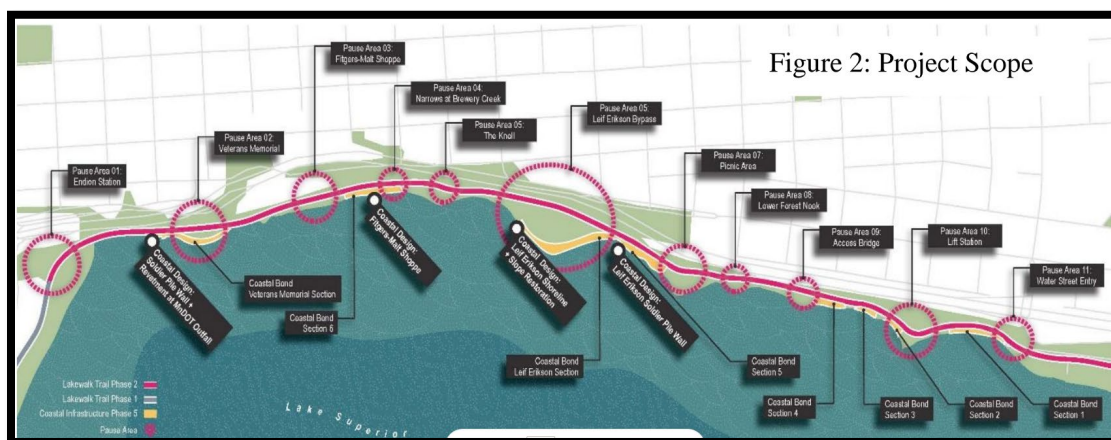
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$8,196,234

Project Description: The project will rehabilitate a separated multimodal trail, increase connections to that trail, and complete revetment of the coastal barrier that protects the community.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by widening the trail and separating users to improve flow and safety, such as a bike path that is separated through the use of a raised pedestrian boardwalk. Separating users also improves quality of life by reducing the level of stress various modes feel when utilizing the trail. Environmental sustainability will be addressed by repairing the coastal barrier to mitigate potential damage caused by frequent storm events. Mobility and community connectivity will be improved by addressing barriers such as deteriorating surfaces, widths and slopes that are not ADA compliant, and congestion. Investments in the trail are anticipated to benefit the hundreds of small business along the Lakewalk. The project will also address vulnerabilities stemming from the construction of the current coastal barrier.



WARSAW DOWNTOWN MARINA DISTRICT TRANSPORTATION PROJECT

CITY OF WARSAW

CITY OF WARSAW, MO: MISSOURI

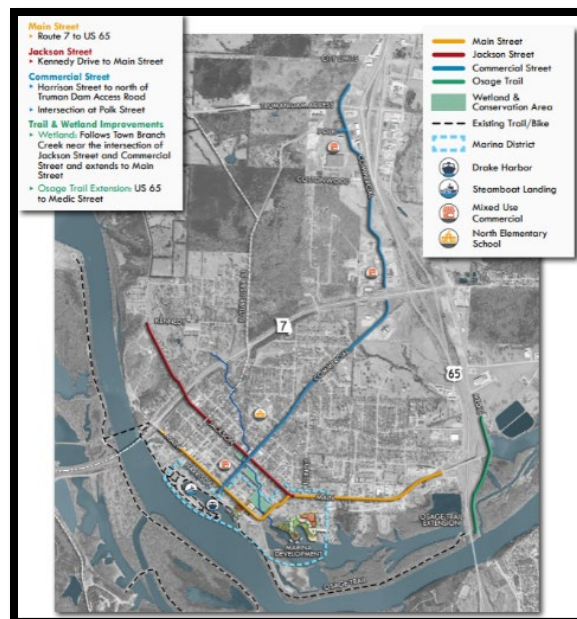
CAPITAL

RURAL

RAISE GRANT FUNDING: \$24,997,004

Project Description: This project has three components: 1) complete street and intersection enhancements on Main Street (approximately 1.46 miles), Jackson Street (approximately 1.01 miles), and Commercial Street (approximately 2.13 miles); 2) Osage trail extension from US 65 to the City of Warsaw Industrial Parks; and 3) a stormwater mitigation wetland near the Jackson-Commercial Street intersection.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, and partnership. The project creates more efficient connections to the Marina District of Warsaw from the two major highways, will connect the growing commercial districts to residential areas of the community, will expand active transportation options for residents and visitors, and connects to the future United States Bike Route (USBR) 51. According to a recent survey, 42% of residents in the area walk to daily destinations, including school children without bus service. For environmental sustainability, the project will implement green stormwater infrastructure practices on donated right-of-way along Main Street, Commercial Street, and Jackson Street within the Town Branch Creek watershed.





COMO TRANSPORTATION CENTER PROJECT

CITY OF COLUMBIA

CITY OF COLUMBIA, MO: MISSOURI

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$23,179,173

Project Description: The project will construct three transit improvements that include remodeling the transit maintenance and parking facility, the addition of an upgraded time point located at the City's new Opportunity Center, and upgraded bus stops along current routes.

Project Benefits: The project is strong in environmental sustainability and state of good repair. Environmental sustainability will be addressed via electrical system improvements that allow for battery-electric buses to be incorporated into the transit fleet, with the goal of having an all-electric fleet by 2032. State of good repair will be addressed by improving transit facilities that are beyond their useful life and in need of restoration and modernization, which will reduce maintenance burdens.



UNITING KANSAS CITY THROUGH TRANSIT

KANSAS CITY AREA TRANSPORTATION AUTHORITY

KANSAS CITY, MO: MISSOURI

PLANNING

URBAN

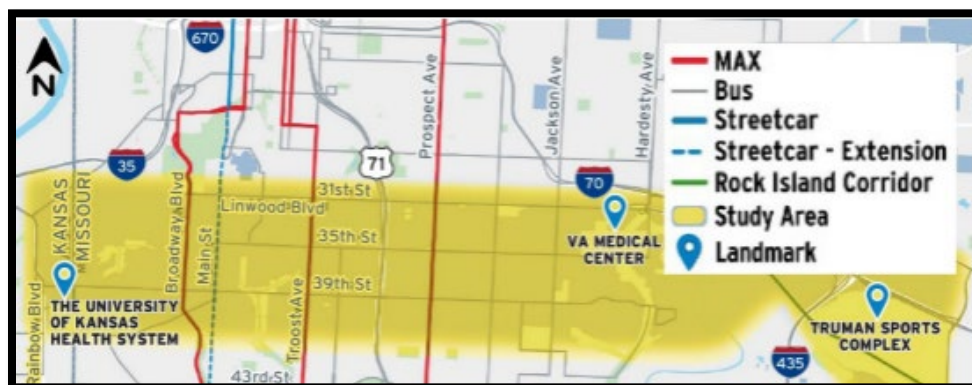
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,500,000

Project Description: The planning project will evaluate an east-west, high-capacity transit connection and complete streets enhancement between the University of Kansas Health System and Rock Island Corridor/Truman Sports Complex (Kauffman Stadium and Arrowhead Stadium).

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Planning will analyze safety improvements such as the inclusion of medians and pedestrian refuge islands, road diets, lighting, and backplates. The project aims to create a modal shift from personal vehicles to active transportation or transit in an effort to reduced green house gas emissions. Affordable transportation choices will be established as the new transit corridor will be zero-fare. The project involves collaboration amongst the City of Kansas City, the Unified Government of Wyandotte County, UK Health System, KC Area Transportation Authority, and RideKC Streetcar. The project incorporates innovative technologies such as the Mobileye Shield and the Advanced Pedestrian Announcement System.



FIRST STREET/HIGHWAY 46 CORRIDOR PLANNING

CITY OF MARYVILLE
 CITY OF MARYVILLE, MO: MISSOURI
PLANNING
RURAL
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$1,329,600

Project Description: This project will plan complete streets improvements along the First Street/Highway 46 Corridor. The scope of work includes data collection and analysis, community outreach activities, development of planning documents such as feasibility studies, environmental analysis, and 30% designs.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, partnership and collaboration, and innovation. The project will complete a planning study to address key transportation challenges in this corridor will improve safety, particularly for non-motorized travelers who lack access to sufficient infrastructure. The project will make improvements to operations of the existing infrastructure, and consider ways to connect residents to new opportunities using active transportation. It will utilize project delivery methods like design/build and other contracting techniques and will consider using innovative materials to reduce carbon footprint and reduce timelines for construction.





ROUTE 310 MOUNT TAPOCHAO ROAD AND DRAINAGE IMPROVEMENT

CNMI DEPARTMENT OF PUBLIC WORKS

SAIPAN, MP: NORTHERN MARIANA ISLANDS

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$12,069,935

Project Description: The project will pave and widen the gravel Route 310 Mount Tapochao Road to provide enough travel surface for vehicles traveling in opposite direction to pass each other. Additional improvements will include installing a sidewalk, warning signs, striping and pavement delineation devices, new barriers, and an improved drainage system.

Project Benefits: The project is strong in partnership and collaboration, which will be addressed by partnering with historically underrepresented community groups to develop workforce strategies. The project will also partner with Minority Business Enterprises, Minority Owned Businesses, Veteran Owned business, Office of Planning and Development, Department of Public Lands, Land Claims Division, Bureau of Environmental and Coastal Quality, Division of Environmental Quality, Department of Community and Cultural Affairs, Historic Preservation Office, Coastal Resources Management, and Department of Land and Natural Resources, Fish and Wildlife Division. The project will also address safety by designing the road to reduce vehicle speed when entering the village and by installing pavement markings.



COMPLETING DOWNTOWN LAUREL

CITY OF LAUREL

CITY OF LAUREL, MS: MISSISSIPPI

CAPITAL

RURAL

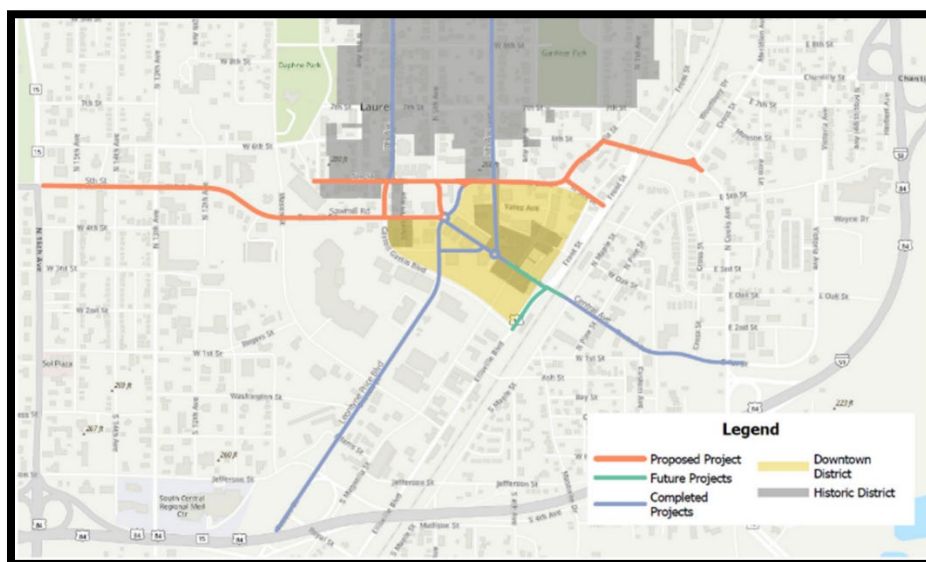
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$24,882,500

Project Description: The project will make improvements in downtown Laurel that include road reconstruction, a new roundabout, lighting, landscaped medians, new ADA compliant sidewalks, and shared-use lane markings for bicycles.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will address a safety issue related to confusion at a lane drop, include traffic calming, and convert a signalized intersection to a roundabout to reduce points of conflict. Environmental sustainability and state of good repair will be addressed through flood mitigation efforts on Teresa Street that will prevent the closure of the rail underpass every time a National Weather Service flood warning is issued, which on averages occurs 19 times per year. Mobility and community connectivity will be addressed by improving pedestrian crossings along 5th Street and Sawmill Road to provide better access to the post office and other downtown destinations. The application anticipates that the improvements to walkability will facilitate tourism and promote wealth building for downtown businesses.



COMPLETING NORTH HILLS STREET

CITY OF MERIDIAN

CITY OF MERIDIAN, MS: MISSISSIPPI

PLANNING

RURAL

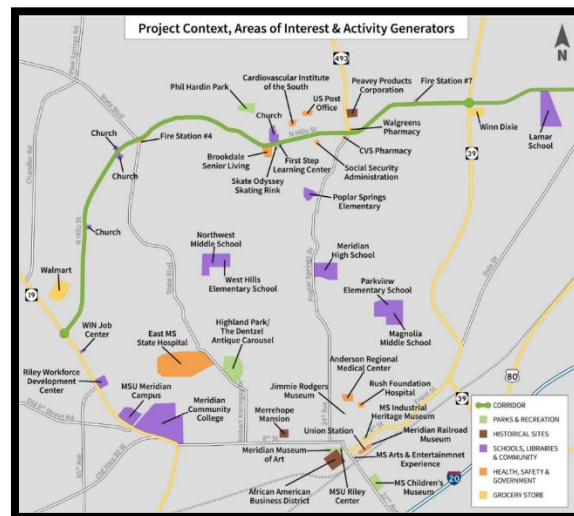
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,500,000

Project Description: The project will complete planning for North Hills Street that will include road widening, adding pedestrian and bicycle facilities, adding turn lanes, reconfiguring and realigning existing intersections, installing traffic signals, rehabilitating the existing pavement, and providing retaining walls.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnership and collaboration. The project will include several roadway improvements aimed at reducing fatalities and serious injuries below state averages. Environmental sustainability will be addressed by decreasing congestion and idling in an effort to lower emissions. The project will also focus on providing stormwater improvements, particularly around existing brownfield sites and areas where recent flooding has occurred. Quality of life will be improved by reducing reliance on cars, and making walking and biking more attractive alternatives. Mobility and community connectivity will be addressed through planning efforts for transit connections and through increased connectivity for pedestrians and bicycles. This planning effort will also include targeted outreach to underserved residents.



DOWNTOWN SAFETY AND MOBILITY PROJECT

CITY OF MISSOULA

CITY OF MISSOULA, MT: MONTANA

CAPITAL

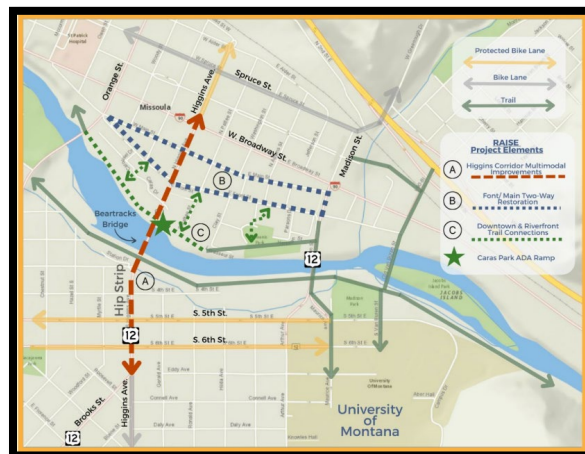
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,535,398

Project Description: The project will construct a multi-modal transportation network on three corridors in Missoula’s downtown core. Front and Main Streets will be restored to two-way operations with intersection safety improvements and protected nonmotorized facilities. Higgins Avenue will be reconfigured from four lanes to three, allowing dedicated left-turn lanes, protected bike lanes, intersection improvements, enhanced transit stops, wide sidewalks, and ADA upgrades. The Riverfront Trail will also be widened to commuter path standards and universally accessible connections will be provided between the trail and downtown, including an ADA-compliant ramp between Beartracks Bridge and Caras Park.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by reducing the total number of travel lanes, providing dedicated turn lanes, and adding protected bike lanes. The added bike lanes and improved bus stop access promote a reduction in vehicle miles traveled through a modal shift to active transportation and transit. Quality of life will also be addressed by the addition of the new active transportation facilities, as well as by the inclusion of green landscaping to create shade and mitigate urban heat islands. Mobility and community connectivity will be addressed by removing physical barriers such as gaps in walking trails and bike lanes. The project promotes increased economic competitiveness and opportunity by improving access to downtown and facilitating freight deliveries to businesses.





MILL CREEK HIGHWAY SAFETY PROJECT

ANACONDA-DEER LODGE COUNTY

ANACONDA-DEER LODGE COUNTY, MT: MONTANA

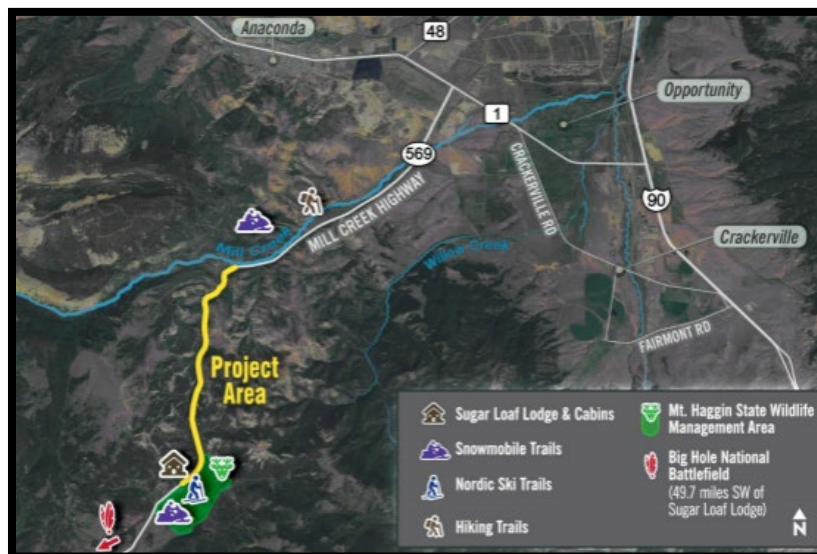
CAPITAL

RURAL

RAISE GRANT FUNDING: \$19,326,506

Project Description: This project will fund the reconstruction of approximately 5-miles of Highway 569 North with increased travel lane and shoulder widths. The project will also address curved radii, steep elevations, and correctable slopes, as well as install guardrails, culvert and stormwater facilities, rumble strips, safety and wildlife crossing signage, and upgraded pavement markings.

Project Benefits: The project is strong in safety, environmental sustainability, state of good repair, partnerships and collaboration, and innovation. The project will improve safety by reducing crashes including slide-off-the-road and roll-overs by reconstructing the clear zones, correcting dangerous slopes to current design standards, providing wider travel lanes, adding shoulders, and the installation of guardrails. The project will improve the state of good repair by reconstructing the roadway subsurface and utilizing innovative polymers that expand and contract with extreme weather to prevent cracking. In addition, the project will increase the resilience of at-risk infrastructure by replacing culverts to improve the passage of aquatic species, particularly the native fish in the region. This will also avoid adverse environmental impacts to water quality, wetlands, and endangered species from road runoff and sliding hazards.



MARCUS STREET MULTIMODAL PLANNING AND DESIGN STUDY

CITY OF HAMILTON
 CITY OF HAMILTON, MT: MONTANA
PLANNING
RURAL
 AREA OF PERSISTENT POVERTY
 RAISE GRANT FUNDING: \$877,275

Project Description: This project will complete planning, design, and environmental analysis for an approximate 1.5-mile section of the Marcus Street/SR 269 corridor to improve conditions for non-motorized users.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will protect non-motorized travelers from safety risks by adding bicycle and pedestrian infrastructure along a main roadway in the city. The active transportation facilities will encourage modal shift and reduced vehicle miles traveled, which will in turn reduce greenhouse gas emissions and improve air quality. The facilities will also increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users’ health. The project will improve access and open land around the county airport for industrial and commercial development by realigning local roads. The project will modernize and bring to a state of good repair the roadway and active transportation infrastructure through the implementation of road diets, improved crossing infrastructure, and intersection reconfiguration. The project will also incorporate innovative solutions including electric vehicle charging stations, rapid flashing beacons, and Intelligent Transport Systems (ITS) technology. In addition, the project team will conduct a robust community engagement and collaboration effort with the public, specifically to those who may have barriers to participation.



THE ECUSTA TRAIL

CITY OF BREVARD

CITY OF BREVARD, NC: NORTH CAROLINA

CAPITAL

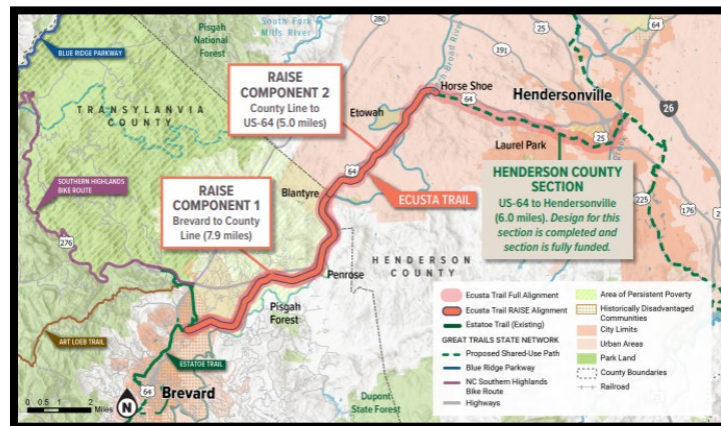
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$24,559,469

Project Description: This project will construct approximately 18.9-miles of shared-use path along a rail corridor and include repair or replacement of approximately 11 former railroad trestles for bicycle and pedestrian use.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, state of good repair, environmental sustainability, and safety. It repurposes an unused railroad bed to provide a safe, environmentally-friendly active transportation option to the region as it transitions to a tourism-based economy. It provides a safer alternative for bicycles and pedestrians sharing narrow winding mountain roads with vehicle traffic, and reduces vehicle dependence.



WEST SUGAR CREEK MOBILITY CORRIDOR

CITY OF CHARLOTTE

CITY OF CHARLOTTE, NC: NORTH CAROLINA

CAPITAL

URBAN

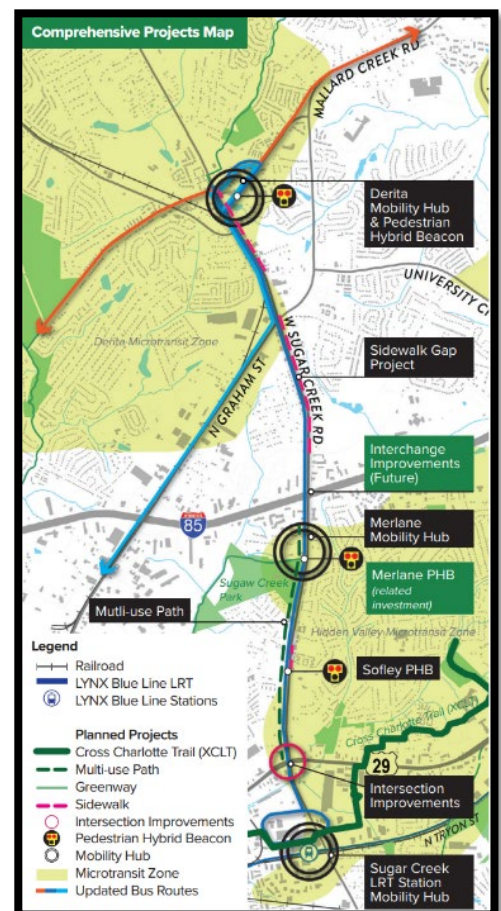
AREA OF PERSISTENT POVERTY: YES

HISTORICALLY DISADVANTAGED COMMUNITY: YES

RAISE GRANT FUNDING: \$12,000,000

Project Description: This project will fund the engineering, right-of-way, and construction of three mobility hubs with electric vehicle charging stations, improved pedestrian crossings, intersection improvements, smart lighting, a multi-use path, and new sidewalk along approximately 3.5 miles of West Sugar Creek Road.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will protect non-motorized travelers from safety risks by adding bicycle and pedestrian infrastructure. The project implements a multiuse path for non-motorized users and electric vehicle (EV) charging facilities, which aligns with state and local carbon reduction plans and supports modals shifts to transit and active transportation options, reducing vehicle miles traveled and greenhouse gas emissions. The facilities will also increase the mobility of non-motorized travelers, as well as provides an affordable transportation option that will improve users' health and provide better connections to commercial centers and employment opportunities. The project restores and modernizes outdated infrastructure within the existing footprint to bring it into a state of good repair. The mobility hubs will incorporate a variety of innovative technologies including EV charging stations, on-demand micro-transit, and smart grid technology. In addition, the project includes collaboration with many public and private entities and has a wide base of support.





GORALEIGH AND GOWAKE ACCESS OPERATIONS AND MAINTENANCE FACILITY

CITY OF RALEIGH

CITY OF RALEIGH, NC: NORTH CAROLINA

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,965,663

Project Description: This project will construct a new joint operations and maintenance facility to support growing paratransit and coordinated human services transportation for the City of Raleigh and Wake County.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, and state of good repair. The project will include efficient performance in energy use, and dramatically reduce city-wide green house gas emissions by 2050. By revitalizing the operations and maintenance facility, the project will remove barriers for individuals with mobility issues, including the majority of GoRaleigh Access customers who are mobility impaired and are disconnected from their community. The project will address several current system vulnerabilities bringing the facility into a state of good repair.





WALK NC: CREATING SAFER CROSSINGS

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DAVIDSON, GRANVILLE, ROWAN, VANCE, HALIFAX, WILSON, ROBESON, CHATHAM, BEAUFORT,
 JOHNSTON, LENOIR, RICHMOND COUNTIES, NC: NORTH CAROLINA

CAPITAL

RURAL

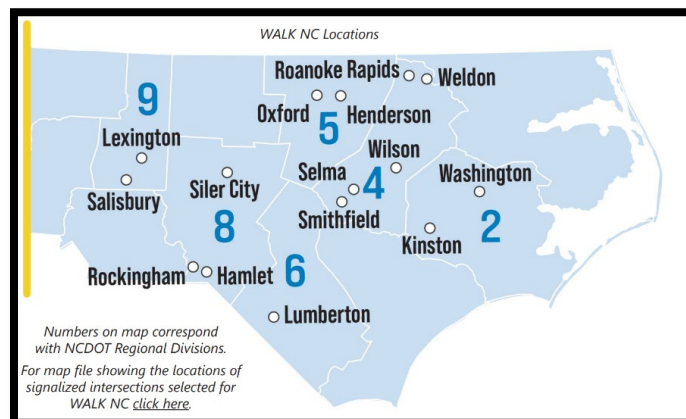
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,000,000

Project Description: This project will add pedestrian countdown signal heads, crosswalks, and accessible routes at signalized intersections in 15 communities across North Carolina. This project will also include signal timing improvements and address sidewalk gaps at select locations.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This project outlines a state-wide program to institute pedestrian safety improvements in a group of towns identified by their current poor pedestrian safety records. Additional affordable and healthy transportation choice will significantly reduce vehicle dependence, create improved access to daily destinations like jobs and healthcare, and reduce vehicle miles traveled and greenhouse gas emissions. The project fills in gaps in the network by adding infrastructure, increases accessibility by making ADA/Universal Design improvements, and connects non-motorized travelers to transit, micro-mobility and mobility on demand. This project prioritizes disadvantaged business enterprises and could revitalize rural downtowns by increasing connections to retail and employment opportunities. Current system vulnerabilities will be addressed through the pedestrian safety improvements. The project will continue to deploy a robust outreach plan and incorporates innovation by installing modern traffic signal controllers and supporting future implementation of connected and automated vehicles.



SAFER ACCESS FOR EVERYONE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

CITY OF LUMBERTON, NC: NORTH CAROLINA

CAPITAL

RURAL

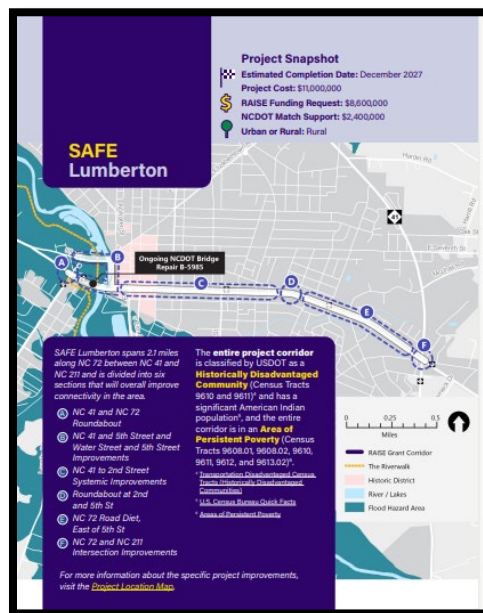
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$8,600,000

Project Description: This project will fund the construction engineering, right-of-way, environmental documentation, and construction of multimodal complete streets improvements along approximately 2.1-miles of 2nd Street (NC 72) between NC 41 and NC 211. Improvements include two roundabouts, new crossings at pedestrian refuge islands, pedestrian safety improvements at multiple signalized intersections, road diet, culvert/drainage improvements, sidewalk repairs, lighting, and other intersection safety improvements.

Project Benefits: The project is strong in the areas of safety, quality of life, mobility and community connectivity, and state of good repair. The project will provide a complete streets corridor for safer walking, crossings, and driving for all travelers along the roadway. The project will provide improved non-motorized travel access to daily destinations including the Public Library, Greyhound Bus Station, Lumberton Health Center, businesses, and government offices through active transportation facilities for residents. In addition, the corridor will be brought to a state of good repair, replacing aging infrastructure with a modernized design which utilizes complete streets and road diet principles.



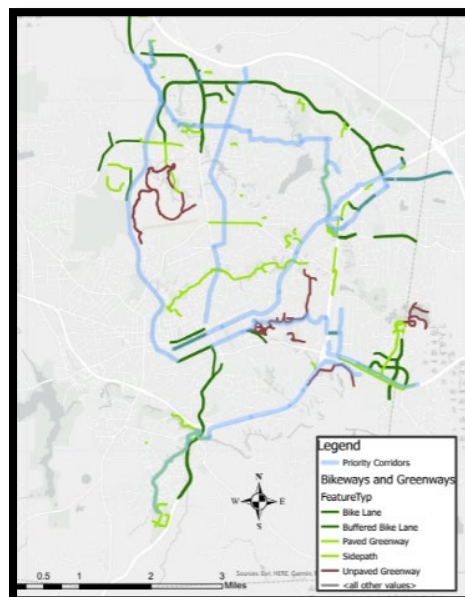


EVERYWHERE TO EVERYWHERE GREENWAYS

TOWN OF CHAPEL HILL
TOWN OF CHAPEL HILL, NC: NORTH CAROLINA
PLANNING
URBAN
RAISE GRANT FUNDING: \$1,000,000

Project Description: This project will complete a feasibility study, including alignment alternatives, 15% conceptual design, and public engagement for approximately 25-miles of proposed greenways, off-road bicycle, and pedestrian facilities.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and partnerships and collaboration. The feasibility study will identify safety solutions to better project vulnerable roadway users. The project will increase access to active transportation, non-motorized travel that will decrease vehicle miles traveled and in turn decrease greenhouse gas emissions and improve air quality. The facilities will also increase the mobility of non-motorized travelers, as well as provide an affordable transportation option that will improve users' health. The project will repair fractured community connections, expands the reach of Chapel Hill's fare-free public transit system, and increases access to the future bus rapid transit route. In addition, the project team will enhance existing and catalyze new working relationships with municipal and community partners to ensure considerations for underserved communities are meaningfully integrated and in alignment with DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide.



ROUTE 6 RECONSTRUCTION AND PRESERVATION

STANDING ROCK SIOUX TRIBE

STANDING ROCK INDIAN RESERVATION, ND: NORTH DAKOTA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$18,572,895

Project Description: This project will reconstruct and resurface BIA 6 from the intersection of ND 6 to ND 24/1806 on the Standing Rock Indian Reservation.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project seeks to reduce fatalities and serious injuries to bring them below the state-wide average for the Standing Rock Indian Reservation by improving the road infrastructure, as well as incorporates activities identified in the Department’s National Roadway Safety Strategy. The project improves the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change by including new pavement surface to reduce hydroplaning, ensure efficient storm runoff, improve ditches

to minimize potential erosion, and extend culverts for proper drainage under the roadway. The project will facilitate tourism by providing a safe and efficient connection to hunting, fishing, two casinos, as well as various historic sites on tribal lands. Additionally, the project will improve access to daily destinations including education, health services, everyday goods and groceries that otherwise would require a long detour and increased cost without the improvements of this project given the direct east/west connection for residents that BIA-6 provides. The project supports and engages diverse people and communities, and will partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs related to every part of the improvements of BIA-6.





NORTH DAKOTA TRIBAL TRAIL CONNECTIONS

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

BENSON, RAMSEY, AND ROLETTE COUNTIES, ND: NORTH DAKOTA

CAPITAL

RURAL

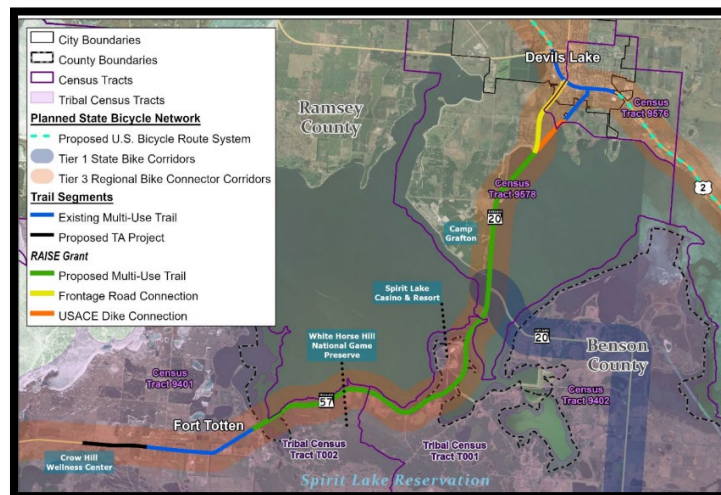
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$9,850,000

Project Description: This project will fund the right-of-way acquisition and construction of two multi-use trails and crossing enhancements including along ND 20/ND 57 from Fort Totten to Devils Lake, in Benson and Ramsey Counties and along US 281 from Belcourt to Sky Dancer Casino & Resort in Rolette County, including a connection to a high school. The project also includes a new pedestrian and bicycle bridge along ND 57 and the rehabilitation of existing trails that connect to the proposed trails, as well as added lighting and guardrails.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The new multi-use trails will improve the safety of non-motorized users by adding dedicated active transportation facilities. These facilities will improve public health by promoting active transportation modes, as well as increases the mobility and connectivity to the community on both sides of the channel crossing. The project will encourage modal shift to accessible active transportation options, reducing VMT and greenhouse gas emissions. The new multi-use paths will also facilitate tourism opportunities, which is important to the area's local economy. In addition, the project will meaningfully integrate tribal communities into the scale and scope of the project providing opportunities to be involved and engaged throughout the entire process.





OMAHA TRANSPORTATION PLANNING

OMAHA TRIBE OF NEBRASKA

THURSTON COUNTY, NE: NEBRASKA

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,064,396

Project Description: This project will complete planning and final design for fifteen transportation improvements focused on vehicle and pedestrian safety, ADA compliance, connectivity, water runoff, erosion mitigation, and economic and housing access.

Project Benefits: The project is strong in state of good repair, partnership and collaboration, and innovation. The project seeks to improve existing vulnerabilities evident in the failing pavement and gravel roads by reconstructing and repairing the transportation infrastructure in this community. The project demonstrates exceptional collaboration with community partners and plans to include a public involvement process designed to identify critical gaps in the transportation network and address issues faced by resident. Innovation is demonstrated through the planned use of solar lighting and warm-mix asphalt to help reduce carbon emissions.



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

CITY OF OMAHA

CITY OF OMAHA, NE: NEBRASKA

PLANNING

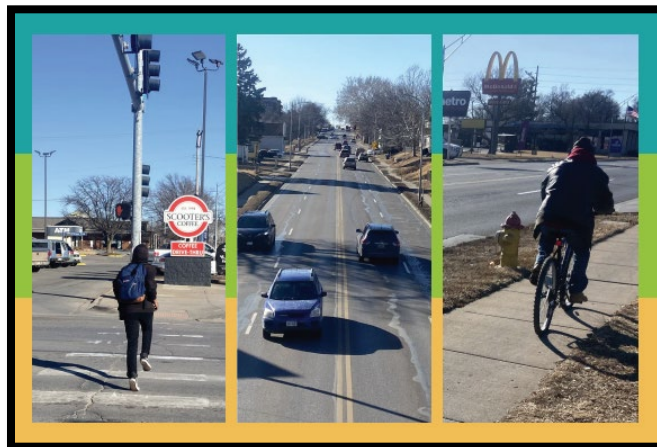
URBAN

AREA OF PERSISTENT POVERTY: YES

RAISE GRANT FUNDING: \$2,000,000

Project Description: This project will complete a planning study for Ames Avenue, from 72nd St to Florence Blvd, to identify multi-modal safety improvements.

Project Benefits: The project is strong in safety, partnership and collaboration, and innovation. The project will seek to establish a plan to immediately address the safety deficiencies for all modes of transportation to eliminate all traffic-related roadway injuries and fatalities on one of the most dangerous intersections in the area. The project includes robust community engagement, and will deploy the innovative Planning and Environmental Linkages (PEL) project delivery mechanism to streamline the environmental clearances and reduce the overall project delivery timelines.





GENERAL SULLIVAN BRIDGE BICYCLE AND PEDESTRIAN CROSSING

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

ROCKINGHAM AND STRAFFORD COUNTIES, NH: NEW HAMPSHIRE

CAPITAL

RURAL

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will replace the General Sullivan Bridge with a new two-girder superstructure to re-open the multi-use path across Little Bay that provides a link between Newington and Dover.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Environmental sustainability will be addressed by promoting new active transportation trips. Without the bridge, pedestrians and bicyclists are forced to take a 25 mile detour to avoid the closure. Mobility and community connectivity, as well as quality of life, will also be improved through the removal of the significant barrier to active transportation, which will enable additional transportation choices for the community. The project anticipates the return in active transportation trips due to the replacement of the bridge will enhance economic activity within the communities.



TONNELLE AVENUE BRIDGE AND UTILITY RELOCATION PROJECT

GATEWAY DEVELOPMENT COMMISSION

HUDSON COUNTY, NJ: NEW JERSEY

CAPITAL

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the utility relocation and construction of a new approximately 100-foot road bridge to carry Tonnelle Avenue over a new railroad right-of-way for the new Hudson River Tunnel in North Bergen.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. Safety will be improved for pedestrians crossing Tonnelle Avenue with a new signalized intersection. A focus of the project is to achieve environmental sustainability by reducing idling and traffic delays in an effort to lower greenhouse gas emissions. Tonnelle Avenue provides freight trucks access to local communities, which will improve movement of goods to those communities. The project addresses state of good repair by reducing constructing and maintenance burdens of the larger project through efficient and well-integrated design. Lastly, the project will aim to use innovative project delivery practices to accelerate project delivery.



LINK TRAIL, SEGMENTS 1A-2, 1A-3, AND 3

COUNTY OF CAMDEN

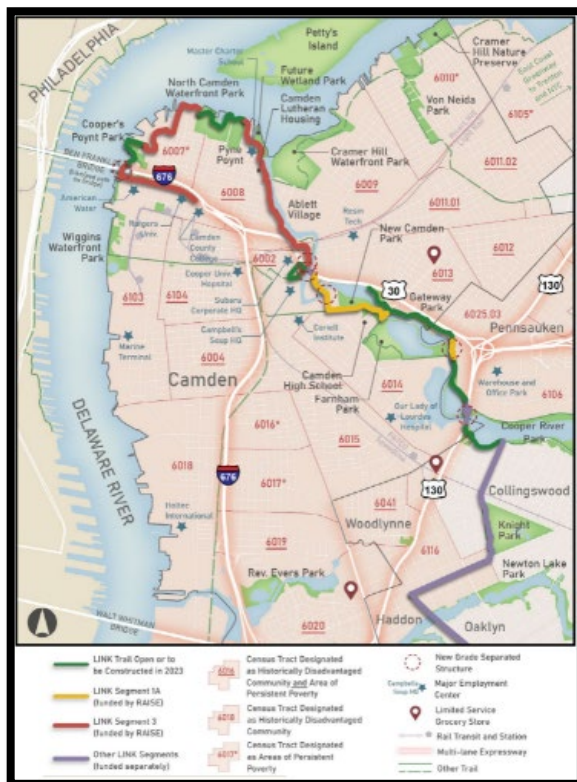
CAMDEN COUNTY, NJ: NEW JERSEY

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,000,000



Project Description: The project will fund the construction segments 1A-2, 1A-3, and 3 of the LINK trail. The construction work includes approximately 3.8 miles of a new shared-use path. The project will also include the construction of three pedestrian bridges, retrofitting one existing roadway bridge, crosswalk enhancements crosswalks, and on-street protected bicycle lanes.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The new multi-use trail segments will improve the safety of non-motorized users by adding dedicated active transportation facilities. These facilities will improve public health by promoting active transportation modes, as well as increases the mobility and connectivity to the region. The project will encourage modal shift to accessible active transportation options, reducing VMT and greenhouse gas emissions. The

project will contribute to the completion of the 34-mile paved trail that connects counties across the region and travelers to downtown amenities that will enhance the user experience and attract visitors and tourists. The project will utilize innovative project delivery practices that facilitate accelerated delivery including single contractor design-build arrangements. In addition, this project is the result of years of collaboration with multiple partners and agencies.

MANVILLE GRADE CROSSING FEASIBILITY STUDY

BOROUGH OF MANVILLE

BOROUGH OF MANVILLE, NJ: NEW JERSEY

PLANNING

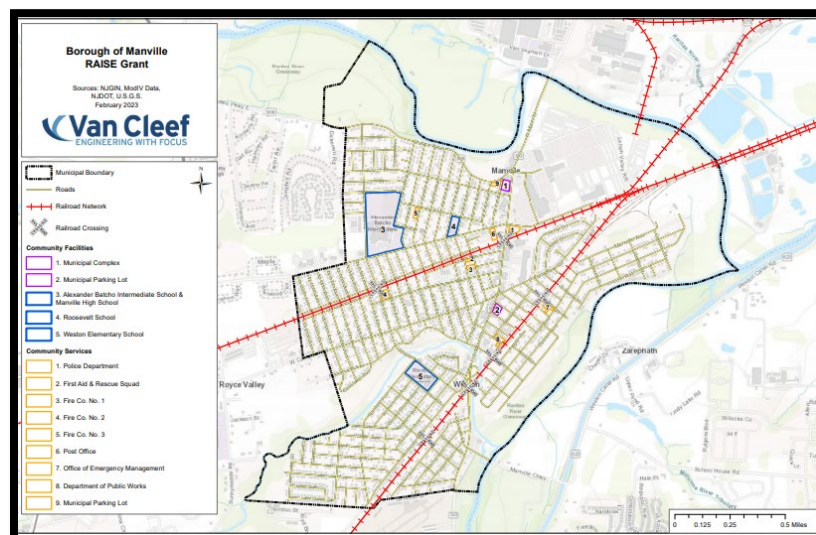
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$48,000

Project Description: The project will fund a feasibility study to collect data and identify solutions for several at-grade rail crossings. The project will focus on pedestrian mobility, blocked and unsafe roads, areas of congestion, and areas susceptible to flooding.

Project Benefits: The project is strong in quality of life which will be addressed by planning for new facilities that promote walking, biking, and other forms of active transportation. The project will plan improvements focused on pedestrian mobility which is currently restricted due to at-grade rail crossings. The project will also address safety by evaluating treatments to reduce trespassing and vehicular violations, and to improve emergency vehicle access when at-grade rail crossings are blocked. The project will also address mobility and community connectivity by evaluating pedestrian overpasses and tunnels. The project will also evaluate travel time reliability for vehicles that often experience delays because of the at-grade crossings.



UPTOWN CONNECT: THE UPTOWN TRANSIT CENTER JOINT DEVELOPMENT

CITY OF ALBUQUERQUE

CITY OF ALBUQUERQUE, NM: NEW MEXICO

CAPITAL

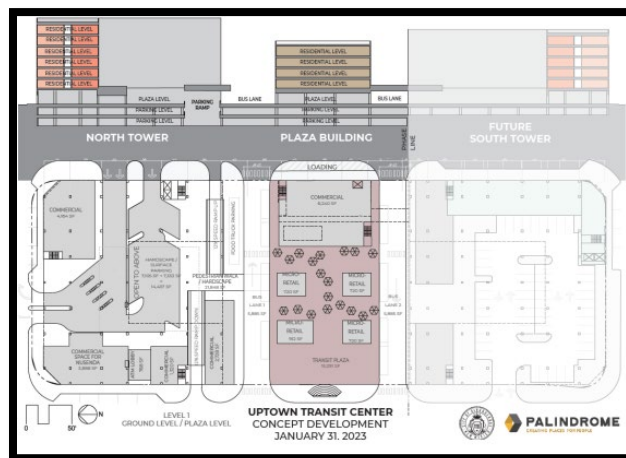
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund architectural, engineering, permitting, right-of-way, and reconstruction of an existing 25-foot wide bus platform with an approximately 110 feet-wide transit plaza located on America's Parkway, between Uptown Boulevard NE and Indian School Road NE. The transit plaza will include approximately six bus docks with protected waiting areas, signage, security features, lighting, two levels of underground parking with approximately 402 parking spaces, as well as entertainment and retail uses.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, partnership and collaboration, and innovation. The project involves efficient use of land to create transit oriented development to increase access to transit services. It makes improvements in accordance with the National Roadway Safety Strategy plan, such as lighting, pavement markings, and high-visibility crosswalks, in an area with a high number of pedestrian/bicycle injuries. By improving access to transit, this project also reduces vehicle miles traveled and reliance upon personal vehicles. The project will be delivered through a formal public-private partnership via a Joint Development led by ABQ RIDE, Albuquerque's Transit Department, and a private developer.





THE HOZHOJI PROJECT: REBUILDING THE COMMUNITY LIFELINE

RAMAH NAVAJO CHAPTER

RAMAH NAVAJO INDIAN RESERVATION, NM: NEW MEXICO

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$21,424,232

Project Description: The project will fund the reconstruction of approximately 6.5-miles of BIA Route Number (RN) 125, a section of road that serves as the main connection for the Ramah Navajo Reservation. The reconstructed roadway feature two-lanes, shoulders, pedestrian facilities, and one deceleration lane at the intersection of BIA Route 125 and Route 144.

Project Benefits: The project is strong in safety, quality of life, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This project will support a vital connection to the Ramah Navajo community while enhancing pedestrian safety and providing transportation options. The existing facility does not have pedestrian amenities, shoulders, sight distance is a problem, and the pavement is severely deteriorated leading to safety hazards and multiple pedestrian fatalities in recent years. The project will promote walking and biking, particularly to access employment and educational facilities. It will also facilitate tourism with increased access to local attractions such as trails, national monuments, fair and rodeos. The roadway is vital for many farms and ranches in the area to move agricultural products from the farm to market.



LEMMON DRIVE TRAFFIC IMPROVEMENTS AND RESILIENCY PROJECT

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

WASHOE COUNTY, NV: NEVADA

CAPITAL

RURAL

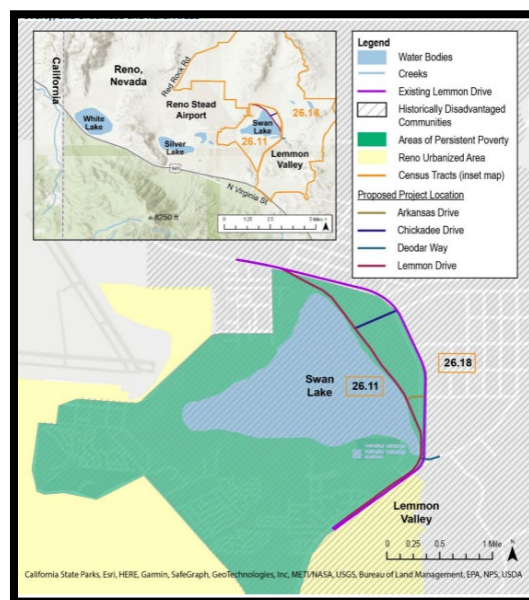
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the reconstruction and realignment of approximately 3.7-miles of Lemmon Drive between Fleetwood Drive and Ramsey Way. The project will also raise the roadway above the 100-year floodplain and incorporate multimodal and active transportation improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by reconfiguring the roadway to remove safety risks caused by flooding. The project will also address crashes related to driveway access. Environmental sustainability and state of good repair benefits are achieved by raising the road so that it is able to withstand extreme weather events and flooding. The project improves access to daily destinations by avoiding detours and encouraging active transportation. Economic competitiveness and opportunity will be addressed through the promotion of greater public and private investments in land-use productivity, including a mixed-use development project that is planned on Lemmon Drive.



ELY DOWNTOWN INFRASTRUCTURE AND COMPLETE STREETS PROJECT

NEVADA DEPARTMENT OF TRANSPORTATION

CITY OF ELY, NV: NEVADA

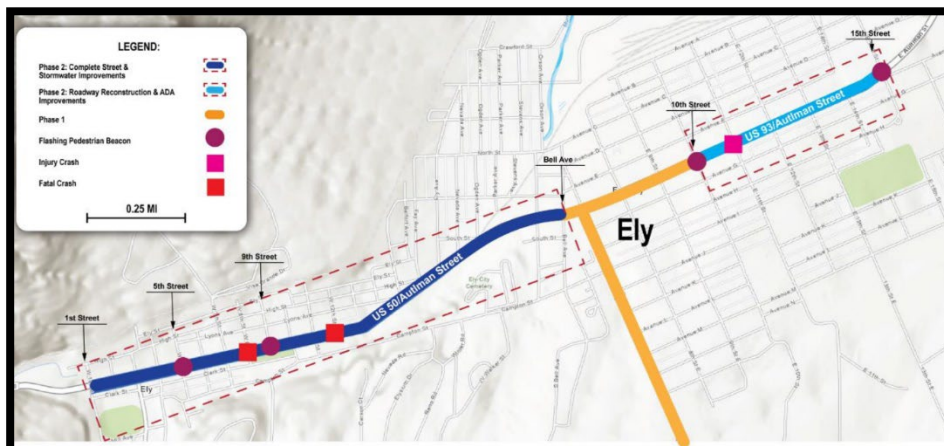
CAPITAL

RURAL

RAISE GRANT FUNDING: \$24,009,830

Project Description: The project will fund design, environmental clearance, right-of-way acquisition, and construction to reconstruct US-50/West Aultman Street from 1st Street to Bell Avenue and US-93/East Aultman Street from East 10th Street to East 15th Street in downtown Ely. Improvements on the west segment include expansion of a stormwater culvert, replacement water and sewer lines, reconstruction of the highway, and Complete Street elements for safety and pedestrian and bicycle use. The east segment includes reconstruction of the highway and ADA ramps.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will provide complete streets improvements that will improve the safety of motorized and non-motorized travelers by reducing crashes including those with involving serious or fatal injuries. The project will reduce transportation-related air pollution and greenhouse gas emissions through the promotion of active transportation. This project will improve public health and increase mobility by providing safe and reliable active transportation facilities to non-motorized travelers to access daily destinations without a vehicle. The revitalization of the corridor will promote greater public and private investments in land-use development and economic productivity. The project will also create new infrastructure in a remote community in terms of water pipes, sewer, utilities, and fiber optics, as well as address current system vulnerabilities due to flooding and asset deterioration. In addition, the project team has engaged community-based organizations to ensure equity considerations are meaningfully integrated throughout the lifecycle of the project.



CHARLESTON BOULEVARD HIGH-CAPACITY TRANSIT PLANNING

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CLARK COUNTY, NV: NEVADA

PLANNING

URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$5,861,631

Project Description: This project will fund the planning alternatives analysis, preliminary design engineering, and environmental for an approximate 17-mile high capacity transit line along Charleston Boulevard between Pavilion Center Drive in Summerlin and Nellis Boulevard in East Las Vegas. The study will also include the redesign of Charlestown Boulevard which will be transformed into a complete streets corridor to accommodate a variety of roadway users.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. This project will provide high-capacity transit in a densely populated and high transit ridership area by introducing a Bus Rapid Transit (BRT) line. The improved transit service will be accompanied by complete street enhancements such as reduced travel lanes, raised medians, buffered sidewalks, dedicated bicycle lanes, and streetscaping which will improve the safety of motorized and non-motorized travelers. Once constructed, the project will induce a modal shift towards transit, thereby decreasing vehicle miles traveled and greenhouse gas emissions and spurring economic development along the corridor. The project will also restore and modernize core infrastructure using a complete streets approach and will improve the long term condition of the roadway pavement. In addition, the project is informed by the feedback from multiple resident committees and will incorporate strategies from DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision Making Guide.



SAFE ACCESS FOR ELECTRIC MICROMOBILITY (SAFEMICROMOBILITY)

NEW YORK CITY HOUSING AUTHORITY

CITY OF NEW YORK, NY: NEW YORK

CAPITAL

URBAN

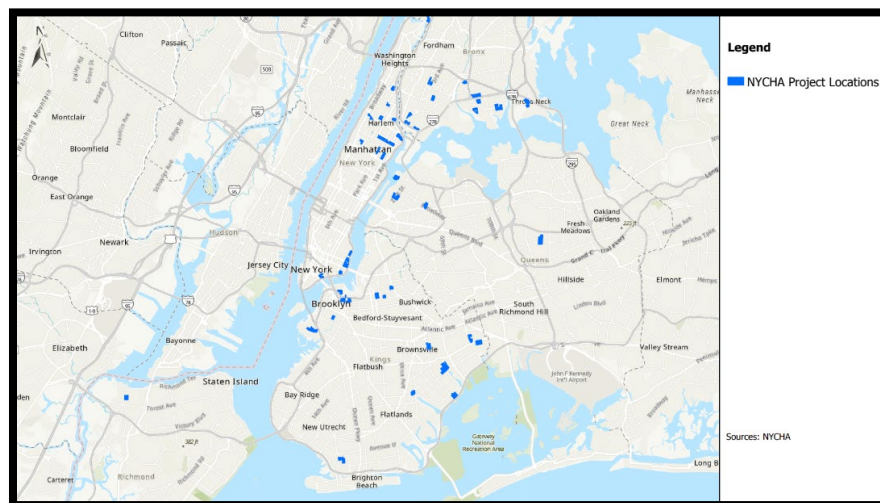
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the engineering and installation of infrastructure for approximately 173 electric micro mobility charging and storage stations at 53 outdoor New York City Housing Authority sites. Engineering and construction aspects include electrical supply, utilities, drainage, fire safety requirements, security, safety, lighting, and accessibility.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project supports the advancement of energy efficient infrastructure to increase the use of zero emission transportation modes, which will reduce the greenhouse gas emissions in the area while also increasing resident's micro-mobility. The project will encourage more livable communities by encouraging alternative transportation choices and providing greater equity in access to e-scooter and e-bike charging facilities. The project will also engage residents and community-based organizations to ensure considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project and is in alignment with USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide. In addition, the project will protect non-motorized travelers and residents from the safety risks associated with the lithium-ion batteries of e-scooters and e-bikes.





KINGSTON WEAVING THE WATERFRONT TRANSPORTATION PROJECT

CITY OF KINGSTON

CITY OF KINGSTON, NY: NEW YORK

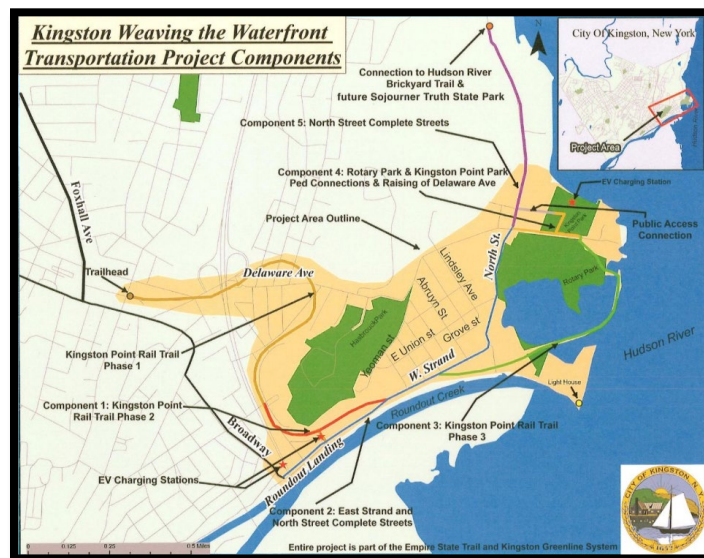
CAPITAL

RURAL

RAISE GRANT FUNDING: \$21,767,756

Project Description: This project will fund the design and construction of multi-modal and active transportation connections on trails and roadways along the Rondout Creek and Hudson River area. Project components include the Kingston Point Rail Trail - Phase 2, East Strand and North Street complete streets, Kingston Point Rail Trail - Phase 3 Trolley Trail, Rotary Park and Kingston Point Park Pedestrian Connections/ Raising of Delaware Avenue, and North Street complete streets.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will expand active transportation travel within the Waterfront District by connecting and improving multimodal pathways that connect users to cultural, recreational, and historical destinations, as well as everyday services, places of employment, and retail sites. The active transportation improvements will improve safety and reduce the risk of non-motorized travelers. In addition, the project will implement DOT's National Roadway Safety Strategy Plan's "safe people" approach to educate the public on roadway safety and the new configurations within the project area. The multimodal transportation improvements will increase tourism and revitalize the waterfront business district. The project will also restore and modernize East Strand and North Streets, which have met their useful life by installing complete street infrastructure and design.





BROADWAY JUNCTION STREETSCAPES IMPROVEMENT PROJECT

NEW YORK CITY DEPARTMENT OF SMALL BUSINESS SERVICES

NEW YORK CITY, NY: NEW YORK

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund design and construction of streetscape improvements focusing on two roadway segments in and around Broadway Junction: 1) Van Sinderen and 2) Broadway between Truxton Street and Jamaica Avenue. Improvements include lighting, redesign of intersections, repaving of sidewalks and roadways, landscaping, wayfinding, and installation of green infrastructure.

Project Benefits: This project demonstrates positive benefits in all merit criteria. The project will use a number of Complete Streets design tactics to mitigate dangerous safety issues in one of Brooklyn's Vision Zero Priority Corridors. The improvements are designed to encourage modal shift to non-motorized transportation options, thereby reducing the air quality and greenhouse gas impacts on the nearby community. The project will enhance connectivity both for travelers passing through the Broadway Junction MTA station and by enhancing access to the East New York Industrial Business Zone (IBZ) for freight and other shippers. This project will restore and modernize the streetscape and the pedestrian facilities and will also improve connectivity through enhancements to the elevated transit underpasses. The project is committed to reusing construction materials and using low-carbon materials for native concrete and other elements in the design, and is also considering the design-build project delivery method for more efficient project implementation.

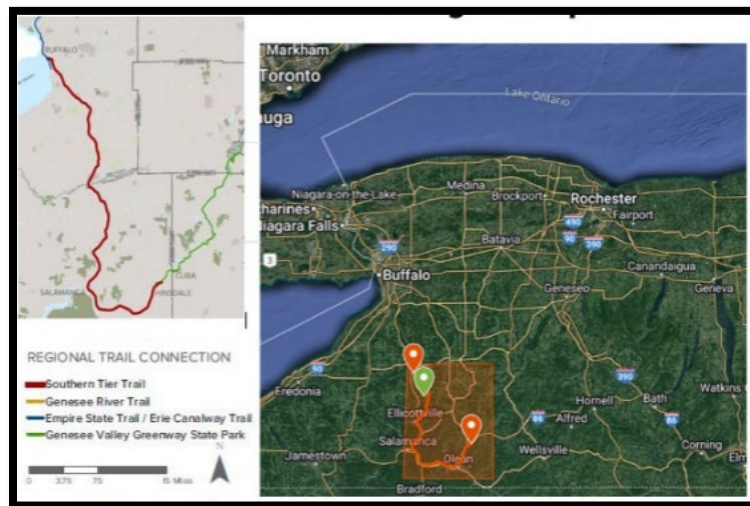


SOUTHERN TIER TRAIL PLANNING AND DESIGN PROJECT

COUNTY OF CATTARAUGUS
 ERIE COUNTY, NY: NEW YORK
PLANNING
RURAL
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$7,044,971

Project Description: This project will complete the planning, environmental, design, and permitting for the construction of an approximate 52 mile trail that will connect the Erie / Cattaraugus Rail Trail in Erie County with the Genesee Valley Greenway in Allegany County.

Project Benefits: The project demonstrates positive benefits in all merit criteria. The project is particularly strong in mobility and community connectivity as it creates a trail system through eleven municipalities connecting communities and businesses. The trail will also provide a safer alternative to travel on roads where bicycle and pedestrian crashes represent more than 10% of all crashes. By promoting modal shift to active transportation, the project promotes environmental sustainability and works towards the New York State Climate Leadership and Community Protection Act goal of reducing 85% emissions by 2050. Furthermore, the trail will pass through various underserved communities that do not currently have bike and pedestrian infrastructure and also have low vehicle ownership. The project is strong in partnership as it was developed in collaboration with more than 40 trail organizations, many public and private stakeholders, and the non-profit GObike.



LONG ISLAND GREENWAY EAST (PHASE II) PLANNING AND DESIGN

SUFFOLK COUNTY

SUFFOLK COUNTY, NY: NEW YORK

PLANNING

RURAL

RAISE GRANT FUNDING: \$3,815,000

Project Description: The project will fund a feasibility study, preliminary and final design, and construction-ready documentation for the approximately 50-mile Long Island Greenway-East (LIG-E) trail. This trail will utilize a combination of off-road utility corridor rights-of-way and protected on-road facilities to maximize protection for bicyclists and pedestrians.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project will address the safety issues through a combination of off-road trails and on-road complete streets enhancements, with the goal of lowering the significantly high number of bicycle and pedestrian injuries and fatalities that have occurred within half a mile of the project. Environmental sustainability is achieved by promoting a modal shift towards active transportation and quality of life benefits will be realized as the trails will improve access to daily destinations. Mobility and community connectivity is improved by adding ADA-compliant components. Additionally, the project will facilitate tourism and improve economic development by promoting long-term economic growth and other broader monetary benefits.



CONNECTING TOLEDO NEIGHBORHOODS TO OPPORTUNITY

CITY OF TOLEDO

CITY OF TOLEDO, OH: OHIO

CAPITAL

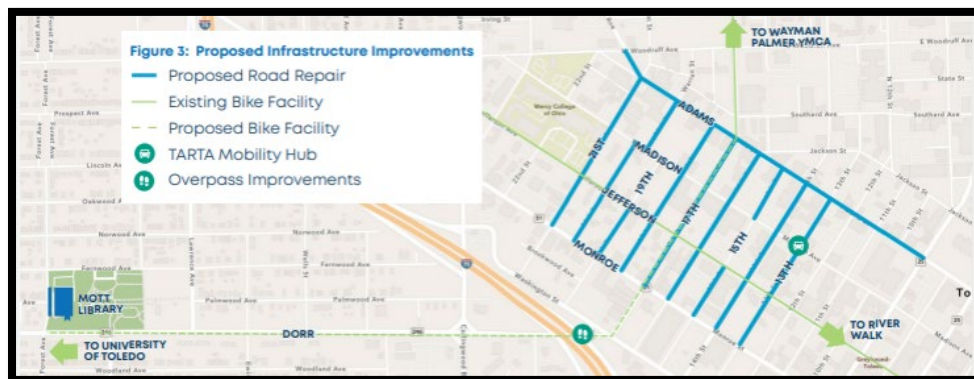
URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$20,000,000

Project Description: The project will add a protected sidewalk to the Dorr Street overpass of Interstate 75 and add a new 10-foot-wide multi-use path that will extend approximately 0.75 miles into the Junction neighborhood. It will also make approximately 4.4 miles of complete streets enhancements including ADA-compliant sidewalks, on-street protected bike lanes, LED lighting, artistic crosswalks, street trees, landscaping, seating, bike shelters, and a public transit mobility hub.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project is focused on a variety of safety improvements as pedestrian and bicycle involved crashes in the corridor are higher than city wide averages. In addition to creating new pedestrian and bicycle facilities, the project will reduce speeds exceeding 40 miles per hour to lower serious injury crashes. Environmental sustainability will be addressed by increasing tree canopy cover by up to 40 percent. Tree coverage will also provide air quality and storm water management benefits. Quality of life benefits are addressed by the projects focus on providing safe, user friendly active transportation access to jobs, retail, healthcare, and area resources. The project will address the negative impacts of the construction of I-75 in the 1960s that created physical barriers, limited roadway connections, isolation, and detachment between communities. State of good repair will be addressed by upgrading failing water, sanitary, and roadway infrastructure that is within the existing right-of-way.





EAST MAIN STREET CORRIDOR IMPROVEMENTS

CITY OF KENT

CITY OF KENT, OH: OHIO

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$5,250,000

Project Description: The project will reconstruct a five-lane road to a four-lane road that includes a landscaped center median, sidewalk, multi-use trail, two roundabouts, bus pullouts, and pedestrian amenities.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed by adding a raised median, traffic signal modifications, two roundabouts, and transit pull-offs. The project will also enhance non-motorized users safety by adding a buffered multi-use path, improved lighting, high-visibility mid-block crosswalks, and pedestrian refuge islands. The project aims to reduce on-road emissions in the corridor by implementing traffic calming measures, improving traffic flow, and encouraging non-motorized transportation. The addition of a separated path for pedestrians and improved transit options combine to provide better access to jobs, shopping, medical facilities, and Kent State University. Mobility and community connectivity is addressed by filling gaps in the regional trail network and improving first and last mile connections. The project's investment complements Kent State's long-term economic development plans and helps the university attract faculty and students.

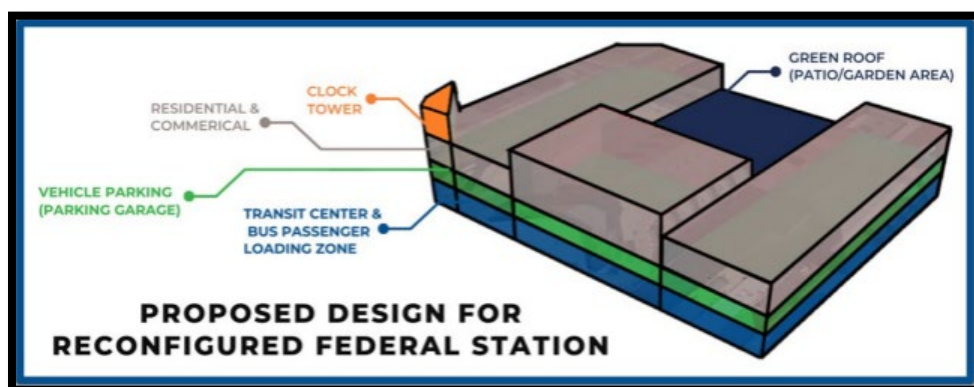


LEVERAGING INFRASTRUCTURE FOR TRANSPORTATION (LIFT)

WESTERN RESERVE TRANSIT AUTHORITY
 CITY OF YOUNGSTOWN, OH: OHIO
PLANNING
URBAN
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$2,940,480

Project Description: The project will complete engineering and final design for the reconstruction of WRTA's Federal Station transit hub into a mixed-use transit-oriented facility that includes a sheltered passenger terminal, parking garage, electric vehicle charging stations, and amenities.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. Safety will be addressed through the redesign of the station which will reduce conflict points between pedestrians and buses by separating rider boarding areas from the pathways bus use to enter and exit the facility. Environmental sustainability will be addressed through the inclusion of electric bus charging infrastructure which will facilitate a transition to using zero emissions buses. The project will provide quality of life improvements for riders who will now have indoor waiting spaces and basic amenities while waiting for buses. The project features a multi-modal approach to provide transit users with connections to e-bikes, rideshare services, and upgraded active transportation infrastructure. The project promotes long-term economic growth through a focus on planning for transit-oriented development and revitalizing the downtown area. State of good repair will be addressed by reimagining a facility that has met its useful life and providing a modernized version that incorporates multi-modal considerations, mixed-use space including retail, and affordable housing.



CINCINNATI WESTWOOD NORTHERN BOULEVARD CORRIDOR PLAN

CITY OF CINCINNATI

CITY OF CINCINNATI, OH: OHIO

PLANNING

URBAN

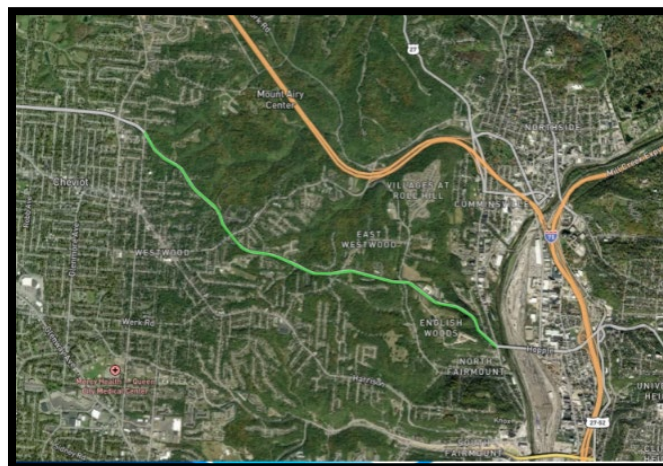
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$2,275,000

Project Description: The project will study and develop conceptual design alternatives for improvements to the Northern Boulevard Corridor that are focused on pedestrians, bicycles, transit, and climate resiliency.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, state of good repair, partnership and collaboration, and innovation. The project aims to protect non-motorized travelers and communities from safety risks by reducing fatalities and serious injuries to bring them below the state-wide average. Environmental sustainability will be addressed by reducing exposure to air and noise pollution through infrastructure redesign and incorporation of pedestrian and bicycle accommodations. The project addresses quality of life and mobility and community connectivity by improving system-wide connectivity in an effort to provide better access to daily destinations. The project will aim to incorporate low-carbon building materials and carbon-absorbing pavement.

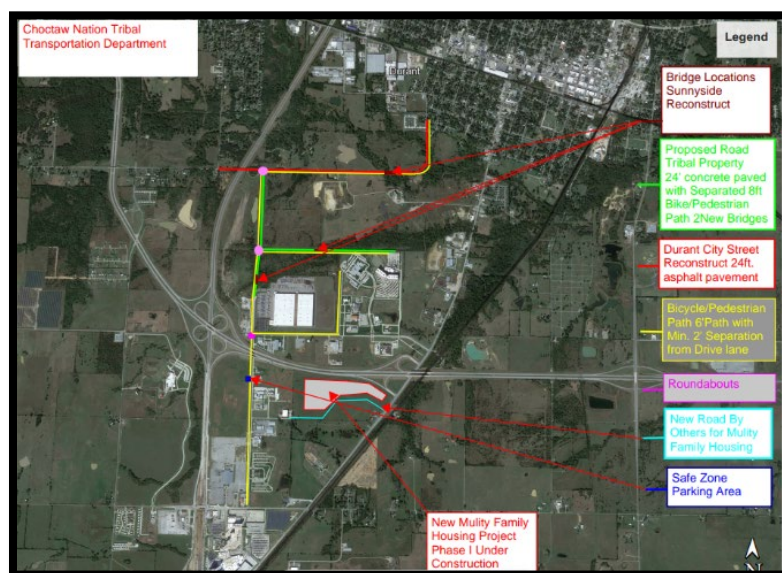


PROJECT ILHKOLI FALUMMI

CHOCTAW NATION OF OKLAHOMA
 CHOCTAW NATION RESERVATION, OK: OKLAHOMA
CAPITAL
RURAL
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will construct roadways and shared use paths that connect to new residential developments. The roadways will be designed using a Complete Streets approach.

Project Benefits: The project is strong in quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. Quality of life will be addressed by increasing the affordable transportation choices in an underserved community. This would be accomplished via approximately 3 miles of bicycle lanes that could be accessed by 3,000 residents. The increase in non-motorized transportation options could improve the health of the community which received poor ratings from the state's health report. Mobility and community connectivity will be addressed by the addition of the bicycle lanes that will provide connections for the residential developments to daily destinations. Economic competitiveness and opportunity is addressed through the investment in transportation facilities that support the larger promotion of land use productivity, including equitable commercial and low-income housing developments. The project also promotes innovation through the decision to use recycled asphalt.



OKC MOVES FACILITIES IMPLEMENTATION

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY

OKLAHOMA CITY, OK: OKLAHOMA

PLANNING

URBAN

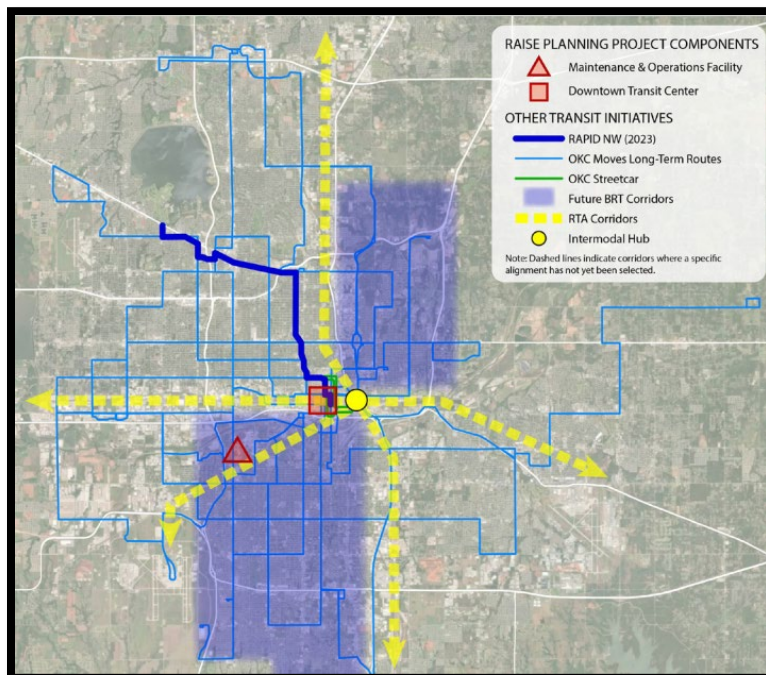
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$5,840,000

Project Description: This project will fund planning and design activities for transit operations and passenger infrastructure necessary to support the growth of Oklahoma City’s transit network. Specific components of this project include: 1) Preliminary and final design services for expanding EMBARK’s Maintenance and Operating Facility; 2) Planning and preliminary design services for improvements to EMBARK’s Downtown Transit Center.

Project Benefits: The project is strong in safety and partnership and collaboration. The project includes planning upgrades to crosswalks, adding bicycle lanes, and completing a safety risk assessment. Improvements to these facilities near the transit center will prepare Embark’s transit service to service future demand and utilize a zero-emission fleet.



RECONNECTING BROKEN ARROW: PLANNING FOR MULTIMODAL IMPROVEMENTS

CITY OF BROKEN ARROW

CITY OF BROKEN ARROW, OK: OKLAHOMA

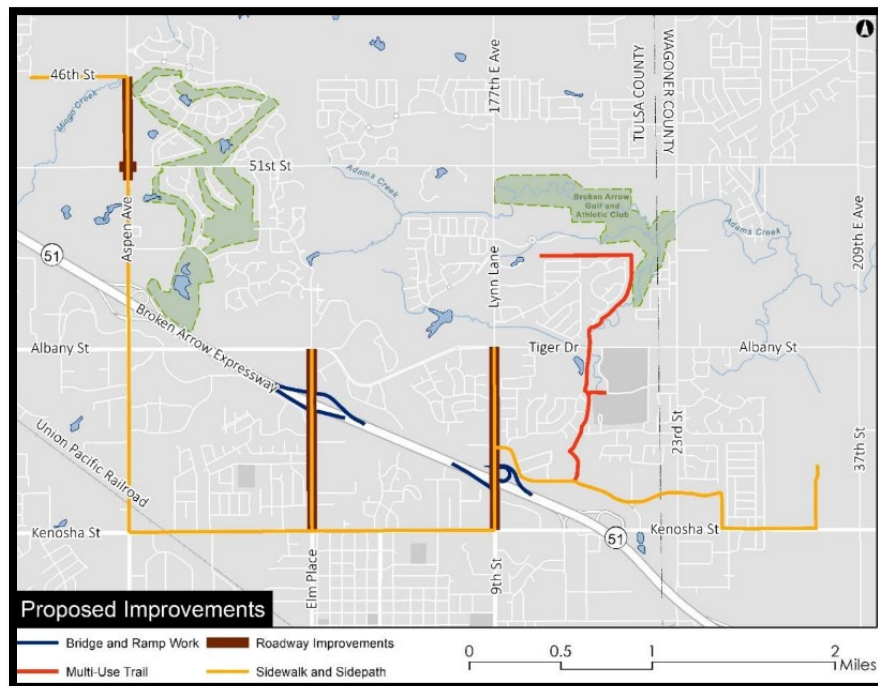
PLANNING

URBAN

RAISE GRANT FUNDING: \$5,840,000

Project Description: The project will complete planning and engineering for multimodal improvements along several interconnected corridors that are currently divided by an urban freeway (Broken Arrow Expressway). Improvements will include new multi-use trails, paths, and bridge and highway interchange reconstructions.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. Safety, as well as mobility and community connectivity, will be addressed by closing gaps in the sidewalk network and constructing wide side paths or trails. These improvements will promote safety, comfort, and mobility of the most vulnerable users of the transportation system. The project supports a modal shift towards active transportation by including more available, more accessible, and safer facilities. The additional active transportation facilities and reconstructed interchanges will aid travelers in reaching their daily destinations. The project anticipates that streetscaping, complete streets, and connectivity improvements will attract businesses and investments.



OR99: GLENWOOD ROAD - MATT LOOP

OREGON DEPARTMENT OF TRANSPORTATION
 JACKSON COUNTY, OR: OREGON
CAPITAL
RURAL
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$21,686,400

Project Description: The project will redesign a portion of Oregon 99 from Glenwood Road to Matt Loop with a complete streets approach, including improvements to the roadway, sidewalks, drainage, bike lanes, ADA ramps, continuous two-way left turn lane, and pedestrian beacons.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, and innovation. The corridor is within the 99th percentile in Bicycle and Pedestrian prioritization in the ODOT Active Transportation Needs Inventory. The project will construct bike lanes, sidewalks and other infrastructure to address the significant safety concerns documented along the corridor through the use of conflict detection and mitigation technologies and Rectangular Rapid Flashing Beacon (RRFB) at pedestrian crossings. The project aligns with the state's decarbonization plan by promoting modal shift to active transportation, and it incorporates Transit Signal Priority connected vehicle technology. The project addresses environmental sustainability in an area that faces flooding and high intensity fires, by upsizing culverts to address storm water and flood risks, using heat-resilient pavements, raising the roadway to reduce damage and travel delays or closures from flooding, and subsurface saturation.





HAWTHORNE AVENUE PEDESTRIAN AND BICYCLIST OVERCROSSING

CITY OF BEND

CITY OF BEND, OR: OREGON

CAPITAL

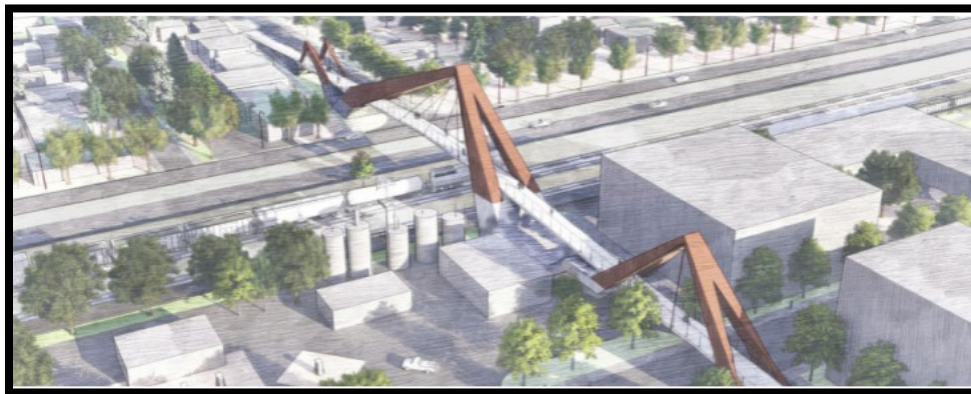
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$19,560,000

Project Description: The project will fund construction of a new pedestrian and bicyclist crossing over US 97 and the BNSF railroad along Hawthorne Avenue in the City of Bend.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project aims to attract bicycle and pedestrian traffic by building a bridge over a highway, mitigating accidents and fatalities and removing that physical barrier between the east and west sides of Bend. By promoting active transportation, the project also reduces vehicle dependence and miles traveled. The project will support economic development in the Bend Central District, and is important for increasing connectivity between new housing and new employment opportunities. The project addresses flooding in the area and will utilize electronic signage to provide real-time updates.





PLANNING FOR SAFE AND RELIABLE BIKE, PED & TRANSIT ACCESS FOR HOOD RIVER-WHITE SALMON BRIDGE

PORT OF HOOD RIVER

HOOD RIVER OREGON AND WHITE SALMON WASHINGTON, OR: OREGON AND WA: WASHINGTON

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,600,000

Project Description: The project will fund the planning, preliminary engineering, and design for pedestrian and bicycle amenities on the replacement bridge between Hood River Oregon and White Salmon Washington. First it will develop 10% preliminary engineering plans of planned pedestrian and bicycle improvements, then will advance to complete the 60% design, in consultation with the community.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. This bridge is the only connection for over 40 miles between Cascade Locks and the Dalles, and is important for residents and businesses operating on both sides of the river. The project would also improve systemwide connectivity to transit, as it is working with the two local transit agencies to improve service. The project will bring bicycle and pedestrian access to the bridge where it is prohibited, thereby increasing connectivity and reducing emissions. The project partners with minority-owned businesses and it will use an innovative project delivery mechanism through progressive design-build.



NORTH PHILADELPHIA SCHOOL ZONES TRAFFIC SAFETY PROJECT

CITY OF PHILADELPHIA

CITY OF PHILADELPHIA, PA: PENNSYLVANIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will construct multimodal, accessibility, mobility improvements around six schools and high injury corridors. The work includes raised crosswalks at Neighborhood Slow Zone gateways, redesigned Slow Zone advisory signage for drivers, curb extensions at key community locations and hazardous crossings, installation of continental crosswalks, ADA ramps, pavement resurfacing, and traffic signals and communications upgrades.

Project Benefits: The project is strong in safety, quality of life, state of good repair, and partnerships and collaboration. The project will improve the safety of motorized and non-motorized travelers, especially students with the added safety counter measures. The improvements will restore and modernize existing infrastructure assets that are beyond their useful life and will reduce future burdens through efficient and well-integrated design. The project will also provide affordable and safe transportation options, which is critical to households that do not have access to a vehicle. In addition, the city will utilize strategies identified in DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision Making guide to ensure residents are informed and involved in project implementation.





SOUTHWEST PHILADELPHIA TROLLEY MODERNIZATION AND COMPLETE STREETS PROJECT

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

CITY OF PHILADELPHIA, PA: PENNSYLVANIA

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will implement trolley modernization and complete streets improvements on approximately 3.85 miles of streets. The complete streets portion of the proposed project will be implemented over a 1.5-mile corridor that spans from the intersection of South 49th Street and Woodland Avenue along South 49th Street to the intersection of South 61st Street and Lindbergh Boulevard as well as South 51st and 56th Streets from Grays Avenue and Lindbergh Boulevard eastward. The trolley modernization portion will be implemented on an approximately 2.75-mile corridor from South 49th Street and Woodland Avenue along South 49th Street, Grays Avenue, Lindbergh Boulevard, and Elmwood Avenue until the intersection of Elmwood and Island Avenues as well as a portion of South 51st Street east of Grays Avenue.

Project Benefits: The project is strong in safety, state of good repair, and partnership and collaboration. The project focuses on reducing crashes where roadways and trolleys meet and multiple fatalities have occurred in recent years. Lighting will also be installed as a deterrent from criminal activity in hopes to further enhance safety. State of good repair will be addressed by completely renovating aging streets to addressing system vulnerabilities. Significant partnership and collaboration efforts are demonstrated in this project, as it is a collaboration between the SEPTA, the City of Philadelphia, and the Philadelphia Industrial Development Corporation. The project is also partnering with the Lower Schuylkill Biotechnology Campus to enhance connections for travelers and allow access to medical and economic institutions. Engagement within the community is evident as planning was based on a study, which synthesized input from the community to prioritize designs.



PITSTON PAIR BRIDGE BUNDLE

COMMONWEALTH OF PENNSYLVANIA
 CITY OF PITSTON, PA: PENNSYLVANIA

CAPITAL

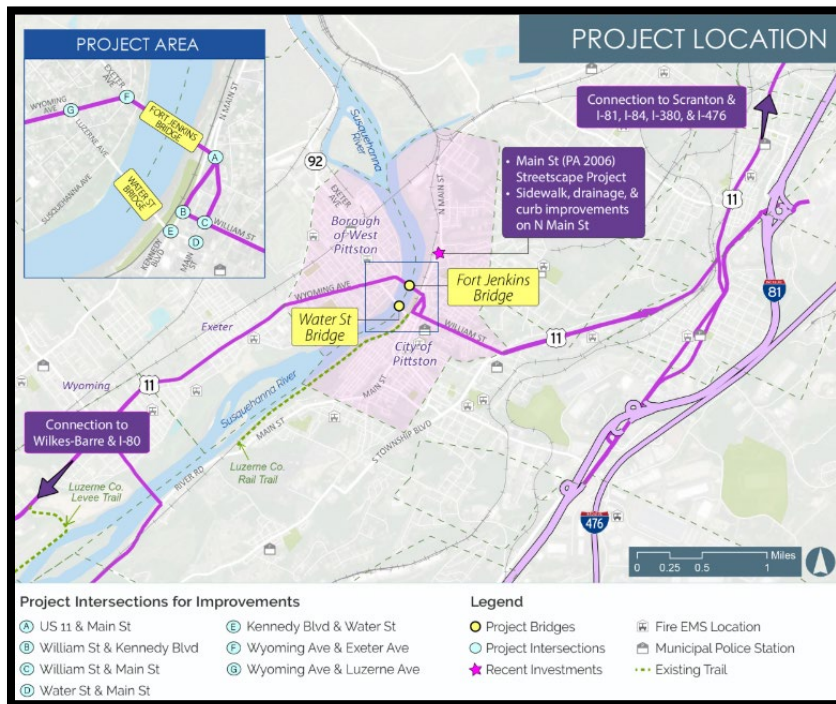
URBAN

RAISE GRANT FUNDING: \$19,000,000

Project Description: This project will fund the design, right-of-way, utilities, and construction for the replacement of the Fort Jenkin Bridge and the Water Street Bridge, including on-street bicycle and pedestrian infrastructure improvements. The project will also include the modernization of seven adjacent intersections to include ADA accommodations, traffic signal reflectivity, retiming, pedestrian interval considerations at approach intersections, and dedicate turning lanes where warranted.

Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, and partnerships and collaboration. The project will protect non-motorized travelers from safety risks with the added facilities for bicycle and pedestrians and the complete streets design approach. The project will reduce the bridge structures' vulnerability to flood damage by employing modern hydraulic design to improve water flow and reduce the potential for debris and ice jams to back up at the piers. Restoring the direct access between Pittston and West Pittston will improve access to daily destinations including places of employment, shopping, service, recreation, and community. In

addition, this project has strong coordination and collaboration among the City of Pittston, West Pittston Borough, Luzerne County, the MPO, PennDOT, the Luzerne and Susquehanna Railroad, as well as community organizations, residents, and businesses.





AVENUE C PROJECT

PUERTO RICO PORTS AUTHORITY

SAN JUAN COUNTY, PR: PUERTO RICO

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,000,000

Project Description: This planning project will fund a feasibility study, environmental risk review, and community involvement program for improvements to Avenue C, the only access roadway serving the Port's eastern eight wharves. In addition to roadway rehabilitation, the study will consider construction of water distribution, fire suppression, storm sewer, and sanitary sewer systems; rehabilitation of perimeter fencing and illumination systems; and signage, signalization, and active transportation improvements.

Project Benefits: The project is strong in environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and innovation. The project will plan a more resilient roadway for port access, particularly during natural disasters, and will bring the roadway into a state of good repair. The design will specifically focus on improving the operational efficiency by allowing modern container sizes and will assess opportunity for solar lighting and cool pavement technologies to help mitigate the effects of urban heat islands.



RIGHT-SIZING ROUTE 37: IMPROVING COMMUNITY CONNECTIVITY

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

KENT AND PROVIDENCE COUNTIES, RI: RHODE ISLAND

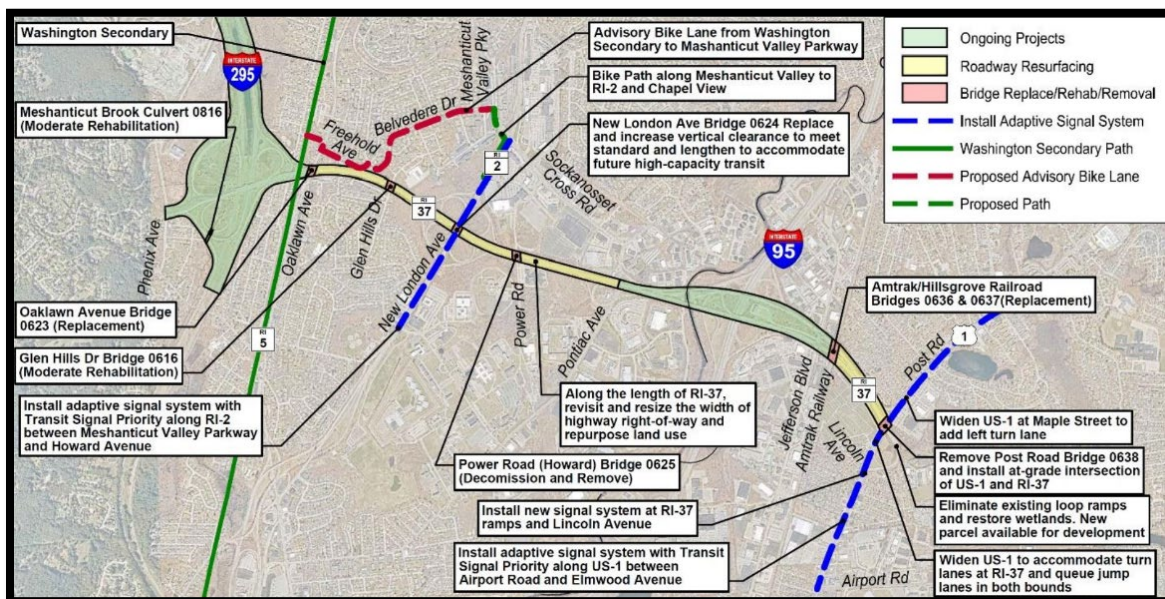
CAPITAL

URBAN

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund multimodal improvements on RI Route 37 including the replacement and rehabilitation of approximately six bridges, decommission of two bridges, replacement of an overbuilt loop-ramp with an at-grade interchange, building a new structure for high-capacity transit, installing Transit Signal Priority (TSP) at approximately eight locations and queue jump lanes for buses, and constructing a new bicycle separated path.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnership and collaboration, and innovation. The project will implement a complete streets segment and a signalized crossing specifically for pedestrians, which is expected to improve safety. It will also make storm water improvements and restore wetlands that have eroded over time since original construction in the 1960s. The project improves connections to transit, implements transit signal priority, and will better position the area to support future light rail and/or bus transit, increasing affordable transportation choices. The project will also deploy dynamic signaling, conflict detection and mitigation, Work Zone Data Exchange features, and special friction surface materials.



RIPTA RAPID BUS NETWORK EXPANSION PLANNING

RHODE ISLAND PUBLIC TRANSIT AUTHORITY
 PROVIDENCE (RI), KENT (RI), AND BRISTOL (MA) COUNTIES, RI: RHODE ISLAND AND MA: MASSACHUSETTS

PLANNING

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$8,492,000

Project Description: The project will complete planning, project development, and engineering for an expanded Rapid Bus Network. The expanded Rapid Bus Network will upgrade an existing R-Line Rapid Bus route and will transform seven additional high-ridership routes into a faster, more frequent, and more reliable network.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, and partnership and collaboration. Environmental sustainability will be addressed through a reduction in greenhouse gas emissions. The application estimates a 63 percent increase in Rapid Bus ridership as a result of a modal shift from single occupancy vehicles. Quality of life and mobility and community connectivity will be improved from the increased availability of transit in economically disadvantaged areas and better connections between six communities and downtown Providence. The project will host public workshops and “pop-ups” at bus stops to offer information and seek input from the public.





- Reduced travel times by 8%
- Cut operational costs by about \$500K annually
- Used savings to increase service frequencies
- Increased ridership by ~10%
- Extensive community input on streetscape and artwork







RAILROAD CORNER REDEVELOPMENT

CITY OF ORANGEBURG

CITY OF ORANGEBURG, SC: SOUTH CAROLINA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$22,755,600

Project Description: The project will construct a pedestrian bridge over two state highways and a railroad, and a multimodal transit hub including a new public transit stop, charging infrastructure for electric vehicles and bicycles, and a public parking structure.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, state of good repair, partnerships and collaboration, and innovation. The project will better connect residential neighborhoods and the campuses of South Carolina State University and Clafin University to the downtown Orangeburg business district and new transit hub. The project will improve pedestrian safety, provide equitable access to the City's public transit system, improve access to cultural assets and institutions of higher learning, and provide an electric vehicle charging facilities to support alternative fueling. These improvements will yield a higher quality of life for existing and future residents by attracting new businesses, industries, and tourism to the area.



US 18/SD 407 PINE RIDGE SAFETY AND COMMUNITY ACCESSIBILITY PROJECT

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PINE RIDGE INDIAN RESERVATION, SD: SOUTH DAKOTA

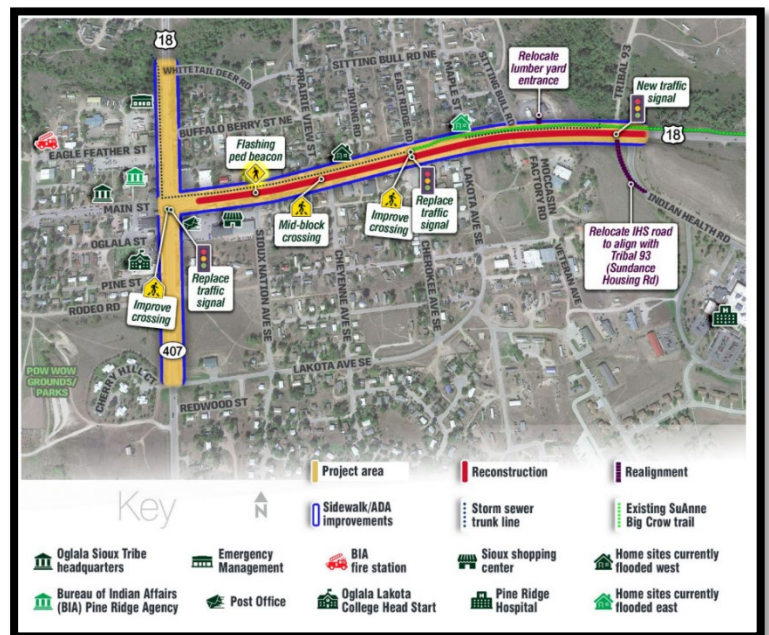
CAPITAL

RURAL

AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$10,142,320

Project Description: The project will fund the reconstruction of approximately 1 mile of US 18 and 0.25 miles of SD 407 on the Pine Ridge Indian Reservation in Oglala. The roadway reconstruction will include pavement resurfacing, curb and gutter improvements, stormwater upgrades, access management, and wider lanes to accommodate bicycle traffic. The project will also include complete street enhancements including turning lanes, ADA accessible sidewalks, enhanced pedestrian crossings, and improved street lighting and traffic signals.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will improve safety by implementing a road diet from four to three lanes, radar speed limit signs, and instituting turn lanes. The multimodal improvements will significantly reduce vehicle dependence for short trips, particularly in the underserved community of Pine Ridge Village. The project both facilitates tourism opportunities to historic Sioux trails and scenic areas along US18 and improves connectivity for residents of an underserved community to access essential services and daily destinations. By partnering with the Tribal Employment Rights Office, the project provides good-paying jobs and workforce development training to the Tribal community.



EAGLE BUTTE STREETS AND COMMUNITY CONNECTIVITY PROJECT

CHEYENNE RIVER SIOUX TRIBE
 CHEYENNE RIVER SIOUX RESERVATION, SD: SOUTH DAKOTA

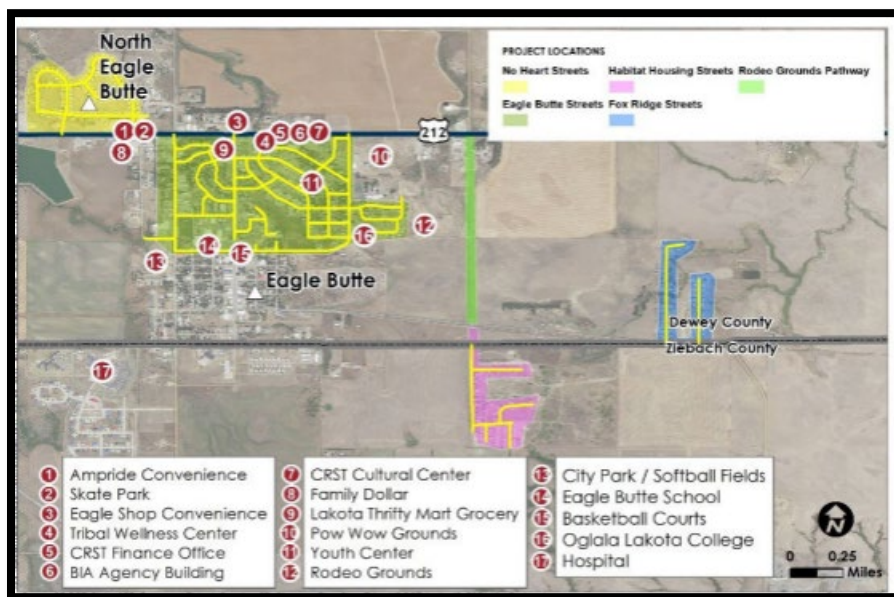
PLANNING

RURAL

AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$4,156,833

Project Description: The project will fund the planning and preconstruction activities to address transportation issues with aging infrastructure, limited pedestrian access, lack of ADA accessibility, and inefficient stormwater drainage on the Cheyenne River Sioux Reservation.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project will greatly improve safety for pedestrians, bicyclists, and vehicles, in addition to improving access to transit. In addition to addressing deteriorating roadways and gaps in the transportation network, it plans stormwater improvements to address the drainage issues that currently cause severe flooding in the area. Economic competitiveness will be improved by facilitating access to employment centers and by utilizing the employment rights ordinance during construction, in an area where the unemployment rate is 24%.



CROSTOWN CORRIDOR SAFETY AND MULTI-MODAL ENHANCEMENT PROGRAM

MEMPHIS AREA TRANSIT AUTHORITY

SHELBY COUNTY, TN: TENNESSEE

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$25,000,000

Project Description: This project will fund complete streets improvements and Bus Rapid Transit service along an approximately 26-mile corridor. Improvements include sidewalks, enhanced bus stations, intersection improvements and signalization, traffic signal prioritization (TSP), and ADA enhancements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, and partnership and collaboration. The project implements transit-oriented development that benefits residents and businesses, low-income and disadvantaged communities, and minimizes displacement with the expanded transit and active transportation network along the Crosstown Corridor. It provides transit access to medical centers, jobs and regions where mobility on-demand is available which increases employment opportunities for these communities. The planning efforts involved MATA's Disadvantaged Business Enterprise office to ensure proactive inclusion of these businesses in the project development and transit jobs opportunities.



ELIMINATING BARRIERS ON NORTH WATKINS (PROJECT ELBOW)

TENNESSEE DEPARTMENT OF TRANSPORTATION

SHELBY COUNTY, TN: TENNESSEE

CAPITAL

URBAN

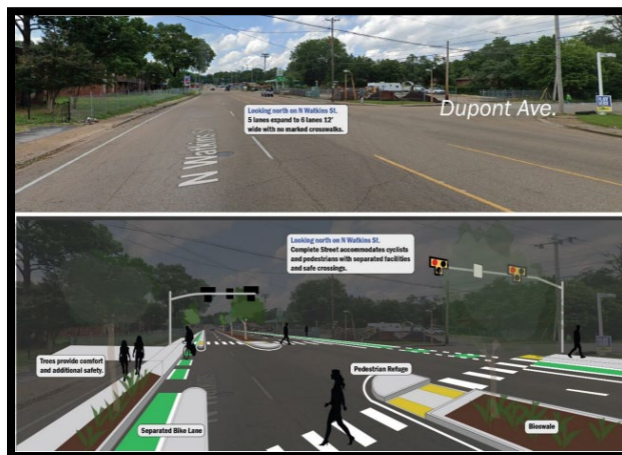
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$13,200,000

Project Description: This project will fund the design and reconstruction of the bridge over the Wolf River, which will be upgraded to seismic standards and more accessible during emergency and evacuation events. The project also includes approximately 3.3 miles of complete streets multimodal infrastructure elements, including a separated bicycle lane, mid-block crossings, ADA improvements, and sidewalk improvements on the North Watkins Street corridor at Delano Avenue to North Parkway.

Project Benefits: The project is strong in safety, environmental sustainability, mobility and community connectivity, economic competitiveness and opportunity, and partnership and collaboration. The project will provide enhanced bicycle and pedestrian connections from North Memphis through the addition of sidewalks, bike lanes, multi-use paths, and high visibility crossings. It also provides direct access to transit, which will reduce vehicle dependence. The project includes dedicated time for community engagement during planning and a DBE goal of 12-15%.



DART COTTON BELT /SILVER LINE RAIL SHARED-USE TRAIL

DALLAS AREA RAPID TRANSIT

COLLIN COUNTY, TX: TEXAS

CAPITAL

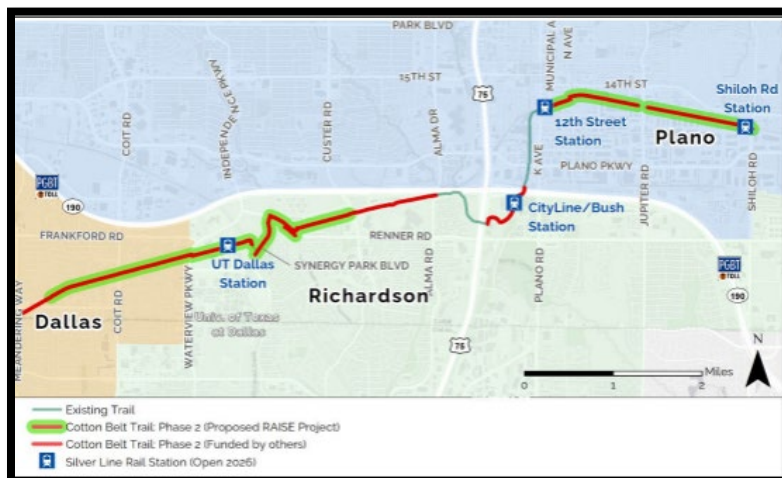
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will fund the construction of approximately 5.2 miles of shared-use trail, including safety treatments will be built from Meandering Way in Dallas to Shiloh Road in Plano and will directly connect to several Silver Line rail station platform.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Safety will be addressed by providing safe and convenient bicycle and pedestrian access to commuter rail stations. Currently, non-motorists need to travel alongside four to six lane roads with no dedicated facilities. The project aligns with the local climate and air quality plans which support bicycle and pedestrian infrastructure. Quality of life is addressed by allowing residents and visitors to reduce their car trips and switch to active transportation modes that improve their health and reduce transportation cost burdens. Mobility and community connectivity, as well as economic competitiveness and opportunity, are addressed as the project estimates that it will better connect individuals to transit stations and provide non-motorized connections to jobs that are located along the trail.

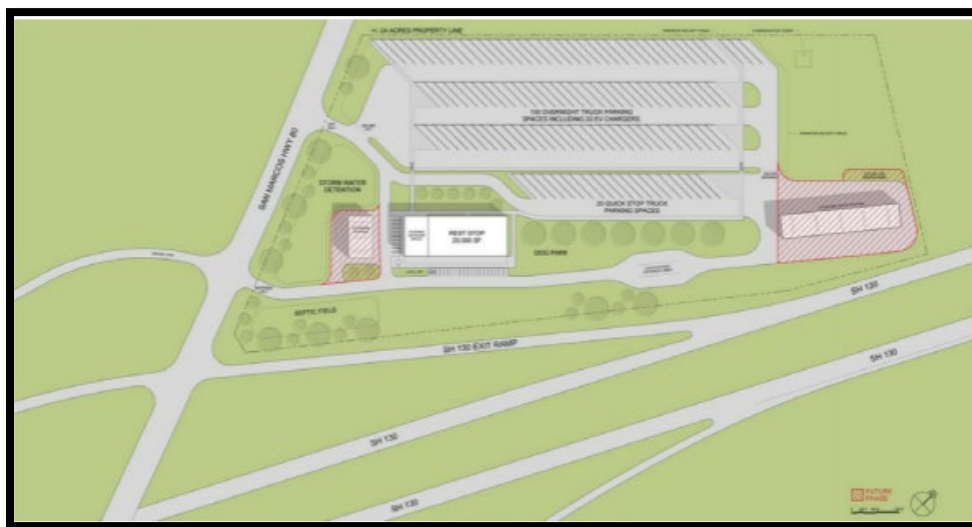


SH 130 ADVANCED COMMERCIAL TRUCK TRAVEL PLAZA

CALDWELL COUNTY
 CALDWELL COUNTY, TX: TEXAS
CAPITAL
RURAL
 AREA OF PERSISTENT POVERTY
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$22,942,500

Project Description: The project will fund the design and construction of a commercial truck parking plaza in the northwest quadrant of SH 130 and San Marcos Highway/SH 80 intersection. The plaza will include approximately 20 short-term and 100 long-term truck parking spaces, entry/ exit gate control, lighting, fencing, a rest stop with restrooms and showers, and amenities, all with 24-hour monitored security.

Project Benefits: The project is strong in safety and innovation. Safety will be addressed by constructing truck parking that will help reduce crashes and fatalities involving trucks parked in unauthorized locations. The project also aims to encourage truck drivers to use SH 130 rather than I-35 to diversify the traffic load and reduce crashes on the interstate. Innovation was addressed throughout the development of a mobile application to help truck drivers find and reserve available parking at a safe facility.



EAST LANCASTER AVENUE COMPLETE STREETS AND TRANSIT TECHNOLOGY PROJECT

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

CITY OF FORT WORTH, TX: TEXAS

CAPITAL

URBAN

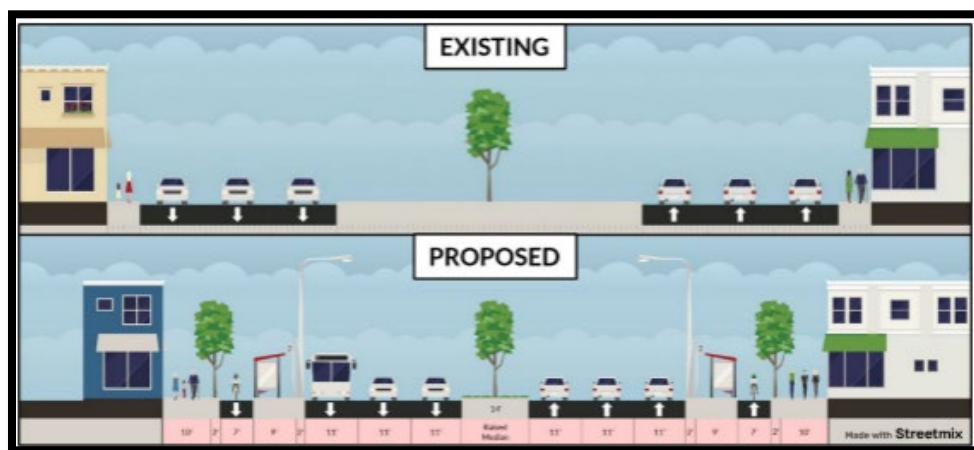
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund the design, right-of-way, environmental, and reconstruction of approximately 6.5 miles of East Lancaster Avenue between Pine Street and Interstate 820 into a multimodal corridor, with accommodations for an integrated high-capacity bus transit service. The project will include dedicated bicycle lanes, sidewalks landscaped separators between the travel lane and bicycle lane, transit shelters, and street lighting.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair and innovation. The project will replace a functionally obsolete, deteriorating roadway facility with new intersection improvements, drainage, and great access to multimodal facilities. The project will reduce travel times for bus service along the corridor and provide lower cost transportation options in an underserved community by making available transit, walking, and biking opportunities safer and more available. The combination of deployment of electric vehicle buses and modal shift to active transportation will significantly reduce emissions in an underserved area. The project will also utilize virtual construction management technology, transit signal prioritization, and slow lanes.



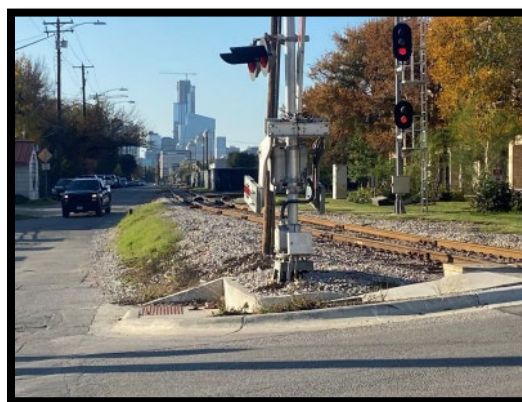


DOUBLE TRACKING FOR COMMUTER RAIL OPTIMIZATION

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
CITY OF AUSTIN, TX: TEXAS
CAPITAL
URBAN
RAISE GRANT FUNDING: \$18,000,000

Project Description: The project will fund the design, engineering, and construction of double tracks along the existing Red Line from Onion Street in the west to E. Timbes in the east. The project also includes a second station platform at Plaza Saltillo, signalization, positive train control (PTC) modifications, safer railroad crossings at five locations, construction of new active transportation infrastructure between Chicon and Pedernales, and the reconfiguration of 5th Street.

Project Benefits: The project is strong in environmental sustainability, quality of life, economic competitiveness and opportunity, and partnership and collaboration. Environmental sustainability is addressed by reducing greenhouse gas emissions and air pollution. This is accomplished through the improved operations of commuter rail that result from the construction of the double tracks and the additional stations along the corridor. Quality of life will be addressed by increasing the affordability of transportation options through the improved reliability and frequency of the commuter rail. Vehicle dependency is also expected to be reduced as a result of roadway improvements that will result in reconfigured sidewalks, bike paths, and signage to engage in transportation methods other than a personal vehicle. The project will also promote long-term economic growth and other economic investments by improving travel time reliability along the red line to downtown and University of Texas - Austin, as well as many small businesses within half a mile of the new stations. The project also demonstrates partnership with significant stakeholders and organizations, in particular the Transit Empowerment Fund, which helps ensure that low-income and transit-dependent residents have access to transportation.



FIVE MILE CREEK TRAIL

CITY OF DALLAS

CITY OF DALLAS, TX: TEXAS

PLANNING

URBAN

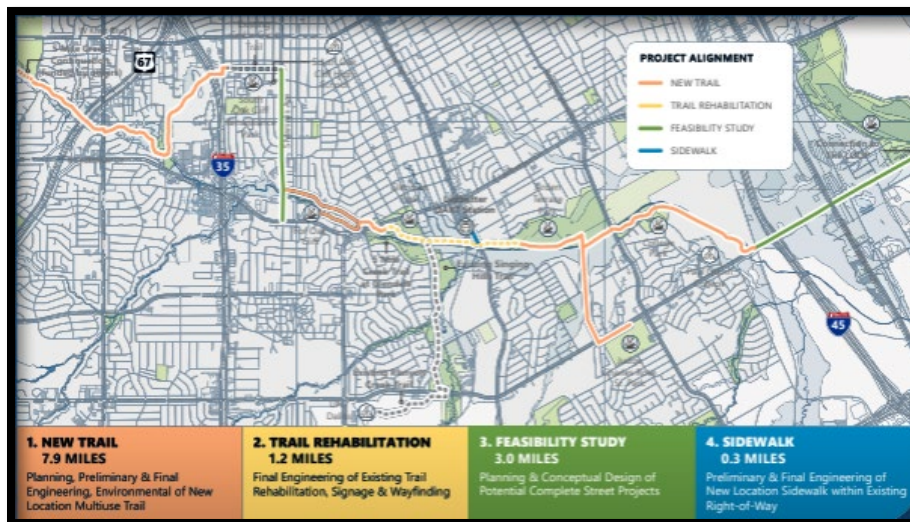
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$6,436,263

Project Description: The project will fund the planning, design, and engineering for approximately 12.9-miles of multi-use paths and trails. The project will complete the environmental review for approximately 7.9 miles of new trail; final engineering for approximately 1.2 miles of trail rehabilitation; preliminary and final engineering for approximately 0.3 miles of new sidewalk; and planning and conceptual design of complete streets improvements on approximately 3 miles of roadways in the Oak Cliff neighborhood.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project connects communities within the region that are separated by a river. It is expected to reduce injuries and fatalities by reducing vehicle-pedestrian conflicts within the corridor. Additionally, the project incorporates real-time trail counters and other innovative technology.



SMART CORRIDOR NETWORK PLAN FOR WACO

CITY OF WACO

CITY OF WACO, TX: TEXAS

PLANNING

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,800,000

Project Description: This project will plan, design and engineer a smart mobility network corridor in Waco. It will assess current state of infrastructure; conduct a legal and regulatory assessment; evaluate equity considerations; define future state typologies; define preliminary multimodal, transit, and freight plans; define partnership models; and develop the smart corridor network planning framework.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The planning project aims to collect safety data on near-miss events, test design interventions, and incorporate the results to address the high fatality, crashes, and serious injuries in the project area. The project will also consider and recommend interventions to reduce vehicle miles traveled and therefore reduce emissions by enhancing access to public transportation. It will improve state of good repair by promoting system-wide connectivity with access to transit, implementation of plans based on data that addresses gaps in the existing network, for vehicles, freight, pedestrians, and transit users.

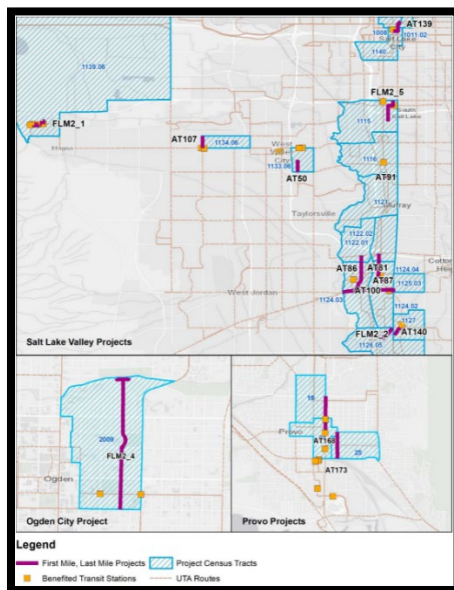


FIRST/LAST MILE CONNECTIONS: IMPROVING COMMUNITIES' QUALITY OF LIFE

UTAH DEPARTMENT OF TRANSPORTATION
 WASATCH FRONT METROPOLITAN AREA, UT: UTAH
CAPITAL
URBAN
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$24,494,147

Project Description: The project will construct active transportation infrastructure at approximately 10 light rail stops and approximately 13 bus stops in the Wasatch Front metropolitan area.

Project Benefits: The project is strong in environmental sustainability as the active transportation improvements will reduce emissions and air pollution in accordance with the Utah Department of Transportation’s Climate Action Plan. The project also addresses mobility and community connectivity by constructing wider sidewalks, wider shoulders, and bicycle accommodations that improve first and last mile connections to transit. The bicycle and pedestrian improvements also serve as safety treatments in an area with multiple fatalities in recent years.



SPINE THROUGH THE HEART OF UTAH

SPRING CITY CORPORATION
 SANPETE COUNTY, UT: UTAH
PLANNING
RURAL
 HISTORICALLY DISADVANTAGED COMMUNITY
 RAISE GRANT FUNDING: \$750,000

Project Description: The project will complete a feasibility study, benefit-cost analysis, environmental review and 30% design for approximately 47 miles of multi-use trails in Sanpete County.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and innovation. The project will reduce fatalities and injuries by providing safe dedicated facilities, which are separate from the main highway as well as incorporate actions from US DOT's National Roadway Safety Strategy Plan. The project will reduce transportation related air pollution and greenhouse gas emissions by shifting users to forms of active transportation as well as reduce exposure to elevated levels of air, water, and noise pollution. The project will improve system-wide connectivity with access to a protected bike path by address gaps in the existing trail network. The project will facilitate tourism through bicycle specific infrastructure and promote long-term economic growth by promoting significant job creation and supporting high paying jobs, and will promote greater public and private investments through equitable land use investments.





EASTERN SHORE OF VIRGINIA RAIL TRAIL

ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

NORTHAMPTON AND ACCOMACK COUNTIES, VA: VIRGINIA

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$23,251,485

Project Description: This project will convert an approximately 16.8-mile segment of the abandoned Bay Coast Railroad to a 10-foot shared-use path starting at the Town of Nassawadox and connecting to several historic towns until its terminus in the Town of Olney. The project will include the construction of right-turn lanes at approximately four intersections on US-13. In three trailhead locations, park and ride facilities will be installed along with bus shelters, benches, and trash receptacles.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, partnership, and innovation. The project will introduce safe pedestrian facilities, promote safer speeds with proven incident countermeasures, and reduce fatalities and serious injuries through intersection improvements to reduce the high number of rear end collisions in the project area. It reduces vehicle dependence, promotes active transportation, and supports tourism in the region. The project will restore and repurpose abandoned buildings, prioritizing the enhancement of existing infrastructure and has the innovative approach of maintaining the improved facilities by leveraging the Rail Trail for future funding.



DOWNTOWN HARRISONBURG STREETScape AND MOBILITY TRANSFORMATION PROJECT

CITY OF HARRISONBURG

CITY OF HARRISONBURG, VA: VIRGINIA

CAPITAL

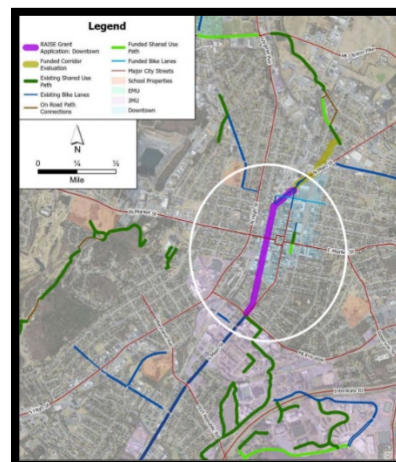
RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$14,368,180

Project Description: The project will convert a lane of US-11 (Liberty Street and Noll Drive) to a two-way separated bicycle facility between the intersections of Main Street and Noll Drive and Grattan Street and Liberty Street. A shared use path will also be constructed along Main Street between Grattan Street and Martin Luther King Jr. Way. The project will also include additional pedestrian, bicycle, and intersection improvements.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness and opportunity. Safety will be addressed by protecting non-motorized travelers through the implementation of a road diet, creation of a separated bicycle facility, and improvement of intersections. Quality of life will be addressed by increasing affordable transportation options and reducing vehicle dependence in an underserved community that has very low vehicle ownership. The new bicycle and pedestrian facilities are anticipated to have environmental sustainability benefits as a result of the increase in active transportation. The new bicycle and pedestrian facilities also have mobility and community connectivity benefits as they increase access to transit that operates along Liberty Street. The improvements will also complement economic development and growing employment opportunities in the area.



IMPROVING ACCESS AND SAFETY FOR THE MEADOWDALE- MEADOWBROOK COMMUNITY

CHESTERFIELD COUNTY

CHESTERFIELD COUNTY, VA: VIRGINIA

PLANNING

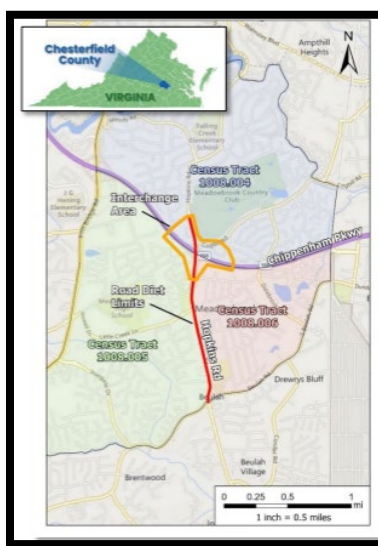
URBAN

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$3,600,000

Project Description: This planning project will fund the initial feasibility studies, NEPA documentation, 60 percent construction plans, and public engagement for the Hopkins Interchange and Road Diet. The project includes three core elements: (1) a road diet for approximately 0.9 miles of Hopkins Road from Beulah Road to Meadowdale Boulevard, (2) the Chippenham Parkway and Hopkins Road interchange improvements, and (3) implementation of micro-transit in the Meadowbrook community.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will implement a road diet consistent with USDOT's National Roadway Safety Strategy plan to improve safety, reduce the number of travel lanes from five to three, reduce traffic speeds, and create more space for pedestrian facilities. Additionally, proposed improvements remove physical barriers for individuals by providing a continuous network of sidewalk infrastructure. The project will reduce vehicle miles traveled specifically through modal shift to transit and active transportation, as well as and assess the use of low carbon materials such as recycled pavement. The planning project will incorporate minority and Disadvantaged Business Enterprise (DBE) goals into consultant contracts.





TOWN OF HERNDON 2050 COMPREHENSIVE PLAN

TOWN OF HERNDON

TOWN OF HERNDON, VA: VIRGINIA

PLANNING

URBAN

RAISE GRANT FUNDING: \$720,000

Project Description: The project will develop a plan to redevelop the town's land use and development policies, transportation network parity and enhancement, and economic and housing development policies.

Project Benefits: The project is strong in environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, partnership and collaboration, and innovation. The project will develop goals and metrics related to reducing vehicle emissions, improving air quality, reducing energy consumption, implementing stormwater management best practices, and improving resiliency. The project will prioritize incorporating or enhancing active transportation modes, as well as coordinating transportation and housing decisions. This plan will also focus on job diversification and inclusive economic development opportunities for sustainable, long-term growth that will support local underserved communities. The project intends to incorporate strategies included in DOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making for robust collaboration with community members and project partners.



RECONNECTING DOWNTOWN BURLINGTON

CITY OF BURLINGTON
 CITY OF BURLINGTON, VT: VERMONT
CAPITAL
RURAL
 AREA OF PERSISTENT POVERTY
 RAISE GRANT FUNDING: \$22,384,000

Project Description: This project will fund final design and construction activities to rebuild Bank Street, Cherry Street, and sections of Pine Street and St Paul Street, including workforce development activities.

Project Benefits: The project is strong in safety, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration. The project focuses on providing safer and more accessible streets for pedestrians, bicyclists, and other non-motorized users, while aligning with National Roadway Safety Strategy Plan for Safer Roads and municipal design standards for "Great Streets" in the downtown area. The project includes a workforce development component to provide multiple pathways for residents to learn the right skills and provide support for youth development and opportunities. The project will make improvements to sidewalks and pavement that has exceeded their useful life. Additionally, the project will continue to implement a robust public engagement plan to guide public involvement throughout the next phases of the project and during the construction phase.



BIG QUILCENE RIVER BRIDGE REPLACEMENT PROJECT

JAMESTOWN S'KLALLAM TRIBE

JEFFERSON COUNTY, WA: WASHINGTON

CAPITAL

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$25,000,000

Project Description: The project will replace the Big Quilcene River bridge on Linger Longer Road. The new bridge will have pedestrian infrastructure and will also replace flood-prone segments of Linger Longer Road.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The project protects non-motorized travelers and communities from safety risks by building a new bridge replacing an obsolete bridge and a regularly severely flood prone road that connects several communities. The project builds new bridge that will span the floodplains, eliminating the river's failing levee system, and replacing it with a natural river channel.



SHOALWATER BAY INDIAN TRIBE - UPLAND VILLAGE RELOCATION ROAD PROJECT

SHOALWATER BAY INDIAN TRIBE OF THE SHOALWATER BAY INDIAN RESERVATION
 CITY OF TOKELAND, WA: WASHINGTON

CAPITAL

RURAL

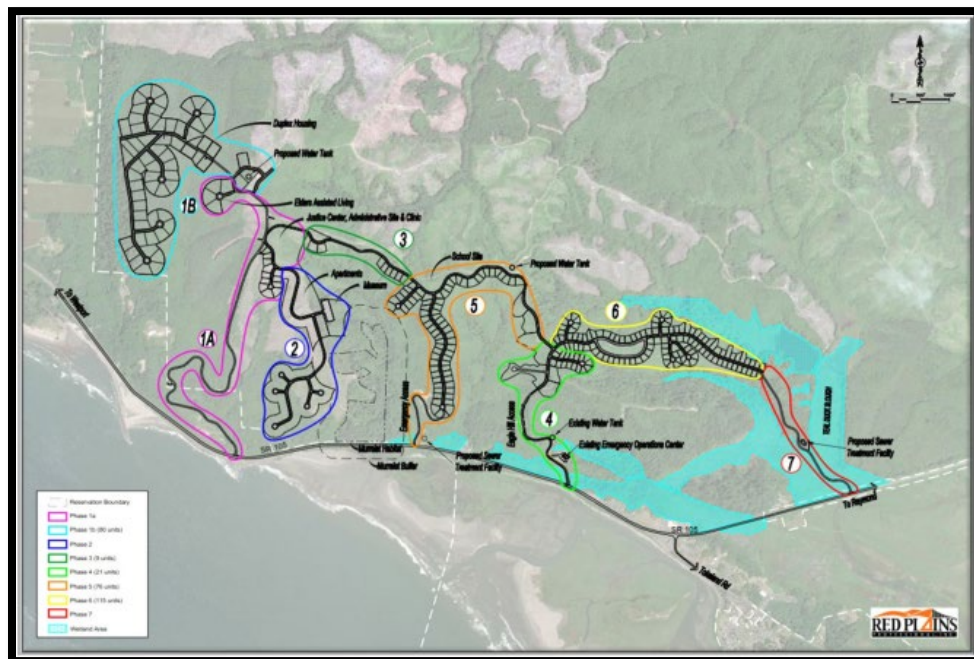
AREA OF PERSISTENT POVERTY

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$24,981,221

Project Description: The project will provide an approximately 3.87-mile ingress/egress loop road for the Tribe's Upland Village Relocation efforts.

Project Benefits: The project is strong in safety, quality of life, economic competitiveness and opportunity, state of good repair and partnership and collaboration. The project will enable the relocation of the Tribal community, which will bring a variety of economic and social benefits to the area. Additionally, it will improve multimodal connectivity, provide an emergency route, and increase tourism. The project includes a commitment to community engagement and has worked with a variety of stakeholders, including multiple government and private entities.



AIRPORT DRIVE AND SPOTTED ROAD SAFETY AND MULTIMODAL IMPROVEMENTS

SPOKANE AIRPORT BOARD

CITY OF SPOKANE, WA: WASHINGTON

CAPITAL

RURAL

RAISE GRANT FUNDING: \$22,800,000

Project Description: This project will construct an overpass interchange over Airport Drive and relocate Spotted Road outside the Runway Protection Zone at the Spokane Airport.

Project Benefits: The project is strong in mobility and community connectivity, quality of life, economic competitiveness and opportunity, partnership and collaboration, safety, and environmental sustainability. Overall, the project will resolve a safety and access issue that impacts the existing airport operations and economic capacity, providing safer routes to the approximately 3,000 employees supported by the airport, many of which live in underserved and impoverished areas.



WEST SIDE TRANSFORMATION: MULTIMODAL CONNECTIONS TO THE SHORELINE SOUTH REGIONAL TRANSIT HUB

CITY OF SHORELINE

CITY OF SHORELINE, WA: WASHINGTON

CAPITAL

URBAN

RAISE GRANT FUNDING: \$20,000,000

Project Description: This project will fund a series of multimodal improvements including a bicycle and pedestrian bridge across Interstate 5, ADA sidewalks and curb ramps on 145th Street, roadway geometry modifications on 145th Street, ITS improvements, and a series of bicycle boulevards on low-stress streets.

Project Benefits: The project demonstrates positive benefits in mostly all the merit criteria areas. The project will improve safety for non-motorized travelers by widening sidewalks, improving accessibility, creating bicycle infrastructure, and improving intersection signals. The project consider climate change by incorporating several resiliency measures including permeable concrete to improve stormwater management and planting native trees to further improve stormwater drainage and reduce the urban heat island effect. The project will improve access and connectivity to daily destinations, and improve public health by adding new facilitates that promote active transportation. The project will reduce congestion delay and increase the movement of freight on the 145th Street Corridor, a Washington State Freight and Goods Transportation System T-3 corridor. The project will engage residents and community-based organizations to ensure equity considerations are meaningfully integrated throughout the project lifecycle. The project will also incorporate innovative accelerated project delivery methods.



PUGET SOUND TO PACIFIC PLANNING FOR MULTI-USE TRAIL

CITY OF PORT ANGELES

KITSAP, JEFFERSON, AND CLALLAM COUNTIES, WA: WASHINGTON

PLANNING

RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$16,130,000

Project Description: This project will plan and design approximately 34 active transportation components, addressing approximately 100 miles of gaps, community connections and safety improvements for multi-use trails connecting Bainbridge Island on Puget Sound to the Pacific Coast Ocean at La Push.

Project Benefits: The project demonstrates positive benefits in all merit criteria areas. The project will provide a key transportation alternative to non-motorists, while removing physical barriers, limited roadway connections, isolation, and detachment between trails. The project will bridge the connection between trails by improving system-wide connectivity, promoting a healthier lifestyle, adding walkable and bicycle accessibility, connecting communities, and attracting tourism. The project demonstrates innovation project delivery through the use of a public-private partnership approach for a cross-jurisdictional project.



BELL ROAD-BNSF RAILWAY GRADE SEPARATION

CITY OF BLAINE

CITY OF BLAINE, WA: WASHINGTON

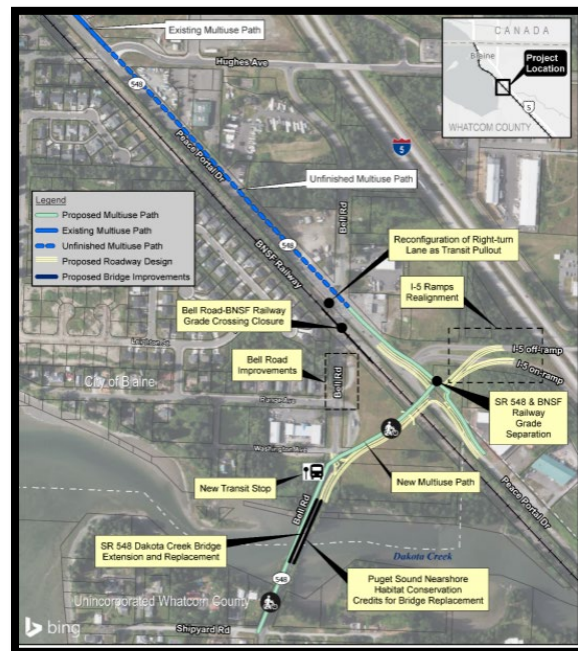
CAPITAL

RURAL

RAISE GRANT FUNDING: \$9,500,000

Project Description: This project will complete 30 percent design, NEPA compliance, and right-of-way acquisition for replacement of the at-grade crossing of BNSF’s Bellingham Subdivision main line with Bell Road (State Route 548). The replacement will be a grade-separated facility that integrates I-5 ramp realignment, including replacement of the SR 548 Dakota Creek Bridge, construction of a dedicated multiuse path parallel to Bell Road, as well as related transit, flooding, and aquatic habitat improvements within the project boundaries.

Project Benefits: The project demonstrates strong benefits in all merit criteria by improving safety, access, and travel time reliability for vehicles and commercial trucks connecting to I-5, as well as provides connectivity for bicyclists, pedestrians, and other non-motorized travelers to nearby recreational areas. The local economy stands to benefit from increased tourism related to cycling. The project will utilize innovative approaches, including low-carbon materials and enhanced stormwater treatment techniques, and design-build project delivery.





PORT ORCHARD BREAKWATER REPLACEMENT

PORT OF BREMERTON

CITY OF PORT ORCHARD, WA: WASHINGTON

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$9,400,000

Project Description: This project will replace a 48-year-old, approximately 1,500-foot-long, public breakwater that is damaged and at risk of failure.

Project Benefits: The project is strong in environmental sustainability, state of good repair, partnerships and collaboration, and innovation. The project will improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change. The project will also incorporate the electrical pedestals and specifications necessary to re-charge the growing electric Kitsap Transit foot ferry fleet, resulting in greenhouse gas emissions reductions. The project sponsor intends to collaborate with other public and private entities, and has a long-standing partnership with the Suquamish Tribe, which includes an agreement giving the tribe exclusive use of 240 linear feet of the new facility.

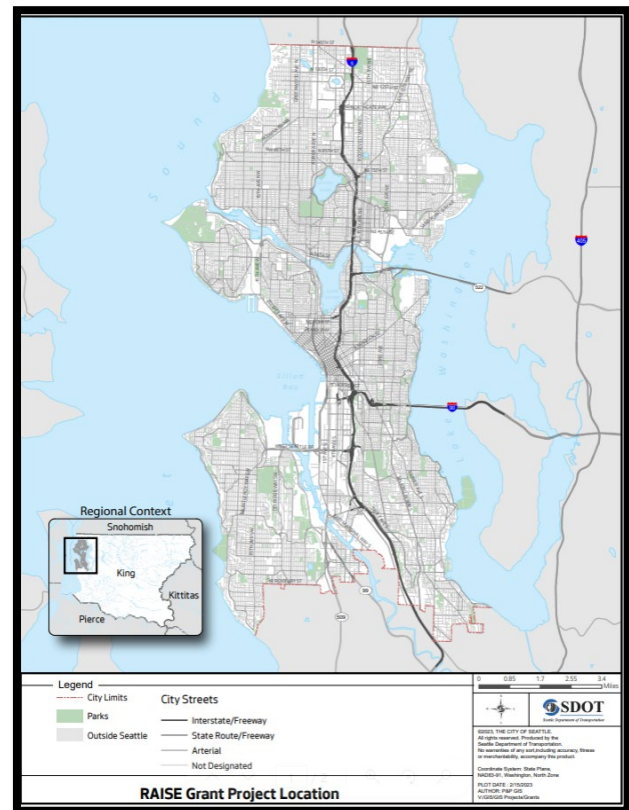


PLANNING FOR LOW-EMISSION NEIGHBORHOODS

CITY OF SEATTLE
 CITY OF SEATTLE, WA: WASHINGTON
PLANNING
URBAN
 RAISE GRANT FUNDING: \$1,200,000

Project Description: This planning project will develop a funding and implementation plan for "Low-Emission Neighborhood" across the City of Seattle. Using a data-driven, community-centered approach and engaging industry partners, zero-and low-emission transportation projects and programs will be defined for at least three (3) low-emission neighborhoods.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, and state of good repair. The project will consider climate change and environmental justice, by reduce transportation-related air pollution and greenhouse gas emissions by recommending regulatory and infrastructure measures for reducing vehicle-miles traveled and increasing low- and zero-emission transportation trips in areas where the City has completed substantial transit investments. The project targets a known and documented safety problem by protecting non-motorized travelers and communities from safety risks through specific activities identified in the Department’s National Roadway Safety Strategy plan for pedestrians and bicyclists. The project will also increase affordable transportation choices and mobility through improving and expanding active transportation facilities. In addition, the project will reduce construction and maintenance burdens through efficient and well-integrated design that promotes lighter weight vehicles, biking, and walking.



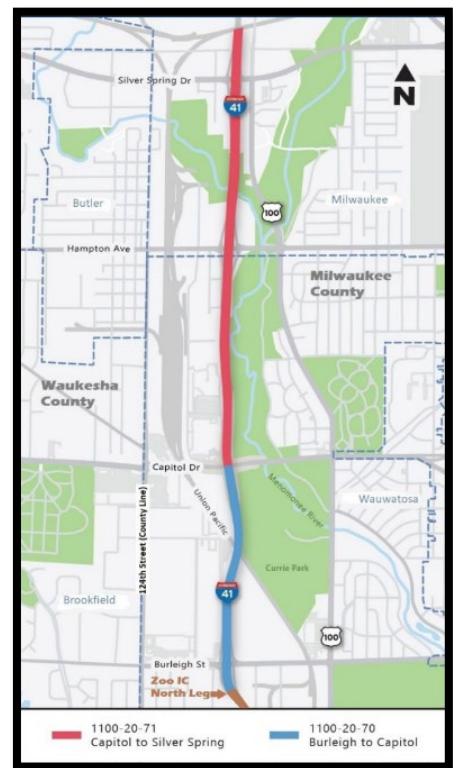


I-41 ZOO FREEWAY: BURLEIGH STREET TO SILVER SPRING DRIVE

WISCONSIN DEPARTMENT OF TRANSPORTATION
MILWAUKEE COUNTY, WI: WISCONSIN
CAPITAL
URBAN
RAISE GRANT FUNDING: \$15,000,000

Project Description: The project will rehabilitate pavement and approximately 11 bridges on an approximately 3.67-mile corridor of I-41 from Burleigh Street to Silver Spring Drive. The project will also add auxiliary lanes between on/off ramps from Burleigh Street to Capitol Drive and from Capitol Drive and Hampton Avenue, widen two bridges over the Union Pacific Railroad to accommodate the added auxiliary lanes, apply high friction surface treatments, construction and reconstruction of noise barriers in designated areas, install and replace stormwater and sewer drainage structures, add guardrails, and add new Dynamic Message Signs (DMS).

Project Benefits: The project is strong in the areas of environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and partnerships and collaboration. The project will reduce transportation-related air pollution and greenhouse gas emissions by providing auxiliary lanes to increase capacity. The project will incorporate new noise barriers to better shield adjacent neighborhoods from highway noise. The Project directly increases freight movement by addressing a freight bottleneck by improving the exit and ramps at Capital Drive. The Project facilitates tourism opportunities by decreasing delays for accessing recreation and tourism destinations including the nearby zoo, professional sports venues, an annual aircraft show, and outdoor recreation sites. The Project prioritizes improvement of the condition and safety of existing transportation infrastructure within the existing footprints by modernizing the roads, ramps, drainage, and bridges. The Project engaged residents and community-based organizations to ensure equity is meaningfully integrated throughout the lifecycle of the project by partnering with local, state, federal entities, as well as hosting meaningful meetings to encourage local public involvement.



REIMAGINING VILLARD AVENUE

CITY OF MILWAUKEE

CITY OF MILWAUKEE, WI: WISCONSIN

CAPITAL

URBAN

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$14,300,000

Project Description: This project will make complete streets improvements on approximately 1.5 miles of W Villard Avenue from N Sherman Boulevard to the Oak Leaf Trail and 20th Street Powerline Trail at N 20th Street, including raised bike lanes, raised intersections, curb extensions, bus bulbs, lighting and signal improvements, a pedestrian plaza, and other streetscaping enhancements.

Project Benefits: The project is strong in the areas of environmental sustainability, quality of life, mobility and community connectivity, state of good repair, partnerships and collaboration, and innovation. The project will reduce vehicle miles traveled and in turn, transportation related greenhouse gas emissions with the installation of bicycle and pedestrian facilities. This project will improve public health, including asthma prevalence, and increase mobility by providing safe and reliable active transportation facilities to non-motorized travelers to access daily destinations. The project will also improve connections for non-motorized travelers utilizing the Milwaukee County Transit System, bike lanes, off-street trails, and designated on-street bicycle routes. The corridor will be brought to a state of good repair and will fulfill the community's vision, which has been an ongoing planning and public engagement effort for 15 years. In addition, the project used an innovative project delivery method by implementing interim safety improvements using temporary materials to test traffic calming designs.



KENOSHA COUNTY BICYCLE TRAIL

CITY OF KENOSHA

CITY OF KENOSHA, WI: WISCONSIN

CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$5,580,000

Project Description: The project will design and construct an extension to the Kenosha County Bicycle Trail from 35th Street to 52nd Street including two bridges to cross arterial streets.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will provide safe crossings exclusively for pedestrians, bicyclists and other non-motorized transportation modes at Washington Road, which does not have any crossings that are not major arterial streets and across a former railroad which divides the community. The trail is also important for connecting to Gateway Technical College and Edward Bain School of Language and Art, new planned development, US Bicycle Route 73, and to hundreds of miles of regional trail network.



WV-14 IMPROVEMENTS

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

CITY OF PARKERSBURG, WV: WEST VIRGINIA

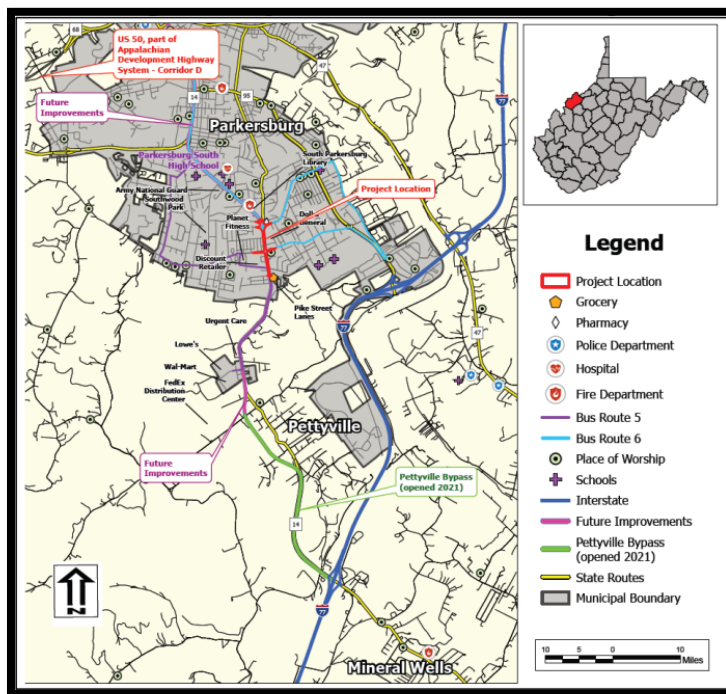
CAPITAL

RURAL

AREA OF PERSISTENT POVERTY

RAISE GRANT FUNDING: \$10,960,000

Project Description: This project will construct and widen approximately 0.49 miles of WV-14 (Pike Street) from three to five lanes from Blizzard Drive to 26th Avenue, convert the Blizzard Drive intersection to a 5-legged roundabout, add turning lanes to Gihon Road intersection, add sidewalk capacity throughout, ADA accessible sidewalks, crosswalks, crossing signals, stormwater improvements, and lightening improvements throughout.



Project Benefits: The project is strong in the areas of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. The project will improve safety and decrease the crash rate by installing safety countermeasures including a roundabout, new sidewalks, crosswalks, and improved signage and lighting. The project will encourage a mode shift to walking and includes energy-efficient investments with LED lighting installation. The project improves access to daily destinations and the new pedestrian infrastructure is

expected to improve public health in an area with a high level of inactivity and other poor health indicators. These pedestrian improvements will also increase accessibility along the corridor and are expected to bring additional customers and foot traffic to the corridor's retail destinations. This project will restore and modernize a corridor that currently experiences significant congestion delay and insufficient infrastructure for pedestrians.



EASTERN PANHANDLE RURAL MULTIMODAL TRANSIT CENTER

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
BERKELEY COUNTY, WV: WEST VIRGINIA
CAPITAL
RURAL
AREA OF PERSISTENT POVERTY
HISTORICALLY DISADVANTAGED COMMUNITY
RAISE GRANT FUNDING: \$10,322,107

Project Description: The project will construct a multimodal transit center in Martinsburg, which will include a transfer center, administrative building, fuel station, maintenance and storage facilities, storm water improvements, ADA compliance, bicycle parking, and charging infrastructure for electric buses and personal vehicles.

Project Benefits: The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, and state of good repair. Safety will be addressed by constructing a multimodal transit center to facilitate safe access to transit, as bus transfers are currently made in uncontrolled commercial retail parking lots. Environmental sustainability will be addressed by the introduction of storage facilities that will decrease the amount of time vehicles will have to idle when warming up, thus lowering emissions. The project will also provide charging stations for four battery-electric buses. Quality of life will be improved as the project will be located in a dense, walkable neighborhood to provide increased access to public transit. Mobility and community connectivity is improved as the new facility will connect riders to a network of walkable streets, a bike trail, and nearby scooter access. State of good repair will be addressed by reducing maintenance burdens through the addition of improved bus storage.



POTOMAC HIGHLANDS HYDROGEN FUEL INITIATIVE

WEST VIRGINIA DIVISION OF PUBLIC TRANSIT

GRANT COUNTY, WV: WEST VIRGINIA

PLANNING

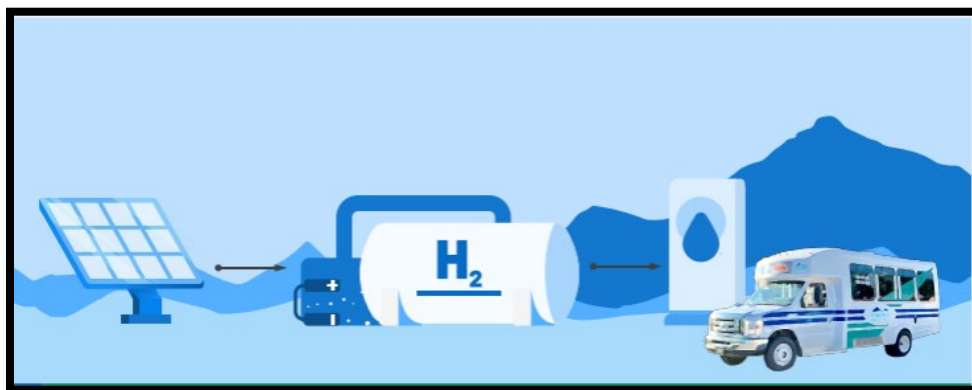
RURAL

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$4,570,000

Project Description: This planning project will design a solar-powered hydrogen fuel plant. The final design will include two main phases: Phase I, the construction of a Photovoltaic Array to provide the electricity for an Electrolysis Hydrogen Production Plant; and Phase II, the development of facilities that will support the compression and storage of hydrogen on site and its delivery to onsite stations for hydrogen fuel cell powered transit vehicles.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, state of good repair, and innovation. The project incorporates energy efficient investments such as electrification or zero emission vehicle infrastructure by designing a solar powered hydrogen fuel plant. The project will complete planning for an innovative hydrogen production facility that will allow Potomac Valley Transit Authority's to transition their fleet from a carbon-based system to a clean hydrogen fuel. The project includes economic benefits for investing in the safe, clean and resilient generation of alternative fuels in the area, in addition to creating high quality paying job at the hydrogen production plant. The Potomac Valley Transit Authority plans to engage the community college to provide training to enhance the skills of employees, contributing to overall workforce development. The project includes innovative technology and project delivery by implementing a hydrogen fuel plant responsible for producing the energy need to fuel its fleet.



I-80/I-25 INTERCHANGE DESIGN

WYOMING DEPARTMENT OF TRANSPORTATION

CITY OF CHEYENNE, WY: WYOMING

PLANNING

RURAL

RAISE GRANT FUNDING: \$13,000,000

Project Description: This project will complete final design plans for the interchange reconstructions of Interstate 80 (I-80) and Interstate 25 (I-25) and adjacent I-25/US Highway 30 interchange in Cheyenne.

Project Benefits: The project is strong in safety, economic competitiveness and opportunity, and state of good repair. The project seeks to reduce fatalities and serious injuries to bring them below the state-wide average through roadway redesigns, and restore and modernize infrastructure that are in poor condition and have met the useful life. The project will improve economic competitiveness by facilitating tourism opportunities through improved access to Frontier Park and historic attractions.

