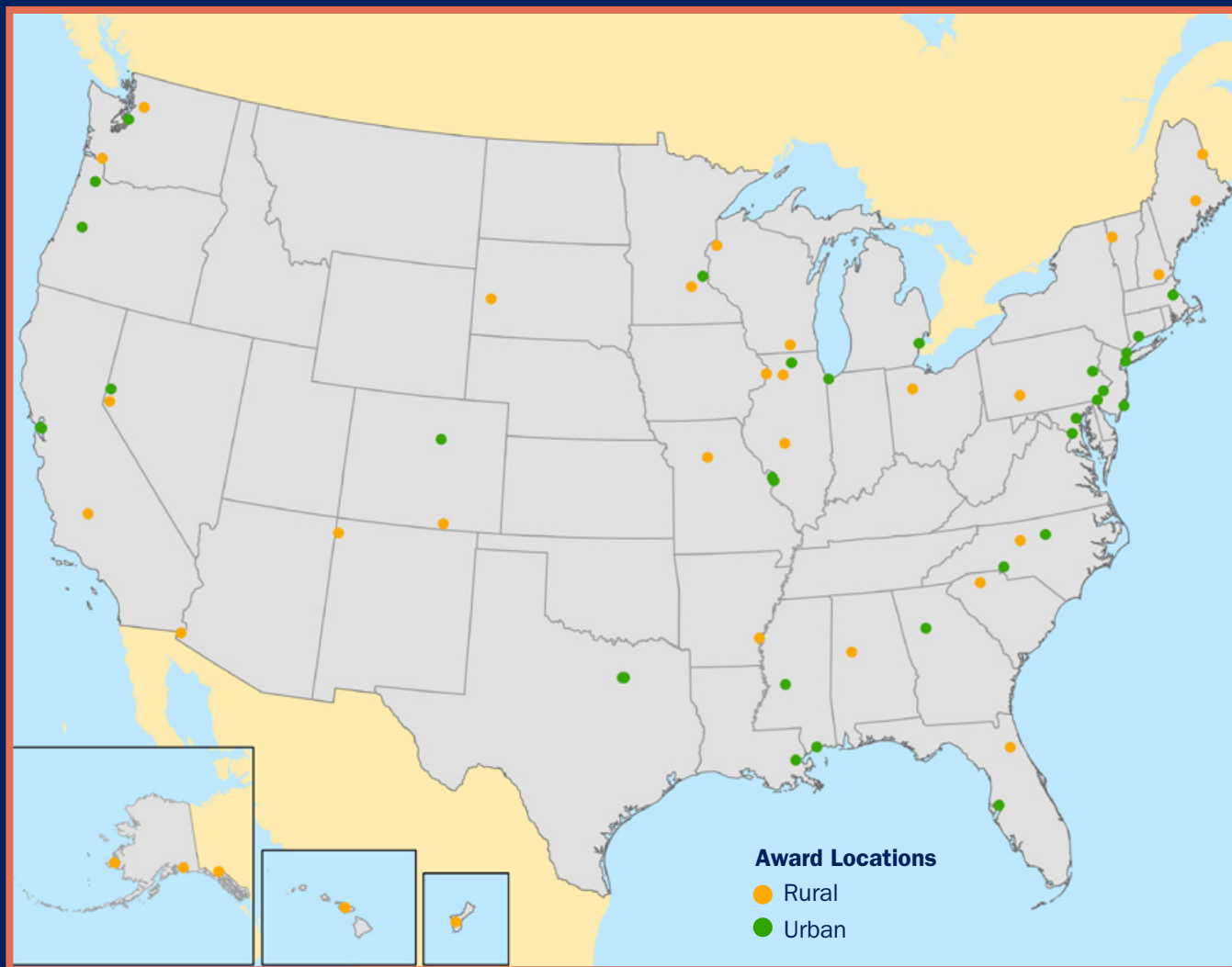


RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation



CAPITAL AWARDS

FY 2021

www.transportation.gov/RAISEgrants

Project Name	State	RAISE Award Amount	Urban/ Rural
Tuscaloosa University Boulevard Corridor Project	Alabama	\$ 17,149,167	Rural
Cordova South Harbor Rebuild	Alaska	\$ 20,000,000	Rural
Haines Borough Lutak Dock Replacement	Alaska	\$ 20,000,000	Rural
NATIVE III - Trail to Mertarvik	Alaska	\$ 12,075,000	Rural
Delta Heritage Trail: Connecting Rural Communities	Arkansas	\$ 20,482,208	Rural
Yuma Multi-Modal Transportation Center	Arizona	\$ 10,614,225	Rural
Wasco SR 46 Improvement Project	California	\$ 24,000,000	Rural
Yerba Buena Island West Side Bridges Seismic Retrofit Project	California	\$ 18,000,000	Urban
Reconnecting Oakland: Safe, Reliable, and Equitable Access	California	\$ 14,507,075	Urban
Washington Street Livability Project	Colorado	\$ 13,993,113	Urban
The Southwest Chief La Junta Route Restoration Program	Colorado	\$ 2,790,150	Rural
Derby-Shelton Multimodal Transportation Center	Connecticut	\$ 12,600,000	Urban
Wilmington Riverfront Transportation Infrastructure Project	Delaware	\$ 17,000,000	Urban
Benning Road Bridges and Transportation Improvements	District of Columbia	\$ 15,000,000	Urban

Tampa Heights Mobility Corridor	Florida	\$ 18,000,000	Urban
A. Philip Randolph Regional Multimodal Transportation Hub and Complete Streets Connectivity	Florida	\$ 8,176,001	Rural
From Tracks to Trails: Reconnecting Atlanta Communities	Georgia	\$ 16,460,000	Urban
Wharves Service Life Extension Hardening of Wharves F1-F6	Guam	\$ 17,941,997	Rural
Honoapiilani Highway Realignment Project	Hawaii	\$ 22,000,000	Rural
Rockford Complete Streets Revitalization Project	Illinois	\$ 16,384,905	Urban
Springfield Rail Improvements Project	Illinois	\$ 13,500,000	Rural
Project ROCK (Revitalizing Opportunities for the Community and Kids!)	Illinois	\$ 11,911,769	Rural
Completing the Vision – The Marquette Greenway	Indiana	\$ 17,799,282	Urban
Drive to Prosperity: Manufacturing Drive and Bluff Boulevard Reconstruction	Iowa	\$ 15,000,000	Rural
New Links Implementation: Fare Modernization, Neighborhood Transfer Points, Regional Transfer Hubs and Operator Comfort Stations	Louisiana	\$ 18,500,000	Urban
Baltimore East-West Priority Corridor Project	Maryland	\$ 22,000,000	Urban
Foxcroft Road Reconstruction	Maine	\$ 15,000,000	Rural
Broadway (Route 15) Roadway and Intersection Improvements	Maine	\$ 1,650,000	Rural
Blue Hill Avenue Multimodal Corridor Project	Massachusetts	\$ 15,000,000	Urban

Detroit New Center Intermodal Facility Project	Michigan	\$ 10,000,000	Urban
US 169 & TH 282 Interchange Project	Minnesota	\$ 8,000,000	Rural
TH-5 and TH-61 Improvements Project	Minnesota	\$ 6,500,000	Urban
West Florissant Avenue Great Streets	Missouri	\$ 18,226,255	Urban
Grand River Bridge Resiliency Project	Missouri	\$ 17,250,000	Rural
Brickline Greenway	Missouri	\$ 15,000,000	Urban
Rebuilding Medgar Evers Boulevard	Mississippi	\$ 20,000,000	Urban
Beatline Parkway	Mississippi	\$ 16,808,440	Urban
High Point on the RISE	North Carolina	\$ 19,801,253	Rural
Charlotte Multimodal Transit Hub	North Carolina	\$ 15,000,000	Urban
Durham Belt Line	North Carolina	\$ 9,000,000	Urban
RAISE Manchester: Connecting Communities	New Hampshire	\$ 25,000,000	Rural
Atlantic City Corridor Revitalization & Safety Project	New Jersey	\$ 10,349,444	Urban
US 64 Corridor Improvements: Improving Tribal Highway Mobility and Safety (ITHMAS)	New Mexico	\$ 25,000,000	Rural
East William Street Complete Streets Project	Nevada	\$ 9,300,000	Rural
Arlington Avenue Bridges Replacement Project	Nevada	\$ 7,000,000	Urban
ADA Accessibility and Circulation Improvements at Broadway Junction Complex	New York	\$ 15,000,000	Urban

The LINC: Safety, Mobility & Economic Opportunity	New York	\$ 11,960,000	Urban
Blanchard River Norfolk Southern Bridge Replacement	Ohio	\$ 7,115,711	Rural
Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor	Oregon	\$ 19,000,000	Urban
Council Creek Regional Trail Project	Oregon	\$ 12,200,000	Urban
Iron-to-Arts Corridor Project	Pennsylvania	\$ 24,448,164	Rural
Riverside Drive Multi-Modal Revitalization Corridor	Pennsylvania	\$ 21,158,854	Urban
19th & 37th Street Trolley Station Improvements	Pennsylvania	\$ 15,000,000	Urban
Spartanburg County Multi-Modal Project	South Carolina	\$ 23,845,187	Rural
South Dakota Freight Capacity Expansion Project	South Dakota	\$ 22,000,000	Rural
The LOOP: Uniting Neighborhoods with Urban Trails	Texas	\$ 12,000,000	Urban
Enhancing Mobility within the Southern Dallas Inland Port	Texas	\$ 8,218,080	Urban
East-West Alternative Transportation Crossing	Vermont	\$ 9,768,834	Rural
Granite Falls Bridge #102 Replacement Project	Washington	\$ 22,106,000	Rural
East Marginal Way Corridor Improvement Project	Washington	\$ 20,000,000	Urban
Port of Longview Industrial Rail Corridor Expansion (IRCE) Project	Washington	\$ 16,000,000	Rural
Janesville Bridges and Track Restoration Project	Wisconsin	\$ 6,768,420	Rural
St. Croix Chippewa Indians Transportation Revitalization Project	Wisconsin	\$ 6,640,466	Rural

Rural, Capital

Tuscaloosa University Boulevard Corridor Project

City of Tuscaloosa

Tuscaloosa, Alabama

Grant Funding: \$17,149,167

Estimated Total Project Costs: \$27,308,404

Description:

The project includes constructing transportation improvements, technology upgrades, and storm-water drainage along the University Boulevard corridor in Tuscaloosa. The project is comprised of seven components including curb, gutter, and drainage construction; utility installation; adding bike lanes; and reconfiguring the roadway to prioritize pedestrian safety.



Benefits:

The project will address aging and functionally obsolete infrastructure, storm water issues, and make innovative technology upgrades, including installation of advanced traffic signals, dynamic message signs, and an LED street lighting system. The storm-water drainage improvements will address resiliency and environmental issues and ensure overall state of good repair. The project will also make pedestrian and bike improvements that will extend connectivity from low-income residential areas to institutions, jobs, grocery stores, and schools, improving quality of life.

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Rural, Capital

Cordova South Harbor Rebuild

City of Cordova

Cordova, Alaska

Grant Funding: \$20,000,000

Estimated Total Project Costs: \$30,000,000

Description:

This project will restore South Harbor floats and docks, including sheet piling and dredging, and construction of a new drive-down floatplane and vessel service dock.

Benefits:

The project replaces deteriorating floats and docks that are central to the local and regional economy but presently pose safety hazards. Improvements to the harbor will address these hazards and also result in increased responder safety and faster response times. The project will improve environmental sustainability by reducing water pollution: the project will create a pump-out sewer station and eliminate the need for harbor vessels to discharge wastewater in the harbor. The project will increase resiliency and disaster preparedness by mooring oil spill rapid response trained vessels in the harbor. The project will also generate economic benefits by maintaining and improving access for the commercial fishing industry and creating a more attractive environment for small-scale cruise ships, independent cruisers, and sportfishing operators.



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Rural, Capital

Haines Borough Lutak Dock Replacement

Haines Borough

Haines, Alaska

Grant Funding: \$20,000,000

Estimated Total Project Costs: \$25,611,284

Description:

This project completes development phases activities and construction to relocate the existing boat launch ramp and creating a new uplands area and demolish the entire Lutak Dock and replace it with a bulkhead, fenders, and mooring dolphins.

Benefits:

The project will replace an existing dock that reached the end of its 60-year service life and has corrosion loss in nearly all support structures, bringing the facility into a state of good repair. The project facilitates economic competitiveness by maintaining low-cost freight access to Haines and preventing regional supply chain disruptions associated with dock closure. The project aligns with environmental sustainability by supporting environmentally efficient goods movement, preventing adverse effects to water quality, and improving Lutak Dock's resilience to extreme weather events.



Rural, Capital

NATIVE III - Trail to Mertarvik

Nunakauyarmiut Tribe

Nelson Island, Alaska

Grant Funding: \$12,075,000

Estimated Total Project Costs: \$13,360,000

Description:

This project will install an approximately 30-mile Geocell trail to connect the newly relocated Mertarvik Village to the existing transportation system infrastructure (trails system) in Nelson Island.

Benefits:

The Village of Newtok was relocated 9 miles away to Mertarvik due to coastal erosion caused by climate change. The current undeveloped and unconnected trails that have been used since the relocation do not have the capacity to serve the region's growing population and economic needs because they are rutted by the influx of ATV traffic and erosion. A dependable trail will link to Nelson Island's larger trail system, which provides access to the Island's regional hub at Toksook Bay, including medical services at the Toksook Bay Sub-Regional Clinic, improving safety, and quality of life for the Village's residents. The project is environmentally sustainable through its innovative use of Geocell trail infrastructure, resulting in no permanent loss of wetlands and concentrating inter-village travel onto one main route as opposed to affecting large swaths of natural habitat.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Delta Heritage Trail: Connecting Rural Communities

Arkansas Department of Parks, Heritage, and Tourism

Snow Lake, Arkansas

Grant Funding: \$20,482,208

Estimated Total Project Costs: \$41,800,424

Description:

The project will complete approximately 13.4 miles of the Delta Heritage Trail rail-to-trail in the Arkansas Delta. The project completes the final three phases, from Snow Lake to the termination at the Arkansas River Bridge, of the 84.5-mile multi-use trail corridor.

Benefits:

By expanding an active transportation option, the project facilitates improved health and mobility outcomes and improved quality of life. The project seeks to repair and repurpose former railroad infrastructure by bringing it into a state of good repair for alternative transportation uses. The project promotes economic competitiveness by boosting ecotourism and supporting jobs associated with travel, tourism, and outdoor recreation activities.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Yuma Multi-Modal Transportation Center

City of Yuma

Yuma, Arizona

Grant Funding: \$10,614,225

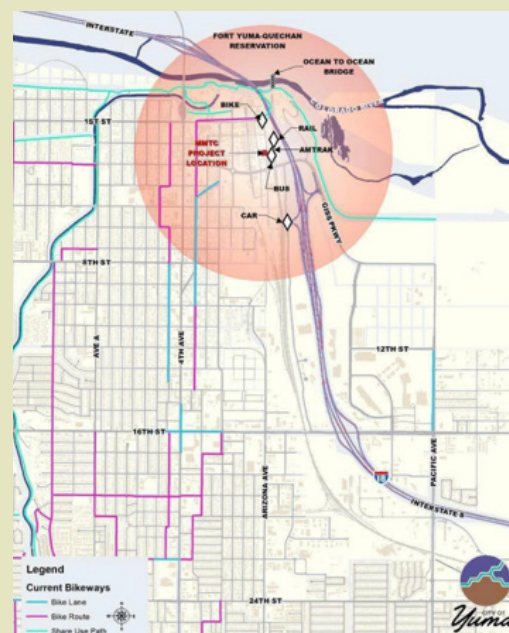
Estimated Total Project Costs: \$17,759,801

Description:

The project converts a historic building in downtown Yuma into a regional transfer hub and central, multi-modal transit center for commuter rail, intercity bus, local public transit, and ridesharing. The project includes a renovated pedestrian pathway to Amtrak, bus bays for Greyhound and Yuma Area Transit, transit administration offices, ticket counters and kiosks, a waiting area for taxis, van pools, private shuttles, and rideshare, as well as improved facilities for transit users.

Benefits:

The project consolidates transit options in a disadvantaged, underserved community in which low-income residents rely on affordable transit service, and, therefore, reduces waiting times and expands access to those services. Installing passenger accommodations and amenities where few currently exist, such as environmental controls, security cameras, restrooms, and adequate lighting improves safety, especially for vulnerable system users.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Wasco SR 46 Improvement Project

California High-Speed Rail Authority

City of Wasco, California

Grant Funding: \$24,000,000

Estimated Total Project Costs: \$75,643,560

Description:

The project will expand approximately 0.4 miles of SR 46 to a four-lane cross section with approximately 16'-6" clearance under the BNSF railroad and California high-speed rail and reconstruct the SR 46-SR43/J Street intersection to a single-lane roundabout. The project also includes ADA accessibility improvement, such as curb ramps, storm water improvements, and construction of a utility corridor south of SR 46 to remove conflicting utilities.

Benefits:

This project aligns with the Department's criteria related to safety, economic competitiveness, and quality of life. This project will eliminate an existing bottleneck crossing under the BNSF rail creating more efficient freight movement. This project also promotes pedestrian and bicycle safety by providing dedicated sidewalks and bike lanes. The project will increase transportation choices improve connectivity across the railroad, and provide travel time savings.



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Urban, Capital

Yerba Buena Island West Side Bridges Seismic Retrofit Project

San Francisco County Transportation Authority

San Francisco, California

Grant Funding: \$18,000,000

Estimated Total Project Costs: \$110,109,200

Description:

The project will replace seven seismically deficient bridges, reinforce one bridge, and narrow exit ramps with a realigned roadway and retaining walls. Additionally, this project includes foundations for tolling infrastructure, a Class 1 bicycle facility, and a transit-only access ramp. This project is the last of three projects designed to improve multi-modal access between Yerba Buena and Treasure Islands and the greater San Francisco/Oakland area.

Benefits:

The project will bring the existing bridges up to current standards, improve the structural resilience of the roadway significantly, and reduce the expected length of a potential closure after a seismic event. Anchored retaining walls will reduce potential for landslides, and biofiltration swales will reduce the spread of pollutants. The project will improve quality of life for both residents and employees by providing additional safe mobility options that will connect a disadvantaged community with jobs, healthcare and other services.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Reconnecting Oakland: Safe, Reliable, and Equitable Access

City of Oakland

Oakland, California

Grant Funding: \$14,507,075

Estimated Total Project Costs: \$32,935,500

Description:

This project will construct mobility improvements along the Broadway and Martin Luther King Jr. Way Corridors in downtown Oakland, including pedestrian infrastructure and signal improvements; install bus-only lanes along the Broadway Corridor from 2nd to 11th Street and from 20th Street to Grand Avenue; and install new bikeways along Martin Luther King Jr. Way from 2nd to San Pablo Avenue. The project will also install fiber-optic cable on Broadway and Martin Luther King Jr. Way and on 7th Street between Martin Luther King Jr. Way and Mandela Parkway.

Benefits:

The project will improve safety in an area experiencing a high number of bicycle and pedestrian collisions by installing raised median refuge islands and buffered bikeways, including signal adjustments, bulb-outs, high-visibility crosswalks and curb ramps, and modifying signal timing. The project supports environmental sustainability by prioritizing efforts to promote mode shift in areas of Oakland that disproportionately experience air and noise pollution. The project will improve quality of life by expanding alternative transportation access for underserved and disadvantaged communities in West Oakland, Old Oakland, and Jack London Square. By implementing the bus-only lanes along Broadway and installing transit signal priority, the project will improve long-term efficiency and reliability of the transit system.



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Urban, Capital

Washington Street Livability Project

City of Denver

Denver, Colorado

Grant Funding: \$13,993,113

Estimated Total Project Costs: \$36,795,178

Description:

This project will modernize Washington Street from 47th Avenue to 52nd Street and implement a multi-modal, more efficient lane configuration including widened sidewalks, bicycle paths, energy-efficient lighting, streetscaping treatments, and improved access to transit.

Benefits:

By addressing issues of decaying infrastructure, such as gaps in sidewalks, lack of curbs, and potholes, the project creates a targeted state of good repair investment in the Washington Street corridor. The project revitalizes an important north-south access point to downtown Denver and expands transit access, walkability, and transportation facilities for disadvantaged communities along the corridor, aligning with quality of life. In addition to working closely with residents during project planning to address environmental justice concerns, the project improves water quality by replacing existing curb and gutters to improve drainage and reducing toxic chemical runoff and encouraging modal shift and active transportation options within the corridor.



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Rural, Capital

The Southwest Chief La Junta Route Restoration Program

City of Trinidad

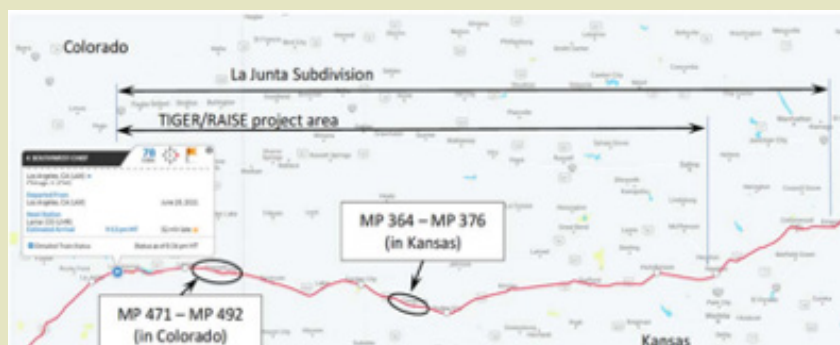
Prowers County, Colorado

Grant Funding: \$2,790,150

Estimated Total Project Costs: \$23,412,150

Description:

The project will replace the last 34 miles of unrehabilitated track on the Southwest Chief route, including 29 miles of bolted rail with new Continuous Welded Rail (CWR) and approximately 4.8 miles of embedded CWR; approximately 15 panel turnouts; and approximately 20 panelized grade crossings. The work would occur in Kansas between MP 364 and MP 391 and in Colorado between MP 471 and MP 492.



Benefits:

New, continuous welded rail will enhance the rail's long-term efficiency and reliability by addressing current and projected vulnerabilities with aging and deteriorated bolted rail. The project will also reduce costs associated with the movement of goods as the upgraded rail involves less maintenance and repair and is less likely to generate slow orders and delays. Eliminating delays and slow orders due to the rail's condition improves reliability for freight movement along the corridor and reduces cost and travel time reliability for intercity passenger rail, particularly because this project is the conclusion of a continuum of several projects that will allow for improved service along the Southwest Chief route.

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Urban, Capital

Derby-Shelton Multimodal Transportation Center

Connecticut Department of Transportation

Derby, Connecticut

Grant Funding: \$12,600,000

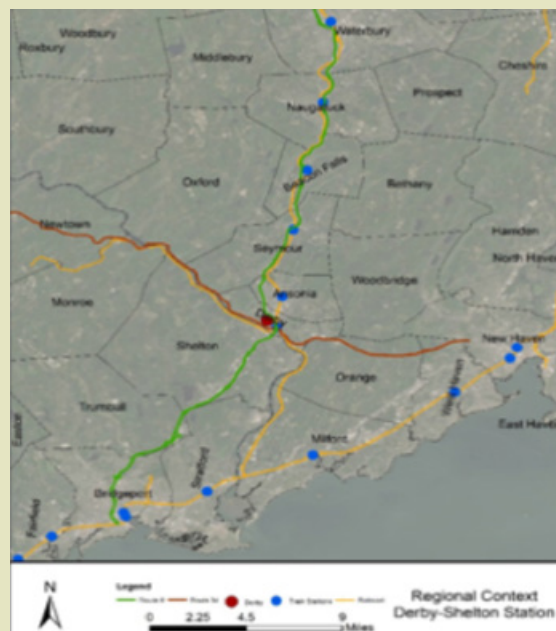
Estimated Total Project Costs: \$24,500,000

Description:

The project constructs a multimodal transportation center at the existing Derby-Shelton Train Station, including construction of a high-level rail platform, and new bus and rail passenger amenities; improvements to station safety; rehabilitation of the existing train station building; bus waiting/loading areas; electric vehicle charging infrastructure and electric buses; sidewalks and crosswalks throughout the station site; and improved vehicle parking and bus access.

Benefits:

The project advances state of good repair by upgrading an outdated station and improve its current condition to allow for safer service during ice and snow conditions. The project supports quality of life by expanding level boarding for all passengers and improving ADA accessibility, increasing accessibility to the transit network. The project furthers economic competitiveness by improving connectivity between transit modes and facilitating transit-oriented development around the station.



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Urban, Capital

Wilmington Riverfront Transportation Infrastructure Project

City of Wilmington

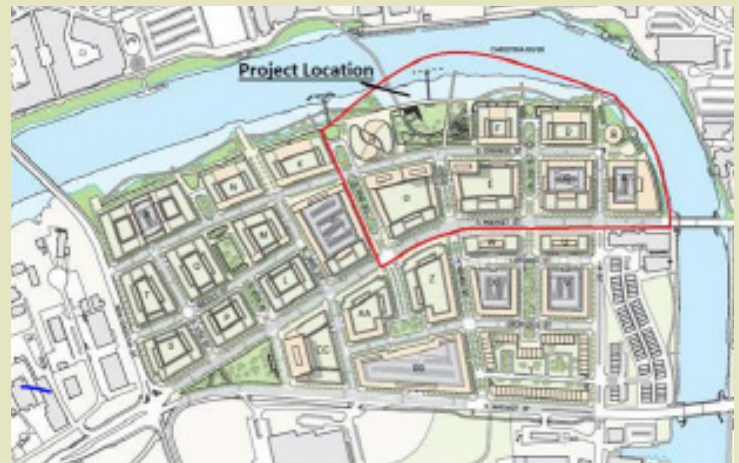
Wilmington, Delaware

Grant Funding: \$17,000,000

Estimated Total Project Costs: \$92,248,969

Description:

This project will construct infrastructure improvements and traffic calming devices along South Market Street; a new, expanded network of roads branching from South Market Street that will extend the Wilmington grid system for pedestrian and cyclist accommodations on roadways and a new set of pedestrian and bicycle pathways that will connect to the surrounding network; the addition of 160 on-street parking spaces, multi-use recreational piers and promontories along the Christina riverfront; and the construction of two greenways and associated tidal intrusions for stormwater management purposes



Benefits:

The project will improve safety by including traffic signals along South Market and increase the number of traffic calming measures in the corridor, which includes more stop signs and signals, intended to slow traffic and create a safe environment for all street users. The project will bring the corridor to a state of good repair by improving storm water management practices to prevent flooding. The project will also implement measures to reduce emissions through encouraging mode shift, includes gray and green infrastructure, diverting flow through bio-retention trenches and rain gardens and help restore wetlands along the river. Quality of life will be enhanced by providing transportation choices and safe mobility options for motorists, pedestrians, cyclists, and public transit passengers while reducing emissions.

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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Benning Road Bridges and Transportation Improvements

District of Columbia Department of Transportation

Washington, District of Columbia

Grant Funding: \$15,000,000

Estimated Total Project Costs: \$72,987,940

Description:

This project will reconstruct the roadway and structures along an approximately 2-mile corridor of Benning Road between Oklahoma Avenue NE and Benning Road Metro station. The project includes the rehabilitation of the bridges which carry Benning over Kingman Lake, the Anacostia River, and DC-295 and the CSX rail corridor. The project will improve pedestrian and cycling connections, address vehicular and bus safety and operations at the Benning and Minnesota Avenue intersection, and accommodate future expansion of the DC Streetcar from its current terminus to Benning Road Metro.



Benefits:

The project will have an immediate impact on safety for drivers, cyclists, and pedestrians. Upgrading substandard sidewalks to ADA-compliance and constructing high-visibility crosswalks will improve safety for non-motorized travelers while reconfiguring the Benning interchange with DC-295 will improve motorist safety and mobility. The project will repair multiple bridges that are more than 50 years old, reducing maintenance and operation costs. By improving multimodal infrastructure, the project will attract more cyclists and pedestrians, reducing emissions and enhancing quality of life.

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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Tampa Heights Mobility Corridor

Florida Department of Transportation

Tampa, Florida

Grant Funding: \$18,000,000

Estimated Total Project Costs: \$38,820,432

Description:

This project will create an exclusive transit lane, widen sidewalks, install new crosswalks, improve intersection geometry, and improve the storm sewer system on approximately 2 miles of the Heights Mobility Corridor (US 41 Business/SR 685 from Tyler Street to Dr. Martin Luther King Jr. Boulevard).

Benefits:

The project will significantly enhance safety for regional multimodal transportation by improving the intersection geometry and adding pedestrian crossings, as well as improving the roadway's resiliency by addressing currently substandard roadway pavement conditions and systemic flooding issues along the project's roadway. The exclusive transit lane will provide more efficient access transit riders traveling throughout the community and improve the quality of life particularly for underserved residents who rely on transit as a critical mode of transportation.



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Rural, Capital

A. Philip Randolph Regional Multimodal Transportation Hub and Complete Streets Connectivity

City of Palatka

Palatka, Florida

Grant Funding: \$8,176,001

Estimated Total Project Costs: \$8,176,001

Description:

This project will improve multimodal connectivity in Palatka by lengthening the passenger loading platform at the Amtrak station to accommodate a baggage area and adjusting the platform height to meet ADA requirements and allow bicycles to be loaded and unloaded at the station and constructing complete streets improvements including resurfacing the roadway, installing new ADA-compliant sidewalks and curb and gutter designating bike lanes, and adding other accessory safety improvements in the project area.

Benefits:

A shift of the major mode of transportation from personally operated vehicles to public transportation via improvement of the Multimodal Transportation Hub, as well as to walking and biking through the complete-street connectivity, will allow citizens to be able to comfortably travel to needed destinations, significantly improving quality of life. The project will repair and improve roadways to bring them into a state of good repair and mitigate the unsafe nature of the high travel speeds in the area and feature design by bringing the project components up to current safety standards.



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Urban, Capital

From Tracks to Trails: Reconnecting Atlanta Communities

City of Atlanta

Atlanta, Georgia

Grant Funding: \$16,460,000

Estimated Total Project Costs: \$38,865,641

Description:

This project will construct approximately 2 miles of the Southside Trail component of the Atlanta BeltLine from Pittsburgh Yards to Boulevard Crossing Park including a 14-foot-wide concrete trail, ADA-accessible ramps, crosswalks and signals, lights and security cameras, advanced environmental remediation, utility relocations, stormwater infrastructure, extensive retaining walls, major bridge enhancements, and landscaping. The project includes two major bridge renovations, six vertical connections, and two at-grade crossings.



Benefits:

By connecting disadvantaged communities previously bisected by railroads, the project supports quality of life benefits. The project provides a safe, accessible, active transportation option in an area with low levels of car ownership, increasing transportation choices and equity for individuals. The project promotes economic competitiveness by attracting development and supporting businesses adjacent to the BeltLine, while proactively addressing negative impacts of gentrification and displacement that may occur on the corridor. The project relies on equity-focused community outreach and engages a public-private partnership for funding and support.

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$10.1 billion for 13 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

Rural, Capital

Wharves Service Life Extension Hardening of Wharves F1-F6

Port Authority of Guam

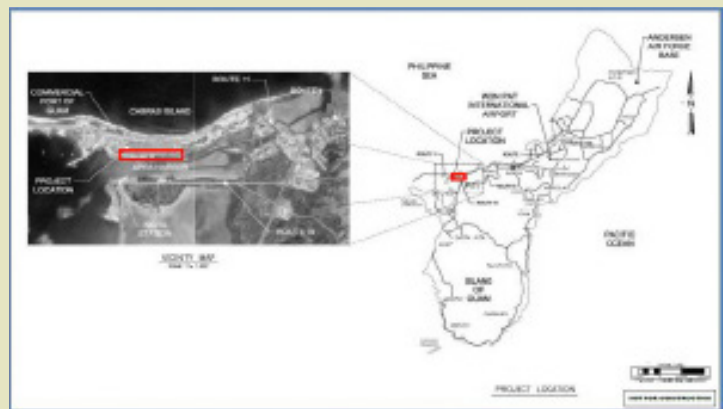
Piti, Guam

Grant Funding: \$17,941,997

Estimated Total Project Costs: \$22,427,496

Description:

This project will rehabilitate and structurally enhance wharves F1 through F6, the primary wharves at the Jose D. Leon Guerrero Commercial Port of Guam, to support ship-to-shore cranes. It will specifically address the sheet piles and concrete cap spalling at the face of the port's F2, F3, F4 and F6 wharves as well as the deteriorating structure of the port's F1 Fuel Pier.



Benefits:

The proposed structural repairs would enhance the capacity of the existing berths to potentially withstand an earthquake and reduce the likeliness of liquefaction by fixing existing deficiencies of the multiple sheet pile walls throughout wharves F1 – F6. The repairs would also reduce the potential for a catastrophic failure by lateral impact of a vessel to any of the existing walls. The project connects Guam's economy to the rest of the world, serving as the gateway to Asia and the Western Pacific for large carriers bringing goods to and from the U.S. mainland. Repairing and maintaining the island's only commercial port will ensure the residents and indigenous population will continue to have access to the port's services.

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Rural, Capital

Honoapiilani Highway Realignment Project

Hawaii Department of Transportation

Maui, Hawaii

Grant Funding: \$22,000,000

Estimated Total Project Costs: \$89,530,000

Description:

This project will relocate an approximately 4.5 mile section of the existing two-lane undivided Honoapiilani Highway (Milepost 12.5 to Milepost 17) to a new alignment further inland on the west coast of Maui. The relocated roadway will be a two-lane divided facility with a center median.

Benefits:

The existing road runs along the coastline and is threatened by erosion, storm surges, and sea level rise. King tides and south swells overtop the roadway with seawater 20 to 30 times per year, and this stretch of roadway has been repaired three times in the past 10 years due to storm damage. Environmental sustainability benefits will be generated by addressing resilience issues caused by climate change, sea level rise and coastal erosion due to frequent storms. The project area relies heavily on tourism. The improvements ensure tourists can reliably reach the area and freight can provide food and thus improves the area's economic competitiveness.



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Urban, Capital

Rockford Complete Streets Revitalization Project

Illinois Department of Transportation

Rockford, Illinois

Grant Funding: \$16,384,905

Estimated Total Project Costs: \$22,364,710

Description:

This project will reconstruct Chestnut/Walnut Street in downtown Rockford using a road diet, including streetscaping and bike infrastructure. The project additionally includes the procurement of approximately three electric buses and recharging infrastructure for the implementation of a bus circulator along the route.

Benefits:

Safety benefits will be realized by replacing excess vehicle lane capacity with ADA accessible sidewalks, a multi-directional bicycle path, and traffic calming measures including a road diet. The project seeks to reduce greenhouse gases by encouraging modal shift, as well as through the purchase of electric buses. By increasing modal choice, improving safety along the project corridor, and providing access to essential services, including a hospital, library, college and recreation, and employment centers, the project will enhance the quality of life.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Springfield Rail Improvements Project

City of Springfield

Springfield, Illinois

Grant Funding: \$13,500,000

Estimated Total Project Costs: \$35,500,000

Description:

This project will construct Usable Segment III of the Springfield Rail Improvements Project. The project includes: a new underpasses at Madison and Jefferson Streets, grading and trackwork from Capitol Avenue to Mason Street, and new grade crossing/pedestrian signals at Washington Street, Monroe Street, and Capitol Avenue. The proposed project is the third segment of the larger Springfield Rail Improvements Project which will double-track a portion of the Chicago to St. Louis Union Pacific freight and Amtrak passenger corridor for 110 mph services and relocate the existing Amtrak/Union Pacific Railroad corridor to a new expanded corridor adjacent to the existing Norfolk Southern tracks through Springfield.

Benefits:

The project will provide safety benefits through the elimination of at-grade railroad crossings and by improving crossing protection for transportation users. The project reduces stormwater impacts by providing over 110,000 gallons of stormwater storage below ground thus improving environmental sustainability. The underpass will accommodate a safe and improved bicycle/pedestrian path by vertically separating them from train traffic.



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Rural, Capital

Project ROCK (Revitalizing Opportunities for the Community and Kids!)

City of Dixon

Lee County, Illinois

Grant Funding: \$11,911,769

Estimated Total Project Costs: \$12,793,269

Description:

This project will construct approximately 2.8 miles of ADA-compliant multi-use path, construct a pedestrian bridge over the Rock River using the abandoned Illinois Central Railroad piers, and resurface approximately 0.8 miles of Page Drive in Page Park. The project is the fourth and final phase of the City of Dixon Riverfront Master Plan.

Benefits:

The project will help alleviate safety concerns by providing a new, dedicated pedestrian river crossing.

The complete streets elements will improve walkability for high school students traveling to school, provide non-motorized transportation alternatives to employment opportunities and centers and allow for the use of active transportation to access resources and entertainment. The project will allow for increased transportation choice through improved walkability through an economically disadvantaged area and increase accessibility through the ADA improvements. The project will improve the condition of aging and deteriorating facilities by rehabilitating the bridge and resurfacing the pavement.



Urban, Capital

Completing the Vision – The Marquette Greenway

Northwestern Indiana Regional Planning Commission

City of Chicago, City of Gary, Town of Ogden Dunes, City of Portage, Town of Burns Harbor, Porter County, City of Michigan City, New Buffalo Township, City of New Buffalo; Indiana, Illinois, Michigan

Grant Funding: \$17,799,282

Estimated Total Project Costs: \$30,767,516

Description:

This project will complete the remaining approximately 20 miles of the Marquette Greenway, a planned 60-mile bicycle/pedestrian path roughly along Lake Michigan from Calumet Park in Chicago, IL, through Indiana, to New Buffalo, Michigan. This project is broken into 14 separate construction projects involving three states, five counties, and nine municipal entities,



Benefits:

Completing the Marquette Greenway will provide access to routes for bicyclists and pedestrians, filling the currently gaps in the network. The project will expand access to existing trails and transit, as well as employment, retail and recreational opportunities, enhancing the quality of life. By upgrading the current poor condition of the infrastructure, the non-motorized path will be brought into a state of good repair.

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Rural, Capital

Drive to Prosperity: Manufacturing Drive and Bluff Boulevard Reconstruction

City of Clinton

Clinton, Iowa

Grant Funding: \$15,000,000

Estimated Total Project Costs: \$38,100,000

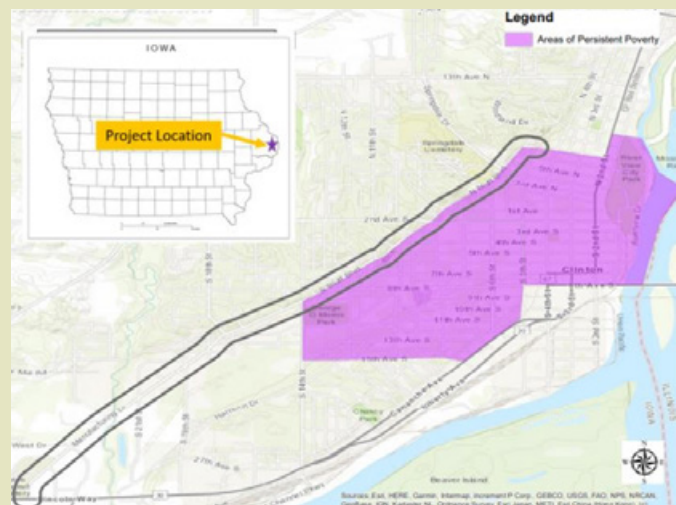
Description:

This project will reconstruct and improve approximately four miles of roadway, including two bridges from the intersection with US HWY 30 to 7th Avenue North.

This project includes reconstructing two bridges, converting the roadway into a three-lane section, adding a roundabout, interconnecting traffic signals, separating sewer and sanitary lines, and installing bio-swales to capture rainwater and filter storm water. It will also upgrade traffic signals, install sidewalks and a bicycle route, add transit shelters, and modify intersections.

Benefits:

The roadway improvements will improve long-term efficiency, reliability, and affordability in the movement of workers or goods. The sidewalks and bike paths will increase transportation choices by making these methods of travel safer. The sidewalk will be set back from the roadway, protecting pedestrians, and the dedicated bike path will help reduce bicycle-vehicle interaction and collisions. The turn lanes and rotary will help reduce congestion, thereby improving connectivity to essential services. The project includes plans to construct bioretention cells, bio-swales, underground filtration rock chambers, and other practices to improve the quality of the storm water runoff and decrease harmful pollutants into the Mississippi River receiving waters.



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Urban, Capital

New Links Implementation: Fare Modernization, Neighborhood Transfer Points, Regional Transfer Hubs and Operator Comfort Stations

New Orleans Regional Transit Authority

New Orleans, Louisiana

Grant Funding: \$18,500,000

Estimated Total Project Costs: \$23,125,000

Description:

This project will deliver a suite of improvements to public transit in New Orleans, including a new fare technology system, a new neighborhood transfer hub and improvements to an existing transfer center, and developing the standards and designs necessary for implementation of the new fare technology system at additional transfer centers. The new fare technology consists of installing fare collection boxes on streetcars, buses, and ferries, installing ticket vending machines and related software to allow for cashless fare collection. The new neighborhood transfer hub will include large shelters and pedestrian safety improvements, as well as driver comfort stations that will enhance transit service provision.



Benefits:

The new transfer hub includes improvements to the shelter, lighting, security systems, emergency call boxes which are expected to increase rider safety. By planning for the consolidation of multiple stops on multiple routes, riders will be able to more easily transfer between buses without having to cross roadways. The new fare system will employ innovative technology to expedite boarding and fare collection and improve transit times across the system. It is also expected to reduce maintenance costs and increase the reliability of service.

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Urban, Capital

Baltimore East-West Priority Corridor Project

MDOT - Maryland Transit Administration

Baltimore City and Baltimore County, Maryland

Grant Funding: \$22,000,000

Estimated Total Project Costs: \$50,000,000

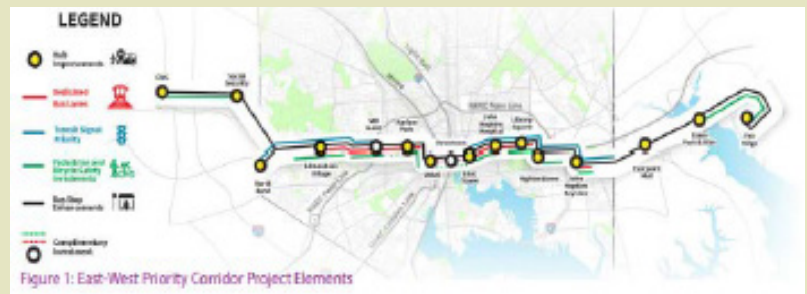
Description:

The project will add dedicated bus lanes, transit signal priority (TSP), ADA improvements, bus stop enhancements, and bicycle infrastructure along an approximately 20-mile corridor in Baltimore City and Baltimore County.

Benefits:

The project will foster a safe transportation system for vulnerable road users and reduce crashes through the implementation of dedicated bus lanes and safe bicycle infrastructure.

The project will greatly improve connectivity to essential services, jobs, and healthcare, further improving the quality of life. Dedicated bus lanes are also expected to produce travel time savings. The project's ADA improvements also greatly improve transportation choices for people walking and rolling. By repairing the many bus stops and sidewalks along the corridor, the project will improve the infrastructure's state of good repair.



RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Foxcroft Road Reconstruction

Houlton Band of Maliseet Indians

Houlton, Maine

Grant Funding: \$15,000,000

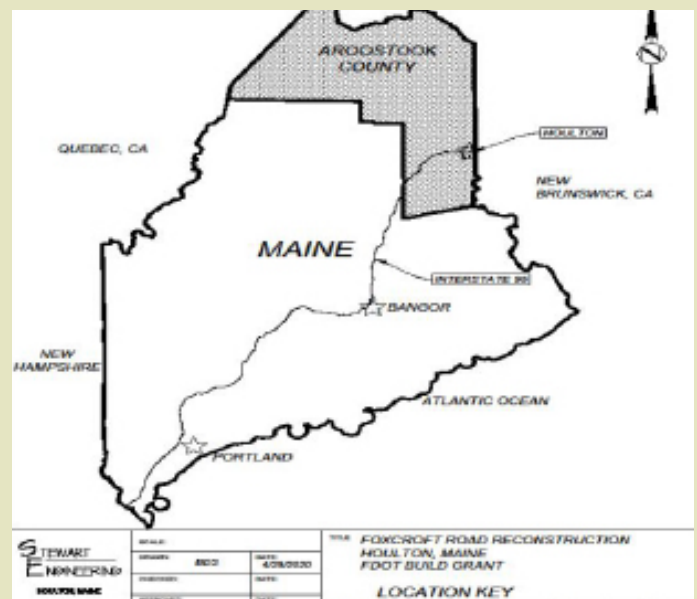
Estimated Total Project Costs: \$16,042,373

Description:

The project will reconstruct approximately 4.5 miles of Foxcroft Road, including paved shoulders for bicycle access and a new sidewalk adjacent to the roadway.

Benefits:

This project will separate the vehicle traffic from bicycles and pedestrians, which will help create a safer road for all travelers. Foxcroft Road is a vital connection road for the local tribal community, particularly for local farms that experience challenges in transporting farm equipment that is too large for the narrow roads. Improving connectivity to this resource-rich area will likely improve the local economy by providing safer access to tribal housing, recreational, health care and administrative facilities year-round.



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Rural, Capital

Broadway (Route 15) Roadway and Intersection Improvements

City of Bangor

Bangor, Maine

Grant Funding: \$1,650,000

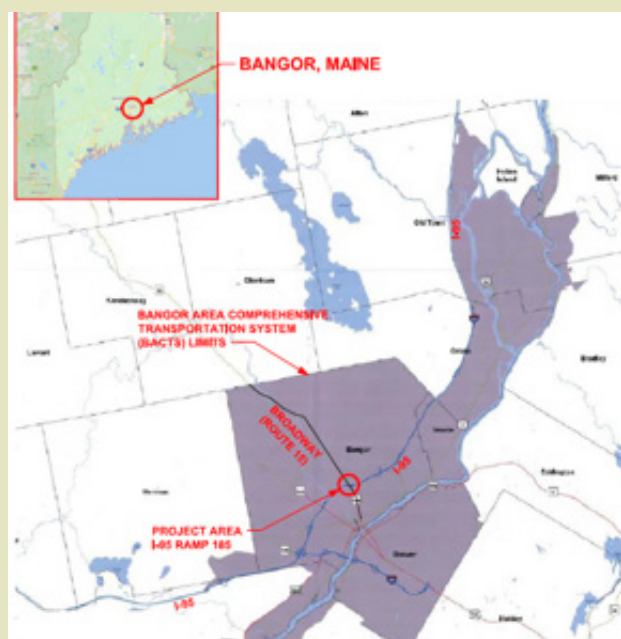
Estimated Total Project Costs: \$1,950,000

Description:

This project realigns the northbound and southbound I-95 on and off ramps (Exit 185) with Broadway (Route 15) and upgrades traffic signal equipment at each intersection. The project also modifies approximately 1,000 feet of Route 15 between the two intersections with improved pedestrian and bicycle accommodations.

Benefits:

The project generates safety benefits for a high crash corridor by increasing visibility and accessibility at the intersections, upgrading intersection configurations, and adding pedestrian and bicycle facilities to reduce the number of crashes. Upgrading traffic signal equipment to improve traffic flow improves mobility for residents, businesses, and visitors, aligning with quality of life.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Blue Hill Avenue Multimodal Corridor Project

City of Boston

City of Boston, Massachusetts

Grant Funding: \$15,000,000

Estimated Total Project Costs: \$39,456,000

Description:

This project will repurpose Blue Hill Avenue's existing wide, concrete median island into a pair of exclusive, center-running bus lanes and redesigns Mattapan Square (the southern terminus) to better accommodate bus movements in and out of the Mattapan Red Line light rail station. The project will also include improved pedestrian refuges, protected bicycle lanes, signal changes, and place-making elements.

Benefits:

The project will promote a safer corridor through the added protected bike lanes, and creating safer, more accessible bus stops. Quality of life impacts will be realized by increasing transportation choices for cyclists through protected bike lanes and adding accessibility improvements such as bringing curb ramps into ADA compliance. The multimodal improvements will greatly improve access to opportunities for the disadvantaged communities within the project area. The project will create a link between the communities along Blue Hill Avenue to the economic and job powerhouses in the Longwood Medical Area and the Seaport District.



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Urban, Capital

Detroit New Center Intermodal Facility Project

Michigan Department of Transportation

Detroit, Michigan

Grant Funding: \$10,000,000

Estimated Total Project Costs: \$57,309,488

Description:

The Project will construct an intermodal facility, which will include: a combined rail and bus station, providing ticketing, waiting, baggage handling and amenities on the north side of the tracks; a 12-berth intercity bus boarding and alighting area on the south side of the tracks, covered by a multi-level parking garage; a lengthened and widened passenger rail platform in approximately the current platform location (along the north face of the northern track); and a passenger tunnel connecting the combined passenger station and rail platform to the bus platforms and parking garage.

Benefits:

Improvements to the project will bring the outdated facility into a state of good repair equipped with ADA amenities, as well as greatly improve the efficiency of moving workers and connect residents to jobs. The project will also facilitate the availability of timed transfers between Amtrak and bus services, creating more cohesive transportation travel.



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Rural, Capital

US 169 & TH 282 Interchange Project

Scott County

Jordan, Minnesota

Grant Funding: \$8,000,000

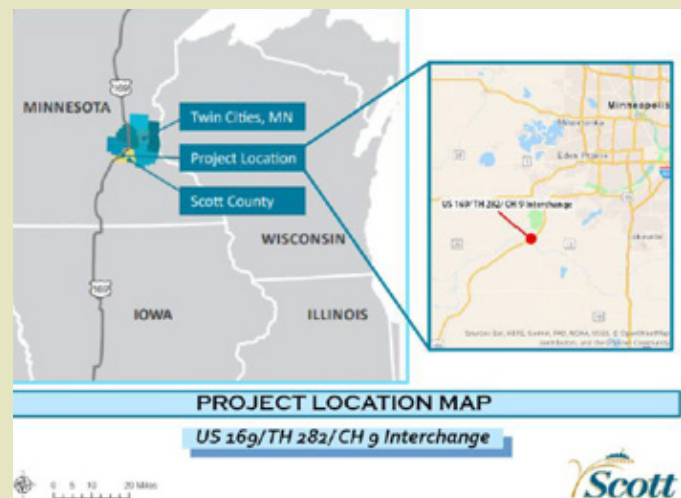
Estimated Total Project Costs: \$41,061,501

Description:

This project constructs a grade-separated interchange at TH-282/County Highway 9 and a bridge over the Union Pacific railroad line. The project also includes a roundabout intersection, a multi-use path and underpass of US 169, floodway improvements, stormwater improvements, and frontage roads.

Benefits:

The project advances safety by eliminating the conflict between vehicles and freight trains at the existing highway-rail grade crossing, and reducing the potential for vehicle crashes, particularly those involving vehicle queuing that currently contribute to the large number of crashes at the intersection. Between 2010 and 2019, 144 crashes occurred at the intersection, including one fatality and 46 injuries. The project generates economic competitiveness benefits by increasing travel time reliability for people and freight from reduced delay and improved intersection performance. The project aligns with quality of life by expanding pedestrian and trail facilities and improving connectivity and enhancing the pedestrian environment with an underpass, sidewalks, improved signal timing, lighting, and streetscape.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

TH-5 and TH-61 Improvements Project

Minnesota Department of Transportation

Ramsey County, Minnesota

Grant Funding: \$6,500,000

Estimated Total Project Costs: \$25,300,000

Description:

The project will reconstruct approximately 3.7 miles of TH-5 and TH-61 through St. Paul and Maplewood in Minnesota, and will include pedestrian crossing upgrades, sidewalk gap closures, speed management tools, regional trail connections, streetscape and stormwater enhancements, and ADA improvements.

Benefits:

The project aims to reduce pedestrian and cyclist crashes, particularly for school aged children crossing the streets, through the implementation of the corridor improvements. The project will positively impact the environment through the addition of 3.3 acres of tree trenches and green boulevards with 350 trees along the corridor, upgrade drainage infrastructure to manage flooding, and replace corridor lighting with LED lighting. Quality of life will be enhanced by improving vehicle travel time for its residents with less congested roadways and access to bus stops for connections to major destinations such as downtown St. Paul for jobs, businesses and other essential services, as well as providing safety and comfort for students walking to the many area schools with improved sidewalk conditions and crossing safety.



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Urban, Capital

West Florissant Avenue Great Streets

St. Louis County

St. Louis County, Missouri

Grant Funding: \$18,226,255

Estimated Total Project Costs: \$33,049,573

Description:

The project will reconstruct approximately 1.5 miles of West Florissant Avenue, a principal arterial in the Greater St. Louis area, from Stein Road to Ferguson Avenue, through the towns of Dellwood and Ferguson. The project includes a new shared-use path, upgrades to transit stops, new traffic signals, medians, modified property access, new crosswalks, and improved ADA-compliant sidewalks. The project will also relocate and add additional bus stops, pedestrian wayfinding, and create new greenspace and landscaping. Pedestrian-scale lighting will also be included.



Benefits:

The project addresses safety challenges for vehicles, pedestrians, bicyclists, and transit riders while removing barriers to opportunity for the community. A new multi-use path will improve pedestrian and bicyclist safety. The pathway will be essential for residents who do not have access to cars and will provide viable transportation alternatives, improving quality of life. Improvements that make transit, biking and walking more attractive will help improve environmental sustainability.

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Rural, Capital

Grand River Bridge Resiliency Project

Missouri Department of Transportation

Chariton County, Missouri

Grant Funding: \$17,250,000

Estimated Total Project Costs: \$34,500,000

Description:

The project will rehabilitate and improve Norfolk Southern's Grand River Bridge west of Brunswick. Construction will replace the main channel crossing with ballast-deck steel superstructure with through truss.

Benefits:

The improvements to the bridge will help to reduce complications associated with excessive flooding and will help prevent the bridge from collapsing again. The bridge improvements would alleviate the impacts of climate change on railroad infrastructure and operations. The project will overall result in safer railroad and help contribute to a state of good repair by improving the rail resilience and reducing service disruptions. Without improvements to the Grand River Bridge, freight rail traffic would have to be re-routed causing extensive and expensive delays. The improved bridge would improve the long-term efficiency and adorability in the movement of goods.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Brickline Greenway

Great Rivers Greenway

St. Louis, Missouri

Grant Funding: \$15,00,000

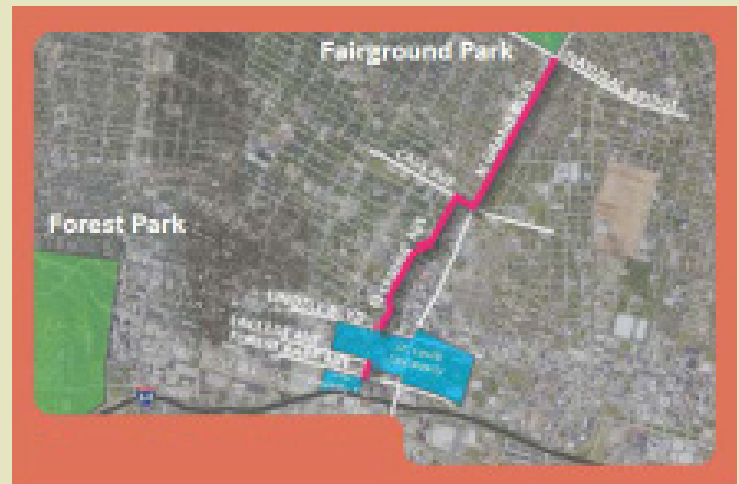
Estimated Total Project Costs: \$19,491,061

Description:

The project will construct a roughly two-mile greenway segment consisting of separated, multi-use paths alongside major roadways from Fairground Park to City Foundry, as one of the first segments of the 20-mile Brickline Greenway.

Benefits:

By implementing a road diet, constructing separated pedestrian and bicycle facilities, and upgrading traffic signals and crosswalks, the project seeks to reduce traffic speeds and improve safety on a high-crash corridor that had several crashes involving pedestrians that resulted in injuries or fatalities. The project supports improved quality of life by connecting predominantly Black, disadvantaged neighborhoods in North St. Louis that currently lack access to safe, accessible open spaces with increased and convenient transportation options. The project addresses environmental sustainability both by focusing on environmental justice and equity during public engagement for the project, and by facilitating travel that doesn't emit greenhouse gases, mitigating the urban heat island effect, and improving stormwater management and water quality. The project promotes economic competitiveness by spurring development and filling vacant lots along the corridor.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Rebuilding Medgar Evers Boulevard

City of Jackson

Jackson, Mississippi

Grant Funding: \$20,000,000

Estimated Total Project Costs: \$30,028,000

Description:

This project will reconstruct a 1.5-mile section of a former interstate highway, into a multimodal, complete street from Medgar Evers Boulevard to the Woodrow Wilson Avenue/Five Points area on the south to Coleman Avenue and Ridgeway Street on the north, including cool pavement drive lanes, sidewalks, transit stops and amenities, a landscaped median, street trees, energy efficient streetlight, new water and sanitary lines, and sustainability drainage improvements.

Benefits:

The project generates safety benefits by providing sidewalks and pedestrian crossings, improving transit stops, and clearly defining access points and travel lanes along the corridor to reduce the number of conflicts among motorists, pedestrian, and transit vehicles. Elements such as streets trees, landscaped medians, and cool pavement will be used to reduce ambient air temperature and urban heat island to advance environmental sustainability. The project enhances economic competitiveness by opening access to valuable economic and employment centers such as jobs in the medical sector at the south end of the corridor to help address unemployment in the area.



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North Carolina Department of Transportation

Grant Funding: \$19,801,253

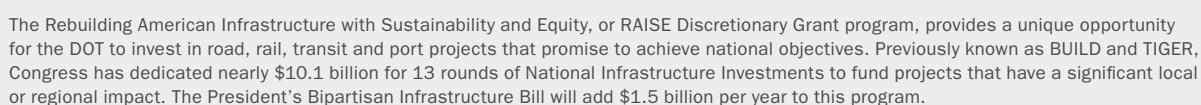
Estimated Total Project Costs: \$27,889,089

Description:

The project will construct approximately 3.5 miles of shared use greenway, approximately 1.2 miles of Complete Streets, and two blocks of bicycle boulevard in High Point, North Carolina.

Benefits:

The combination of road diets and greenway will help reduce bicycle and pedestrian incidents. The project's greenway is intended to prevent pollutants from entering the creek and contaminating a water source used for drinking. Street trees and the greenway are also expected to have a cooling effect on the surrounding area, reducing the urban heat island effect. The use of emissions-free transportation is also expected to improve air quality in the area. The project will connect low-income and historically marginalized neighborhoods to commercial districts in southwest and downtown High Point, NC.



Urban, Capital

Charlotte Multimodal Transit Hub

City of Charlotte

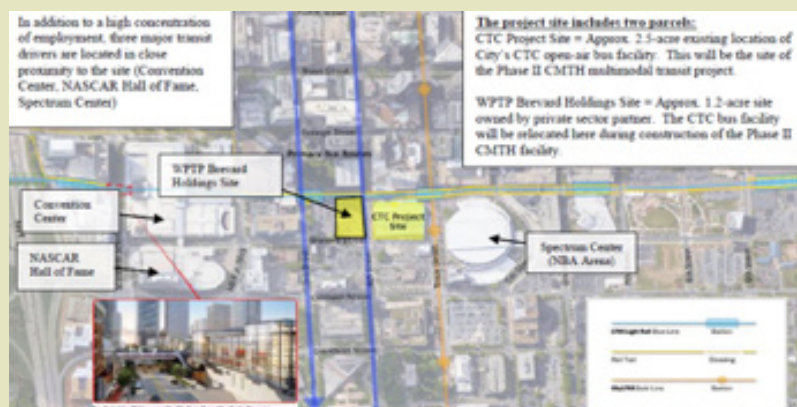
Charlotte, North Carolina

Grant Funding: \$15,000,000

Estimated Total Project Costs: \$85,718,000

Description:

This project will construct a new multimodal transit center to replace the existing open air bus terminal in downtown Charlotte. The new transit center will include an underground bus concourse with seamless connections to LYNX Blue line light rail, the CityLYNX Gold Line streetcar, local and regional bus service, and a new bicycle and pedestrian trail. The City of Charlotte intends to develop new retail and office space atop the new facility once completed.



Benefits:

The redesigned terminal will eliminate the need for riders to cross active bus lanes to access various bus stops, and will improve street level access with signalized crosswalks. By enhancing connections to LYNX rail and constructing a new bicycle and pedestrian trail the project supports quality of life by providing more transportation options. By constructing the new transit hub underground, the project supports additional development in a dense and transit rich area of Charlotte, increasing environmental sustainability and economic competitiveness.

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$10.1 billion for 13 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Durham Belt Line

City of Durham

Durham, North Carolina

Grant Funding: \$9,000,000

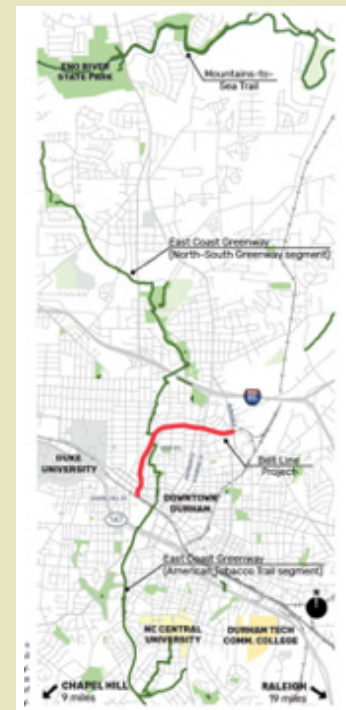
Estimated Total Project Costs: \$16,341,800

Description:

This project will construct the Durham Belt Line Trail, an approximately 1.75-mile shared-use path and linear park in a former railroad right-of-way, from Avondale Drive to West Chapel Street, connecting downtown Durham to central and northeastern Durham.

Benefits:

By repurposing an old railroad corridor into an active multimodal pathway, the project aligns with state of good repair. By providing dedicated bicycle and pedestrian facilities, filling sidewalk gaps at four key locations and creating new bicycle and pedestrian connections, the project generates long term safety impacts. The project advances environmental sustainability by creating greenspace, including planting native trees, restoring wildlife habitats, and improving stormwater management, as well as encouraging modal shift to environmentally friendly and healthy alternative transportation options. The project supports quality of life by expanding access to Durham's open space and trails network and providing an active transportation corridor to access employment and commercial centers, schools, and medical services.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

RAISE Manchester: Connecting Communities

City of Manchester

Manchester, New Hampshire

Grant Funding: \$25,000,000

Estimated Total Project Costs: \$30,000,000

Description:

The project will design and construct activities that will reconnect the 300-acre project area to surrounding neighborhoods and downtown, through four integrated components: South Commercial Street Extension, South Willow-Queen City Avenue Intersection Reconfiguration, Gas Street Extension and Active Transportation Corridor, and Pedestrian Connection Improvements.

Benefits:

Improvements will create critical system connections that will revitalize the 300-acre project area, including adaptive redevelopment of existing buildings and new construction opportunities for mixed-use development. The project's integrated transportation infrastructure improvements will mitigate existing traffic congestion, increase driver and pedestrian safety, improve critical rail crossing and freight mobility, and provide improved and accessible transportation options for the community.



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Urban, Capital

Atlantic City Corridor Revitalization & Safety Project

City of Atlantic City

Atlantic City, New Jersey

Grant Funding: \$10,349,444

Estimated Total Project Costs: \$21,342,230

Description:

This project will implement complete streets improvements on approximately 2.7 miles of Atlantic Avenue in downtown Atlantic City, from Albany Avenue to Maine Avenue including implementing a road diet; adding ADA accessible sidewalks, drainage facilities, new bike paths; improving clear sight lines; adding intersection synchronized signalization, wayfinding, LED streetlighting and upgrading accessibility to transit stops. The project also includes improvements on the parallel Arctic and Pacific Avenues.

Benefits:

By implementing a road diet and improving both pedestrian and bicycle facilities in line with a Complete Streets design and ADA improvements, the project will enhance safety in the project area. The project will provide alternative transportation options and enhance the community's quality of life when traveling for jobs, education, recreational purposes and other destinations. The project promotes the use of innovative technologies by deploying ITS sensors to monitor traffic, parking, drainage, flooding events, safety and security, as well as the installation of underground fiber optic utilities.

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Rural, Capital

US 64 Corridor Improvements: Improving Tribal Highway Mobility and Safety (ITHMAS)

New Mexico Department of Transportation

San Juan County, New Mexico

Grant Funding: \$25,000,000

Estimated Total Project Costs: \$80,700,000

Description:

This project will reconstruct approximately 21 miles of US 64 in Northwestern New Mexico. The project includes the replacement of four bridges with wider, more resilient structures; improvements along 21 miles of roadway including enhanced lighting, widened shoulders, rumble strips, and new pavement. Fiber optic cable will also be installed to connect communications and monitoring equipment, which will improve corridor management practices.

Benefits:

To improve safety, the project widens inadequate shoulder and lane widths and increases sight distances. In addition, new drainage will improve the environment and resilience of the corridor by reducing runoff and damage to the corridor during major weather events.



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Rural, Capital

East William Street Complete Streets Project

Carson City

Carson City, Nevada

Grant Funding: \$9,300,000

Estimated Total Project Costs: \$17,444,491

Description:

The project will rehabilitate and reconfigure approximately 1.5-miles of the East William Street corridor with Complete Streets improvements. The corridor is segmented into three sections, Section 1 the Downtown Area, Section 2 the Mills Park and Community Center Area, and Section 3 the High School/Interstate Access Area.

Benefits:

The project will reconstruct existing limited deteriorated sidewalks, add new sidewalks, and add multi-use paths that will improve pedestrian and cyclist safety. It will also address other safety issues on the corridor including limited turn lanes, inconsistent speed limits, lack of safe pedestrian crossing, better managed corridor roadway access, and lack of signalized intersections. The project incorporates green infrastructure (bioswales) to mitigate stormwater impacts, filtering and reducing the amount of pollutants reaching the nearby irrigation canals, lessening flooding. The installation of two level 2 electric vehicle stations along the corridor will complement the seven existing high-demand stations in Carson City. The project will also construct new bus stations (with passenger shelters, ADA features, and bus pull-out areas) along the corridor to help encourage modal shift. Enhanced transit connections will not only reduce dependency on automobiles but also help advance racial equity and mobility. The project will provide significantly better connectivity and mobility for an influx of new residents and businesses to the area, enhancing the local economy. It will also improve mobility and connectedness for underrepresented residents in underserved areas. Innovative elements will be included, such as interconnected traffic signaling and other new Intelligent Transportation System corridor monitoring features, fiber optic infrastructure, and new EV charging stations.



RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Arlington Avenue Bridges Replacement Project

Regional Transportation Commission of Washoe County

Reno, Nevada

Grant Funding: \$7,000,000

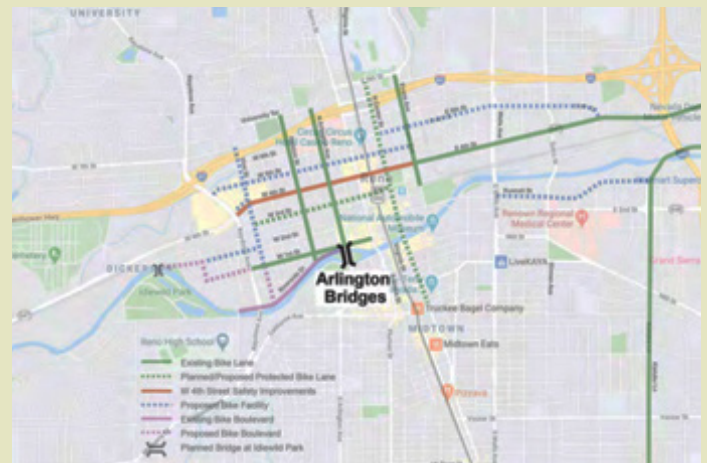
Estimated Total Project Costs: \$25,000,000

Description:

This project will replace two structurally deficient bridges spanning the Truckee River in Reno's Downtown Riverwalk District.

Benefits:

The project will improve state of good repair by replacing two structurally deficient bridges with exposed rebar and spalling concrete and cracks developing throughout the structural elements. The project generates safety benefits by constructing pedestrian and bicycle facilities including bike lanes, wider sidewalks, enhancing overhead lights, and overhead flashing pedestrian warning signals at cross walks to prevent crashes between the motorized and non-motorized users. The project advances environmental sustainability by increasing the bridges ability to withstand flood events, and by incorporating design to minimize the amount of debris that impedes water flow during flood events.



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Urban, Capital

ADA Accessibility and Circulation Improvements at Broadway Junction Complex

NY Metropolitan Transportation Authority

Brooklyn, New York

Grant Funding: \$15,000,000

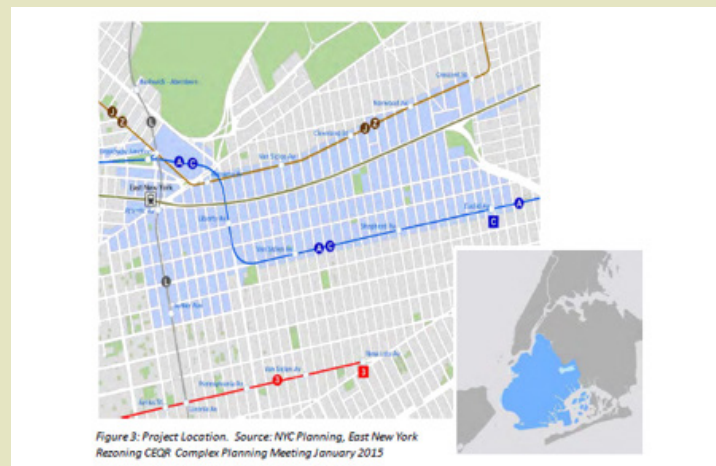
Estimated Total Project Costs: \$212,889,578

Description:

This project will make the Broadway Junction Station Complex in East New York, Brooklyn fully ADA accessible by installing seven new ADA compliant elevators and associated elevator machine rooms, adding stairs, ADA compliant ramps and handrails, and completing necessary structural, architectural, communications and electrical work as part of the overall elevator installation.

Benefits:

The Broadway Station complex is comprised of two elevated stations and one underground station that currently lack accessible connections between them. The addition of ADA accessibility and circulation improvements will increase safe station access and egress for passengers, especially those that need ADA accommodations, that must cross adjacent streets to complete a transfer. By eliminating accessibility gaps, improving circulation, and providing direct access between transit lines at the Broadway Station complex, the project improves access to jobs, healthcare and other essential services.



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Urban, Capital

The LINC: Safety, Mobility & Economic Opportunity

City of New Rochelle

New Rochelle, New York

Grant Funding: \$11,960,000

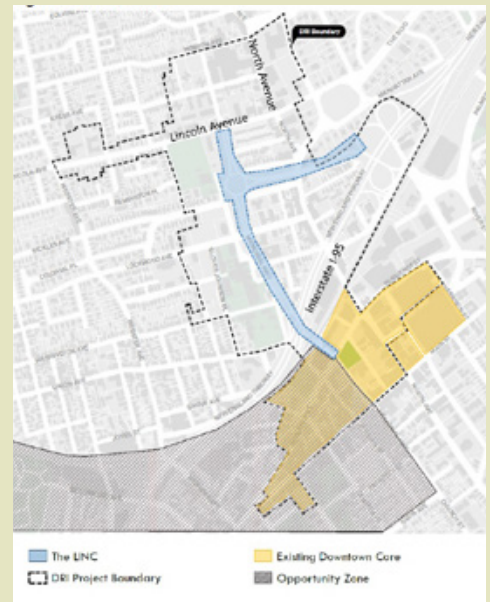
Estimated Total Project Costs: \$26,360,000

Description:

The project creates a multi-modal connection between the Lincoln Avenue corridor and downtown New Rochelle by replacing the current two-way Memorial Highway with a one-way couple consisting of North Avenue (northbound) and Memorial Highway (southbound) and converting Memorial Highway from a high-speed highway to a city street. The project also constructs a partially elevated linear park that incorporates runoff and stormwater facilities, adds bicycle paths along key roadway corridors and connecting to the park, and enhances pedestrian mobility using streetscape improvements and traffic calming measures.

Benefits:

The project reconfigures dangerous intersections, converts streets to one-way travel, improves pedestrian crossings and sidewalks that are currently unsafe or absent, and adds multi-use pedestrian and bicycle paths to reduce the number and severity of crashes and injuries in the corridor. By right-sizing the local area's roadway network to better conform with surrounding land uses and community needs and mitigate that impacts of an overbuilt roadway that's connections to other highways never materialized, the project improves quality of life. Moreover, the project incorporates transit-oriented design and multi-modal transportation options in a corridor where nearly one-third of residents lack car access. The project reduces vehicle traffic and emissions, increases shade and green space, and incorporates stormwater management to increase environmental sustainability.



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Rural, Capital

Blanchard River Norfolk Southern Bridge Replacement

Maumee Watershed Conservancy District

Findlay, Ohio

Grant Funding: \$7,115,711

Estimated Total Project Costs: \$8,894,639

Description:

The project will replace the railroad bridge that stretches over the Blanchard River, with a three-span, through plate girder, ballast deck bridge.

Benefits:

The improved bridge will offer a safer transportation system for the movement of people specifically during a flooding crisis and offer emergency vehicles a more reliable transportation network. By replacing the 100-year-old bridge, the facility will be brought into a state of good repair. Additionally, replacing the railroad bridge structure with a taller and longer structure will reduce the risk of flooding for the area upstream from the bridge, which includes most of the City of Findlay's downtown among other upstream communities. The project will provide Norfolk Southern with a reliable and resilient bridge that also reduces the risk of flooding by lowering the base flood elevations for the river it crosses. Reducing flood levels and minimizing the duration of flooding will improve the connectivity for local residents to commute to their jobs or other daily activities.



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Urban, Capital

Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor

City of Eugene

Eugene, Oregon

Grant Funding: \$19,000,000

Estimated Total Project Costs: \$33,880,000

Description:

This project will redesign Franklin Boulevard as a Complete Street. The project will include the conversion of three signalized intersections to multilane roundabouts, the reduction of the roadway from six to four lanes, the reallocation of space for protected bicycle and pedestrian facilities and improved safety at traffic lane crossings, the addition of a second bus rapid transit lane, and conduits to accommodate future fiber optic cable installations.



Benefits:

The roundabouts would eliminate the need to power the traffic signals and would reduce vehicle idling, contributing to a reduction in emissions. The project would enhance quality of life by eliminating barriers and providing increased access to jobs, education, commerce, and other vital services, along a corridor that primarily consists of residents earning less than 80% of the area median income. To address safety, the project will convert three signalized intersections to roundabouts, convert left-turn property access to right turns, construct raised medians and pedestrian crossings, upgrade sidewalks and ramps to meet ADA standards, and equip pedestrian crosswalks with audible pedestrian-activated rectangular flashing beacons.

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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

Council Creek Regional Trail Project

Washington County

Washington County, Oregon

Grant Funding: \$12,200,000

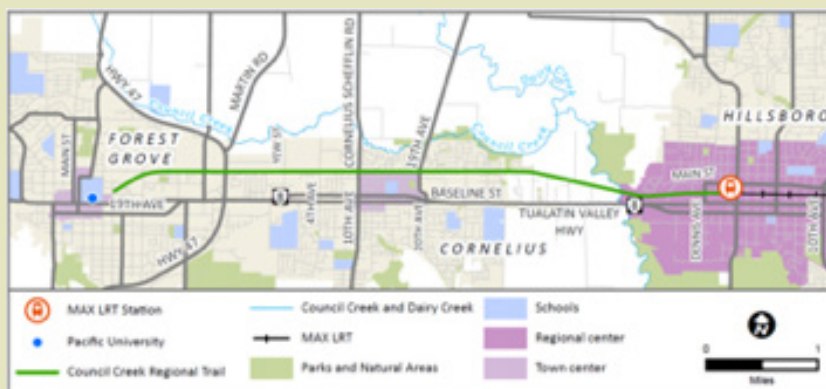
Estimated Total Project Costs: \$16,500,000

Description:

The project will construct an approximately 5.5-mile multi-use trail along an unused railroad right-of-way. The trail will extend from Hillsboro through Cornelius, to Forest Grove.

Benefits:

By constructing the six-mile-long, separated multi-use path the project will reduce the potential for conflicts between vehicular and active-transportation travelers and improve safety. The trail will provide safe, healthy, accessible, low-cost, and environmentally friendly transportation options to residents in predominantly low-income, marginalized communities. The trail will connect to employment, educational, and recreational opportunities, as well as transit, health, and other essential services, improving quality of life.



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Rural, Capital

Iron-to-Arts Corridor Project

City of Johnstown

Johnstown, Pennsylvania

Grant Funding: \$24,448,164

Estimated Total Project Costs: \$36,995,664

Description:

This project will restore and enhance the Johnstown Train Station, upgrade the CamTran Downtown Transit Center with improved passenger facilities, rehabilitate and restore the Inclined Plane, and connect these three transit hubs via the Main Street Greenway and Urban Connectivity Complete Street project that includes pedestrian sidewalk improvements, trail connections, ADA upgrades, traffic calming measures including bulb-outs and crosswalks, wayfinding signage, improved lighting and streetscape enhancements and improved stormwater management.



Benefits:

The project advances state of good repair by restoring existing, dilapidated transit structures, upgrading facilities to accommodate increased ridership, and bringing the Inclined Plane into usable condition. By facilitating transit-oriented revitalization of vacant and polluted brownfields in the downtown area encompassing the transit hubs and Main Street, the project supports fiscally responsible and sustainable land use and redevelops polluted sites in one of the poorest cities in Pennsylvania. Resorting full operations and connectivity for the intermodal transportation centers downtown aligns with quality of life. The project promotes economic competitiveness by leveraging the transportation improvements to bring commercial and community development to downtown Johnstown.

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Urban, Capital

Riverside Drive Multi-Modal Revitalization Corridor

Lehigh Valley Planning Commission

Allentown, Pennsylvania

Grant Funding: \$21,158,854

Estimated Total Project Costs: \$49,455,031

Description:

The project converts approximately three miles of abandoned rail line along the Lehigh River in downtown Allentown, from Bridge Street to Hamilton Street, to a two-lane Complete Street on Riverside Drive with an adjacent multi-use path.

Benefits:

The project generates quality of life benefits by restoring connectivity to the Lehigh River currently blocked by an abandoned rail line and creating a multi-modal network to provide more transportation options for area residents to connect to jobs, schools, shopping, and entertainment. By repurposing a dormant rail bed and connecting a new transportation facility to the existing road and bridge network, the project increases the efficiency of the area's transportation network and creates opportunity for waterfront revitalization and development, aligning with economic competitiveness.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

19th & 37th Street Trolley Station Improvements

Southeastern Pennsylvania Transportation Authority

Philadelphia, Pennsylvania

Grant Funding: \$15,000,000

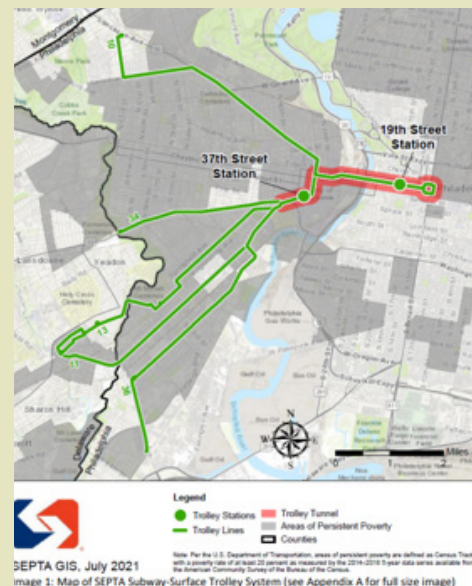
Estimated Total Project Costs: \$57,285,500

Description:

This project renovated and improves SEPTA's 19th and 37th Street Trolley subway stations in anticipation of SEPTA's Trolley Modernization Program. Improvements include installing elevators to make the stations ADA compliant, refinishing platforms, painting, replacing floor tiles, replacing street level sidewalks and crosswalks, installing new headhouses for the stairways, waterproofing street-level entrances, upgrading wayfinding signage, replacing electrical equipment, improving ventilation, installing new fare gates, raising the platform heights, and making safety and accessibility improvements to the stairwells.

Benefits:

Currently, the 19th Street station has substantial water infiltration challenges and corroded structural elements and the 37th Street station has drainage issues. By replacing and upgrading obsolete and outdated stations, and their underlying electrical and mechanical systems, the project will bring the stations into a state of good repair and enable more efficient transit options and prevent service disruptions. The project creates safer station access and alleviates water infiltration issues on stairs and in stations that threaten passenger safety. The project increases access to transit by creating level-boarding and improving access to SEPTA's network for the disabled, parents with strollers, or anyone with a mobility impairment.



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Rural, Capital

Spartanburg County Multi-Modal Project

County of Spartanburg

Spartanburg County, South Carolina

Grant Funding: \$23,845,187

Estimated Total Project Costs: \$66,111,892

Description:

This project will install nearly 14.6 miles of 10-foot-wide asphalt multi-use pathway, a pedestrian/bicycle bridge over a major roadway, approximately four intersection/roadway crossing improvements (including Pedestrian Hybrid Beacons), approximately five pre-fabricated pedestrian bridges, and wayfinding signage as part of the Daniel Morgan Trail System (the Dan Trail), a 42-mile multimodal (bicycle and pedestrian) trail system through the City of Spartanburg and rural areas that surround it.



Benefits:

The project includes safety features including Pedestrian Hybrid Beacons, which will help reduce pedestrian crashes. The pedestrian bridge will also prevent conflicts between vehicles and pedestrians at that intersection, along with the elimination of approximately 11 at-grade crossings. By providing better opportunities for foot or bike travel, the project encourages a reduction in vehicle miles traveled and lower greenhouse gas emissions. The project will serve as a catalyst for broad economic benefits by providing safe multi-modal travel to regional activity centers, jobs, schools, medical facilities. The project promotes safe access to additional transportation choices for individuals which will expand safe and healthy access to essential community services, jobs, health care, and other critical destinations including recreation and education resources.

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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

South Dakota Freight Capacity Expansion Project

South Dakota Department of Transportation

Pennington, Haakon, and Stanley Counties, South Dakota

Grant Funding: \$22,000,000

Estimated Total Project Costs: \$84,000,000

Description:

This project will complete upgrades necessary to increase the freight rail car weight limit and train speeds across 160 miles of Rapid City, Pierre and Eastern's subdivision between Pierre and Rapid City, South Dakota. The project will replace approximately 87.7 miles of aging rail with new 136 pound continuous welded rail. The project will also upgrade approximately 121 bridge structures, install approximately 80,000 main line cross ties, replace approximately 11 main line turnouts, upgrade approximately 122 grade crossings, and install safety improvements on the line.

Benefits:

The project directly restores a critical transportation asset to conditions that allow for industry standard fully loaded 286,000 pound rail cars to at speeds up to 25 miles-per-hour. This improvement will result in reduced maintenance costs and increase the productivity of the rail line, benefiting the railroad and the variety of commodity shippers who use it. The project will reduce the risk of derailments and bridge failure, increasing safety. The project is also expected to result in significant reductions in emissions due to more efficient operation and the possibility of attracting more freight to travel by rail, improving environmental sustainability.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

The LOOP: Uniting Neighborhoods with Urban Trails

Texas Department of Transportation

Dallas, Texas

Grant Funding: \$12,000,000

Estimated Total Project Costs: \$36,800,000

Description:

This project will complete the third and final segment of The LOOP, a 50-mile urban trail in the city of Dallas, Texas. The project will add approximately 11 miles of trail, replace a two-lane, low clearance bridge with a four-lane Complete Street bridge, extend an existing Complete Street, and add access to two light rail stations. The bridge replacement includes raising the structure to meet current standards for bridges over the Texas Multimodal Freight Network.

Benefits:

The replacement of the Lake June Bridge and improved access ramps will help reduce crashes and improve overall safety along the project corridor. Reconstructing the bridge to increase vertical clearance will improve Freight movement by allowing more types of trucks to use U.S. 175. The connection to the local transit facilities will also make the area more desirable for low-income communities who are without vehicles. The replacement of the old bridge upgrades the state of good repair and allows the U.S. 175 crossing to improve and extend the life cycle of all components. Building this segment of the trail network completes the regional trail network and increases transportation mode choice and connectivity to transit for area residents.



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Urban, Capital

Enhancing Mobility within the Southern Dallas Inland Port

North Central Texas Council of Governments

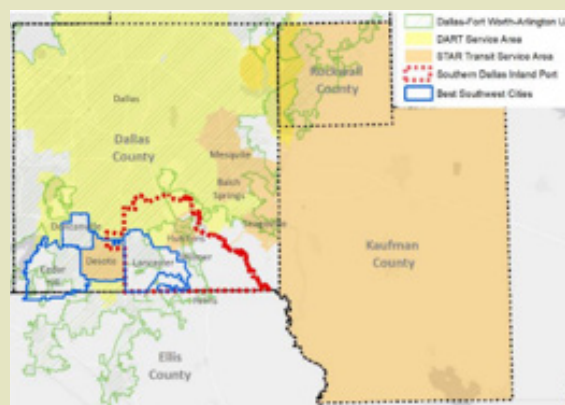
Southern Dallas and DeSoto Counties, Texas

Grant Funding: \$8,218,080

Estimated Total Project Costs: \$12,772,600

Description:

This project will implement new transit service, improve pedestrian infrastructure, and update traffic signals in the Southern Dallas County Inland Port area covering over 120 square miles, including portions of Southern Dallas and DeSoto counties, in addition to the cities of Lancaster, Hutchins, and Wilmer. The project has three components: the purchasing of eight electric shuttles to deliver on-demand transit; the construction of sidewalks and crosswalks near the VA Medical Center and light-rail station; and approximately 41 new traffic signals to optimize transit, pedestrian, and vehicular movements.



Benefits:

Currently, transit services in the Southern Dallas Inland Port area have limited hours or service only small portions of the area. This project will connect individuals without reliable access to a private vehicle to a significant and growing job center, increasing the quality of life for the area. The project's sidewalk enhancements and pedestrian signals will improve safety for people walking and rolling in the project area. The project will also generate environmental sustainability benefits by using electric buses as part of the on-demand transit service as well as installing charging infrastructure as part of the project.

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Rural, Capital

East-West Alternative Transportation Crossing

City of South Burlington

South Burlington, Vermont

Grant Funding: \$9,768,834

Estimated Total Project Costs: \$14,555,970

Description:

This project will construct a bicycle and pedestrian bridge over Interstate 89 between South Burlington and Burlington.

Benefits:

To cross Interstate 89 on US Route 2, Vermont's busiest intersection in terms of vehicles per day, pedestrians and bicyclists must cross a six-lane principal arterial highway with eight cloverleaf entrance/exit ramps, poor sight distances, inconsistent bike lanes, and narrow sidewalks with no separation from the roadway. The project advances safety by creating a dedicated bicycle and pedestrian crossing over Interstate 89 and creating a more hospitable environment for walking and cycling. The project increases transportation choices for rural residents living and working in the vicinity of the interchange as it expands safe, non-motorized access to essential services and promotes active transportation.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$10.1 billion for 13 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Rural, Capital

Granite Falls Bridge #102 Replacement Project

Snohomish County

Granite Falls, Washington

Grant Funding: \$22,106,000

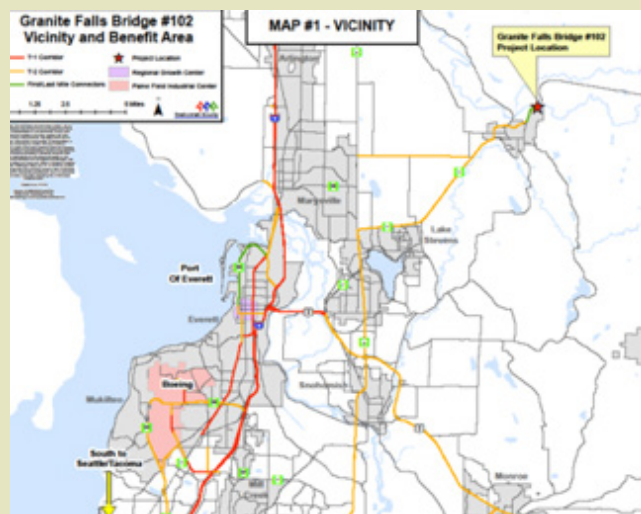
Estimated Total Project Costs: \$28,709,000

Description:

This project will replace the 87-year-old Granite Falls Bridge over the South Fork Stillaguamish River located 1.5 miles northeast of the City of Granite Falls. The new bridge will have sufficient width to accommodate two large trucks (the current bridge does not) and incorporate sidewalks and shoulders, increasing accessibility to bicycles.

Benefits:

The project will generate state of good repair benefits as the existing bridge is 87 years old and well beyond its useful life. A new bridge is essential to ensuring that there is a reliable and safe truck route to the many quarries in the region and will therefore maintain significant economic benefits. The only alternative to this bridge for truckers and workers is a 94-mile detour that is closed in the winter. Environmental sustainability will be improved by the bridge being designed to protect or mitigate impacts to wetlands and wildlife.



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RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department
of Transportation

Urban, Capital

East Marginal Way Corridor Improvement Project

City of Seattle

Seattle, Washington

Grant Funding: \$20,000,000

Estimated Total Project Costs: \$38,130,000

Description:

This project will reconstruct a 1.1-mile segment of the East Marginal Way roadway and upgrade the route to Heavy Haul Network standards to help reduce supply chain bottlenecks and improve operations along this important freight route. The project also will add adaptive traffic signals using Split Cycle Offset Optimization Technique technology to enhance safety and improve traffic flow at several of the City's busiest freight intersections.

Benefits:

The project will reduce travel time for drivers and freight during peak periods. Improving freight travel time reliability will reduce costs for shippers, and encourage growth in local exports, creating economic competitiveness benefits. Reduced idling and the diversion of a portion of the trips along the corridor to non-motorized modes will reduce air pollution and improve environmental sustainability. The new pavement will be constructed to higher standards to ensure the road can support the heavy freight traffic and the pavement will extend the project's useful life to 50 years.



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Rural, Capital

Port of Longview Industrial Rail Corridor Expansion (IRCE) Project

Port of Longview

Longview, Washington

Grant Funding: \$16,000,000

Estimated Total Project Costs: \$53,500,000

Description:

This project will expand capacity of the port's existing industrial railroad corridor. The improvements consist of two new approximately 8,500-foot. rail sidings and extension of the current tracks by approximately 1,000 feet to accommodate full length unit trains. The project also includes support elements to increase the number of rail sidings from the two proposed currently to the potential of six in the future.



Benefits:

The project would improve safety on the rail line by providing for inspection roads on both sides of each track to allow for trains to be fully inspected for safety issues prior to further movement as the port currently lacks this ability today. Quality of life benefits are demonstrated by the applicant screening for and identifying benefits to environmental justice communities located near the project. By allowing unit trains to service other terminals within the port without having to be cut into more manageable lengths or stored while awaiting processing, the project will provide additional operational efficiency. The project would provide increased access to employment and freight for the environmental justice communities identified. Partnership benefits would be generated through collaboration with Washington State Department of Transportation, BNSF and UPRR railroads, Cowlitz County, Cowlitz Wahkiakum Council of Government, the Regional Transportation Planning Organization, and City of Longview.

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Rural, Capital

Janesville Bridges and Track Restoration Project

Wisconsin Department of Transportation

Rock County, Wisconsin

Grant Funding: \$6,768,420

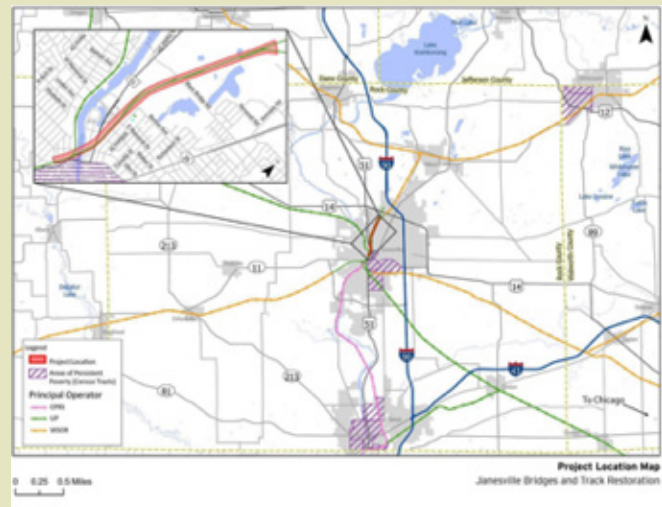
Estimated Total Project Costs: \$11,280,700

Description:

This project will rehabilitate and replace bridge components on approximately five existing rail structures and restore approximately 0.6 miles of railroad trackage.

Benefits:

The improved bridges and track connections will provide a safe and efficient railroad service to support economic activity in the surrounding regional areas. The improvements also support a modal shift from trucks to rail, improving the highway transportation system by decreasing congestion and improving air quality for the local areas. The upgrades will also provide a more resilient railroad system by bringing the infrastructure into a state of good repair.



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Rural, Capital

St. Croix Chippewa Indians Transportation Revitalization Project

St. Croix Chippewa Indians of Wisconsin

Hertl, Wisconsin

Grant Funding: \$6,640,466

Estimated Total Project Costs: \$6,640,466

Description:

This project will demolish an existing construction facility and construct a new multi-purpose transportation facility that will serve as a road equipment and fleet maintenance shop, heavy equipment storage garage, department offices, and a community storm shelter. The project will also purchase vehicles and heavy equipment needed to support road construction, maintenance and emergency management activities on tribal lands.

Benefits:

This project aligns with the Department's criteria related to state of good repair and safety. The 50-year-old St. Croix Tribal Roads Facility is structurally deficient, unsafe, and not equipped to properly service tribal fleet vehicles. By replacing the obsolete facility with a new one, the project addresses current vulnerabilities and brings the facility into a state of good repair. Moreover, by replacing unreliable, outdated, and inoperable road equipment and machinery, the project will enable the St. Croix Chippewa Indians of Wisconsin to better maintain roads in passable, open conditions during emergency weather events and reduced crashes caused by snow and wet conditions.



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