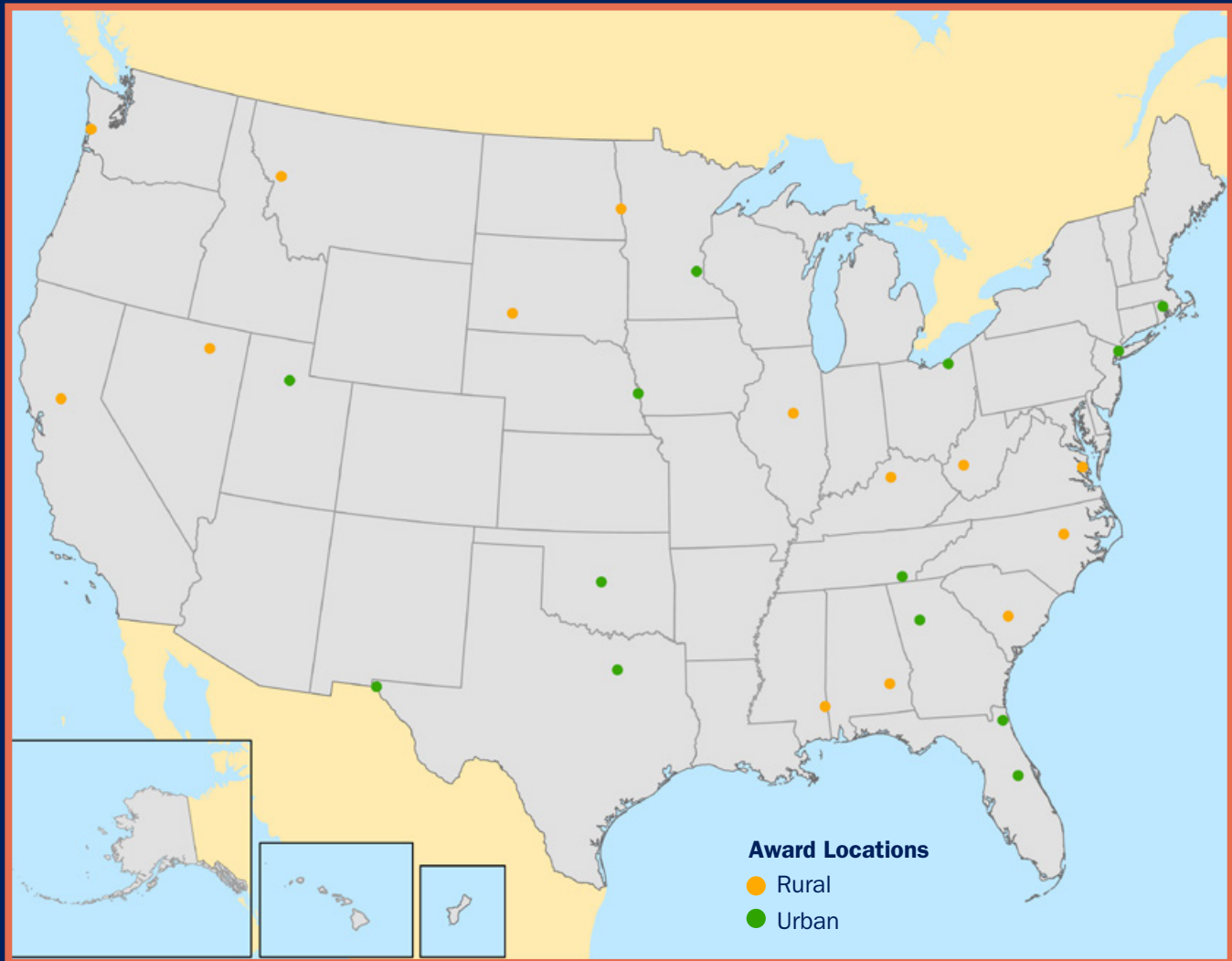


# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation



## PLANNING AWARDS

FY 2021

[www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants)

Project Name	State	RAISE Award Amount	Urban / Rural
STEP UP Alabama: Safe Transportation for Every Pedestrian in Underserved Communities Program in Alabama	Alabama	\$ 1,303,972	Rural
Yolo County Bike and Pedestrian Trail Network Planning Project	California	\$ 1,200,000	Rural
Ultimate Urban Circulator (U2C): Neighborhood Extension and Planning Project	Florida	\$ 1,728,552	Urban
Orlando CROSS: Connecting Residents on Safe Streets	Florida	\$ 606,000	Urban
The Stitch - Capping I-75/85 in Downtown Atlanta	Georgia	\$ 900,000	Urban
Veterans Parkway Corridor Plan	Illinois	\$ 100,000	Rural
Holmes Street Corridor Planning Project	Kentucky	\$ 616,000	Rural
Rondo Neighborhood Streets Improvements Study	Minnesota	\$ 1,400,000	Urban
East Mississippi Intermodal Railroad Project	Mississippi	\$ 2,000,000	Rural
Brooks Street BRT/TOD Planning Study	Montana	\$ 847,000	Rural
Hominy Creek Greenway and Trail Network Plan	North Carolina	\$ 950,000	Rural
Transportation Management Center (TMC) and Smart Corridor (SC) Planning Project	North Dakota	\$ 550,000	Rural
24th Street Transit Corridor Study	Nebraska	\$ 1,600,000	Urban

<b>Elko Indian Colony Roadway Infrastructure Planning Project</b>	Nevada	\$ 600,000	Rural
<b>Reimagining the Cross Bronx Expressway</b>	New York	\$ 2,000,000	Urban
<b>RAISE Cleveland Bicycle &amp; Pedestrian Trail Planning</b>	Ohio	\$ 950,000	Urban
<b>Central Oklahoma Regional Transit Corridors to Promote Economic Development and Equity Inclusion</b>	Oklahoma	\$ 800,000	Urban
<b>Metro Providence High-Capacity Transit Corridor Feasibility and Alternatives Analysis</b>	Rhode Island	\$ 900,000	Urban
<b>Railroad Corner Pedestrian Improvement Feasibility and Planning Project</b>	South Carolina	\$ 350,000	Rural
<b>BIA 2 Rural Safety and Regional Access Project</b>	South Dakota	\$ 1,800,000	Rural
<b>I-10 Deck Plaza Planning Study</b>	Texas	\$ 900,000	Urban
<b>Connecting Communities in the Southern Gateway</b>	Texas	\$ 900,000	Urban
<b>TechLink Corridor Study</b>	Utah	\$ 950,000	Urban
<b>Designing Multimodal Working Waterfronts</b>	Virginia	\$ 2,018,476	Rural
<b>East-West Connector Corridor Plan</b>	Tennessee	\$ 200,000	Urban
<b>Aberdeen US 12 Highway-Rail Separation Project</b>	Washington	\$ 2,080,000	Rural
<b>Charleston Capital Connector Project</b>	West Virginia	\$ 1,750,000	Rural

## Rural, Planning

### STEP UP Alabama: Safe Transportation for Every Pedestrian in Underserved Communities Program in Alabama

#### Auburn University

Barbour, Butler, Coffee, Covington, Dallas, Greene, Macon, Marengo, and Pike Counties, Alabama

**Grant Funding: \$1,303,972**

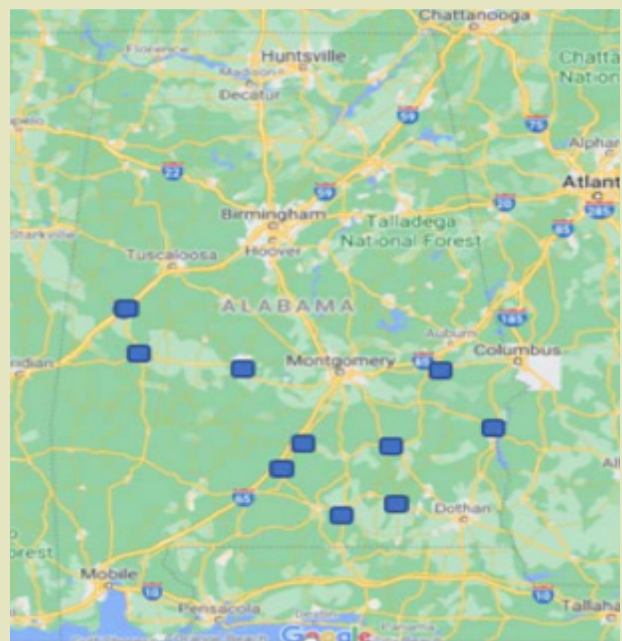
**Estimated Total Project Costs: \$1,303,972**

#### Description:

This planning grant will fund community outreach and subsequent construction plans for pedestrian improvement projects at 11 sites within 10 communities in Alabama's rural Black Belt region. The project sites are all located within Areas of Persistent Poverty and were selected due to the existence of nearby public housing, the number of pedestrian trip generators, and the relative absence of adequate pedestrian infrastructure.

#### Benefits:

Seven of the 11 project sites are located in counties ranked in the top 25% of pedestrian involved crashes in Alabama. The construction plans will be developed with pedestrian safety as the highest priority. The project plans will also enhance accessibility for wheelchair users, and provide more safe options for residents in these communities, enhancing quality of life. Where sidewalks do exist, the plans developed with this grant will address their poor condition. Finally, the project emphasizes community outreach as part of the development process, working with non-profit partners to ensure local participation.



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## Yolo County Bike and Pedestrian Trail Network Planning Project

### Yolo County Transportation District

Yolo County, California

**Grant Funding: \$1,200,000**

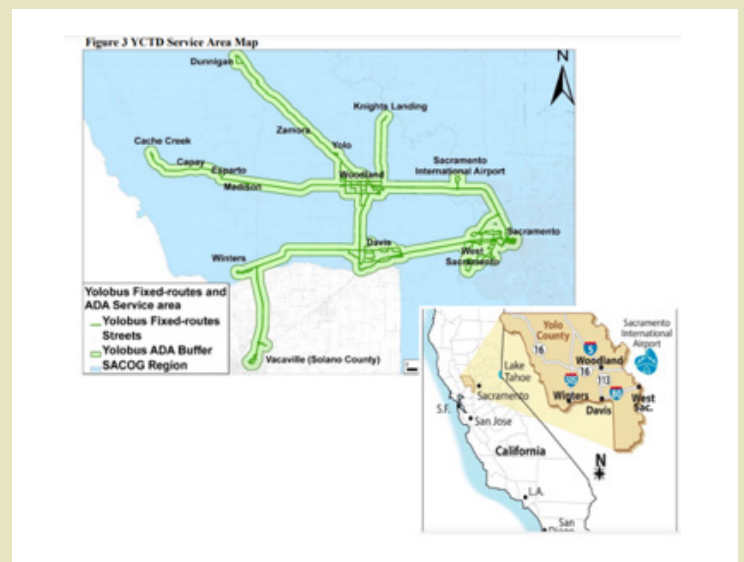
**Estimated Total Project Costs: \$1,700,000**

#### Description:

The planning grant will fund the development of an active transportation network plan, based on community outreach, prioritization of underserved communities and areas of persistent poverty, and an assessment of e-bike and scooter charging feasibility. The grant will provide conceptual design plan and cost estimates for the full trail network, along with full design and engineering for the highest priority segments.

#### Benefits:

The project area currently lacks safe routes for many non-motorized users, with narrow shoulders, obstacles, and lack of dedicated pedestrian infrastructure common. Safety will be an important consideration in designing the network. The network design will factor in travel demand data to attract new users who might otherwise drive single occupancy vehicles, increasing environmental sustainability. Finally, the project will address equity by focusing on historically underserved areas and engaging with local communities, improving quality of life.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Urban, Planning

### Ultimate Urban Circulator (U2C): Neighborhood Extension and Planning Project

#### Jacksonville Transportation Authority

Jacksonville, Florida

**Grant Funding: \$1,728,552**

**Estimated Total Project Costs: \$5,650,000**

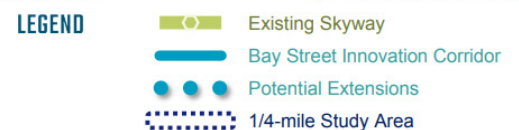
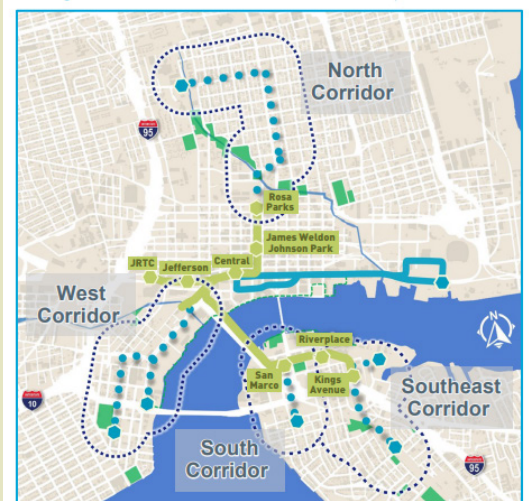
#### Description:

This planning grant will advance the planning, environmental review and permitting, and preliminary project development activities for four Urban Circulator routes in the City of Jacksonville. The city is expanding the area served by existing 2.5 mile Skyway Automated People Mover through the use of fully electric autonomous vehicles operating along specific corridors in both dedicated facilities and mixed traffic. The first expansion (Bay Street Innovation Corridor) is currently under construction, while this grant will fund pre-construction activities for 7.5 additional expansion miles consisting of North Extension (UF Health) Corridor, West Extension (Riverside) Corridor, South Extension (Medical Complex) Corridor, and Southeast Extension (San Marco) Corridor.

#### Benefits:

The project's use of zero-emission automated vehicles is anticipated to reduce long-term carbon emissions and reduce fossil fuel consumption. The use of some dedicated transit lanes is expected to speed transit service and provide faster travel times for transit riders in the corridors. The project will provide new multimodal connections and travel options for residents and visitors to downtown Jacksonville, enhancing quality of life.

#### Neighborhood Extension Study Areas



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# RAISE Grants

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U.S. Department of Transportation

## Urban, Planning

### Orlando CROSS: Connecting Residents on Safe Streets

#### City of Orlando

Orlando, Florida

**Grant Funding: \$606,000.00**

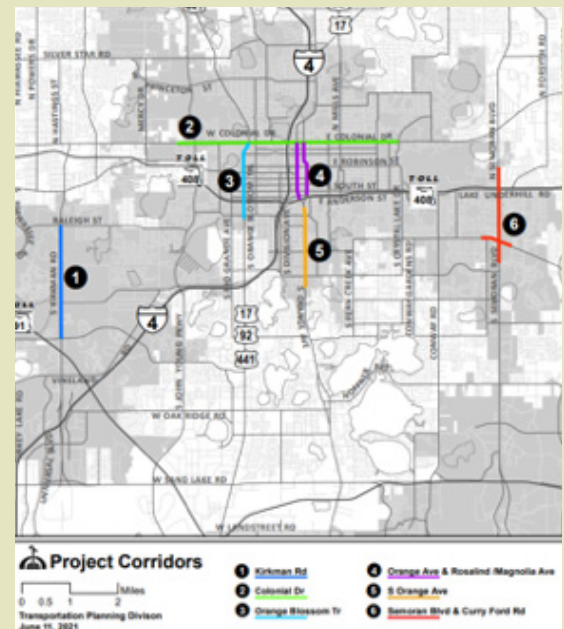
**Estimated Total Project Costs: \$757,500.00**

#### Description:

This planning grant will fund the development of a Vision Zero implementation plan which will carefully examine six corridors across the City of Orlando and to identify context-specific countermeasures and capital improvements necessary to make progress on the city's vision zero goal. Possible recommendations include targeted operational changes, restoring sidewalk connectivity, constructing new bikeways, creating safer crossings, and enhancing access to transit services.

#### Benefits:

This project aligns with the Department's goals related to safety, quality of life, and environmental sustainability. The Orlando area ranks as one of the deadliest regions for bicyclists and pedestrians, and this project is aimed at the "High Injury Network" of corridors identified by Vision Zero Orlando Action Plan. By making progress towards increased investment in safer crossings, new bikeways, and better sidewalk connectivity, the project will increase accessibility and enhance quality of life. Supporting increased access to transit and non-motorized travel contributes to long-term environmental sustainability.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



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## Urban, Planning

### The Stitch – Capping I-75/85 in Downtown Atlanta

#### City of Atlanta

Atlanta, Georgia

**Grant Funding: \$900,000**

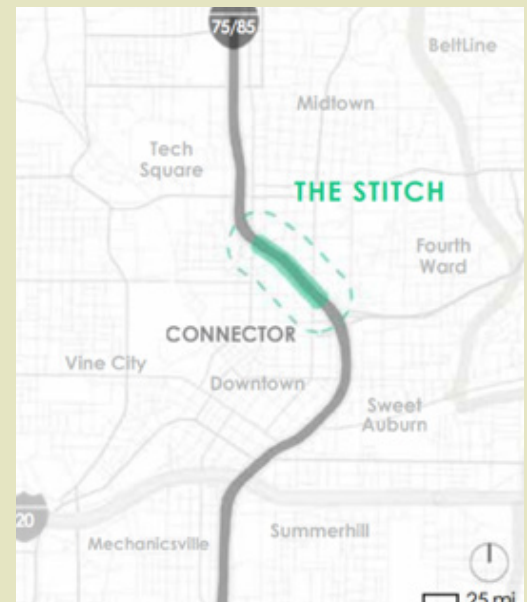
**Estimated Total Project Costs: \$1,250,000**

#### Description:

This project supports planning to cap Interstates 75/85 in downtown Atlanta, known as the “Stitch,” and reconnect the local streetgrid with pedestrian-oriented, multimodal streets. Planning elements include community engagement; multimodal transportation analysis; zoning, land use, and affordable housing policies recommendations; a sustainability strategy; and park design. This project will enhance pedestrian infrastructure with approximately 14-acres of greenspace, catalyze affordable housing and improve living environment for its residents.

#### Benefits:

The cap will reconnect the divided Midtown and the Old Fourth Ward communities that were separated from downtown Atlanta by construction of the Downtown I-75/85 Connector. Once completed, the project, known as the “Stitch,” will reconnect the local community with pedestrian-oriented, multimodal streets. The planning phase of this project includes community engagement; multimodal transportation analysis; zoning, land use, and affordable housing policy recommendations; a sustainability strategy; and park design.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Rural, Planning

### Veterans Parkway Corridor Plan

#### McLean County Regional Planning Commission

Bloomington, Illinois

**Grant Funding: \$100,000**

**Estimated Total Project Costs: \$675,000**

#### Description:

This planning grant will support the development of a safety improvement plan for Veteran's Parkway in Bloomington, Illinois. Veteran's Parkway is a 10-mile arterial that connects with I-55 on both ends and serves as the southern and eastern bypass of the Bloomington-Normal region. The project will engage with local community to identify potential safety improvements including ramps with rolling access for the disabled, improved signage, land bridges, and curbside management, in addition to enhanced pedestrian, bicycle and transit facilities.

#### Benefits:

The project will document safety deficiencies and formulate potential solutions to reduce hazards. Once implemented, the improvements are expected to increase accessibility and provide more transportation options for travelers in the area, enhancing quality of life. By attracting more users to transit or non-motorized options, the project will help reduce emissions and benefit environmental sustainability.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Rural, Planning

### Holmes Street Corridor Planning Project

#### City of Frankfort

Frankfort, Kentucky

**Grant Funding: \$616,000**

**Estimated Total Project Costs: \$770,000**

#### Description:

The project will study alternatives to create a complete streets corridor of a 2-mile, 25 block section of Holmes Street, including 30% design for the selected corridor alternative. Planning will include community engagement, a traffic and safety analysis, a parking needs evaluation, development of new access management strategies, and an assessment of environmental impacts.

#### Benefits:

Holmes Street is a two-lane road with no turning lanes with four primary intersections and disconnected sidewalks. Between May 2015 and April 2020, 134 collisions with 31 injuries occurred on the Holmes Street corridor, twice the statewide average, primarily due to unsafe intersections and multiple commercial access points that contribute to rear-end and angle collisions. To improve safety, the project will consider alternatives to reduce rear-end and angle collisions and reduce conflicts between people and cars. By creating safer transportation alternatives and expanding transportation choices on a gateway to downtown Frankfort, the project aligns with quality of life. The project advances economic competitiveness by aiming to increase foot and bicycle traffic along the corridor to spur infill development on vacant lots in the corridor.



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## Urban, Planning

### Rondo Neighborhood Streets Improvements Study

#### City of Saint Paul

Location, Minnesota

**Grant Funding: \$1,400,000**

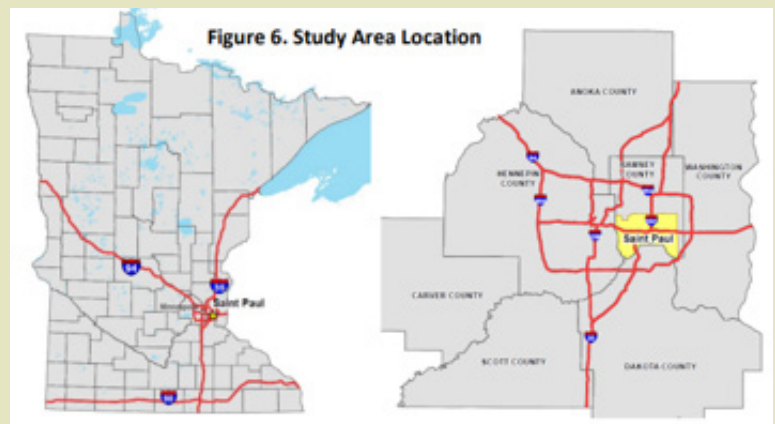
**Estimated Total Project Costs: \$1,400,000**

#### Description:

This project will develop a comprehensive transportation plan for the Rondo neighborhood to address safety, equity, and quality of life concerns. The plan will be done through a holistic, community-centered planning process looking at the transportation needs in a primarily Black, Indigenous, People of Color (BIPOC) area of persistent poverty.

#### Benefits:

This project will generate quality-of-life benefits as the project's central theme is to improve the quality of life for the BIPOC community that was disrupted by the building of I-94 and the lack of sufficient investment in the project area through a coordinated infrastructure plan that is heavily based on community engagement and collaboration. Safety improvements are a focus of the project, as there was a significant concentration of crashes in the study area, including many bicycle and pedestrian crashes. A primary goal of the proposed study is to determine the root of these crashes.



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# RAISE Grants

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## Rural, Planning

### East Mississippi Intermodal Railroad Project

#### Rail Authority of East Mississippi

Wayne, Greene, and George Counties, Mississippi

**Grant Funding: \$2,000,000**

**Estimated Total Project Costs: \$2,000,000**

#### Description:

The project will complete planning and preconstruction activities to complete a 60-mile Class III rail line connecting two existing short line railroads to establish continuous rail service along the eastern side of Mississippi. The project includes environmental reviews, final NEPA documentation, field surveying and mapping in support of preliminary design, and continued Right-of-Way negotiations and agreements.

#### Benefits:

By planning to fill a gap in Mississippi's rail network, the project will improve efficiency, reliability, and cost-competitiveness of goods movement in the state and help create opportunities for rural businesses to compete in the global marketplace. The project advances environmental sustainability by facilitating a more energy efficient means of goods movement than trucking.



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# RAISE Grants

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## Rural, Planning

### Brooks Street BRT/TOD Planning Study

#### City of Missoula

Missoula, Montana

**Grant Funding: \$847,000.00**

**Estimated Total Project Costs: \$927,000.00**

#### Description:

This project will complete a detailed planning study that will identify bi-directional, fixed-route, center-running bus-rapid transit (BRT) on Brooks Street, as a catalyst to foster transit-oriented development (TOD) in Midtown Missoula. The project's aim is to transform Brooks Street from an auto-centric, highway business strip into an economically vibrant, multi-modal corridor.

#### Benefits:

A key task of the study will be to evaluate how the proposed center-running BRT would improve safety, and to develop preliminary designs for a new BRT system and street configuration that safely accommodates all users. This project would study how to improve access to public transportation for nearby residents who need enhanced services as well as how to encourage more non-motorized usage to improve the quality of life for residents of the area. The project will also identify locations for a new bus station that will correspond with proposed economic development to generate additional economic benefits.



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## Rural, Planning

### Hominy Creek Greenway and Trail Network Plan

#### City of Wilson

Wilson, North Carolina

**Grant Funding: \$950,000**

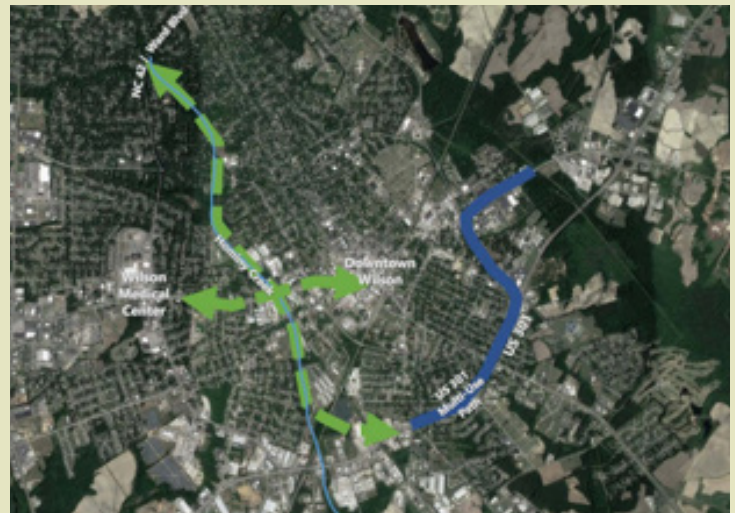
**Estimated Total Project Costs: \$1,200,000**

#### Description:

The project will conduct feasibility and design plans for a greenway trail along approximately 3.8 miles of Hominy Creek in Wilson, from NC 42/Ward Boulevard to the US 301 multi-use path, with spurs connecting to downtown Wilson and the Wilson Medical Center.

#### Benefits:

Between 2007 and 2020, several pedestrian and bicycle crashes occurred on north/south streets parallel to Hominy Creek. The project seeks to provide a safe, non-motorized travel alternative to the vehicle-focused transportation network. By planning for a dedicated north-south multimodal path through Wilson, where none currently exist, the project will increase walking, cycling, and rolling options in Wilson, aligning with quality of life. The project furthers environmental sustainability by incorporating stormwater mitigation to increase resiliency and reduce Hominy Creek's flood risk.



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## Rural, Planning

### Transportation Management Center (TMC) and Smart Corridor (SC) Planning Project

#### North Dakota Department of Transportation

*Pembina, Walsh, Grand Forks, Traill, Cass, and Richland Counties, North Dakota*

**Grant Funding: \$550,000**

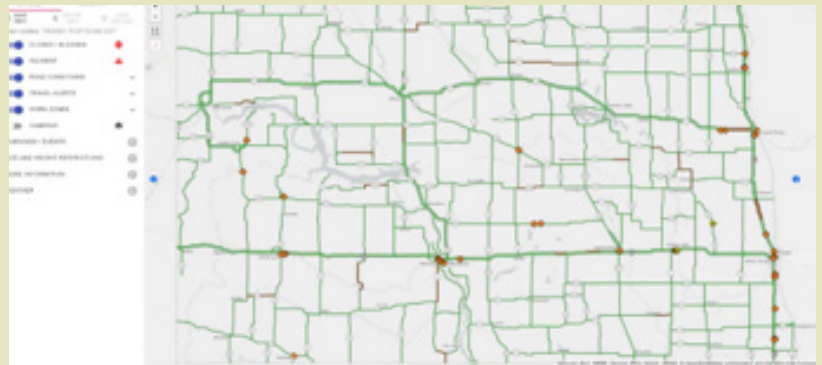
**Estimated Total Project Costs: \$1,100,000**

#### Description:

The project will conduct planning for a statewide transportation management center to monitor the transportation network, dispatch maintenance resources, and provide coordinated travel information from a central location and to develop a Smart Corridor on Interstate 29 from South Dakota to the Canadian border.

#### Benefits:

From 2016 to 2020, 2,141 crashes occurred on the Interstate 29 corridor from which driving too fast for conditions and driving too fast for weather were the largest contributing factors. The project seeks to use intelligent technology, and a centralized operating facility, to proactively warn drivers about dangerous driving conditions and respond faster when emergencies occur. The project advances innovation by planning for a statewide ITS deployment of technologies to monitor and report on roadway conditions and allow for more coordinated and efficient management of the roadway network.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Urban, Planning

### 24th Street Transit Corridor Study

#### Transit Authority of the City of Omaha

Omaha, Nebraska

**Grant Funding: \$1,600,000**

**Estimated Total Project Costs: \$3,300,000**

#### Description:

The project will conduct a feasibility assessment, environmental review, and preliminary engineering for transit enhancements along the 7.9 mile 24th Street corridor from the North Omaha Transit Center to the Metropolitan Community College South Transit Center.

#### Benefits:

The project will provide an opportunity to prioritize safety improvements along the corridor, including traffic calming measures, reducing speeds, and increasing pedestrian activity. To improve quality of life, the project seeks to improve connectivity for predominantly Black and Latino communities in the north and south, respectively, that disproportionately faced legacy impacts of redlining and disinvestment by planning for enhanced transit service and supporting improved bicycle and pedestrian access along the corridor.



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## Rural, Planning

### Elko Indian Colony Roadway Infrastructure Planning Project

#### Elko Band Council

Elko, Nevada

**Grant Funding: \$600,000**

**Estimated Total Project Costs: \$720,000**

#### Description:

The project supports planning to identify the best alignment for the extension of the Elko Band's main arterial roadway, Indian View Heights, to recently acquired land that will be used for housing development, and identify preferred alignments for collector and local roads to support housing and economic development needs in the land extension area.

#### Benefits:

In 2015, Elko Indian Colony expanded by 373 acres and plans to focus housing and other growth in the recently acquired area. Currently, the land expansion area is only accessible by dirt roads with steep terrain and lacks a second main access point. By planning an additional access point to the land expansion area and conducting planning and engineering for roadway infrastructure on it, the project will facilitate safer, multimodal travel for tribal residents. The project supports economic competitiveness by enabling residential development in the land expansion area, portions of which have been allocated to residential, school, and business development.



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# RAISE Grants

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## Urban, Planning

### Reimagining the Cross Bronx Expressway

#### New York City Department of Transportation

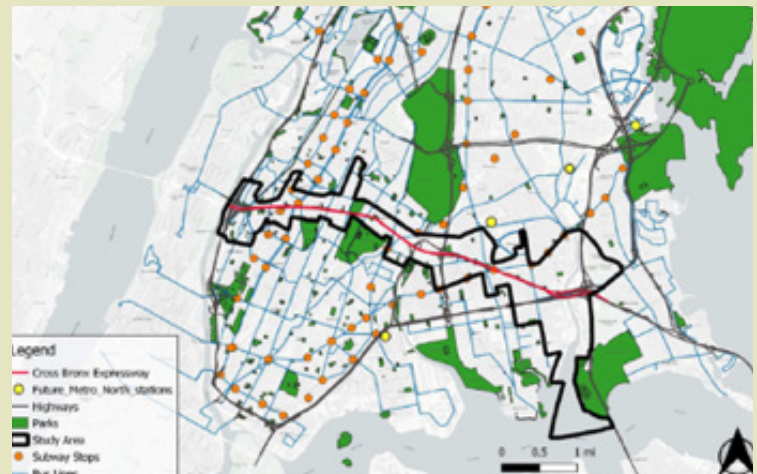
Bronx, New York

**Grant Funding: \$2,000,000**

**Estimated Total Project Costs: \$3,677,288**

#### Description:

The project will develop a community-driven plan to redress the negative impacts of the Cross Bronx Expressway (CBE) on the surrounding Bronx communities, specifically identifying strategies to improve pedestrian, bicycle, and transit connections across the highway and along parallel routes, expand open space, improve safety on local routes along the corridor, and more sustainably manage CBE traffic, especially freight vehicles. It will also engage the community on health inequities, safety concerns, and environmental impacts of the CBE. The project will rely on extensive community engagement and focus on remediating environmental and social issues caused by previous transportation infrastructure placement, while also improving traffic operations on corridor.



#### Benefits:

By studying options to reconnect neighborhoods divided 60 years ago by the construction of the CBE in a manner that specifically focuses on equity, the project seeks to redress longstanding physical barriers within the community. To repair aging infrastructure currently causing environmental harm, the project seeks to identify intervention strategies for residents of the CBE area that disproportionately suffer from the pollution, noise, and health impacts generated by the highway. The project aligns with safety by assessing and designing safety interventions on the local street network to reduce loss of life and serious injuries due to spillover congestion on the local street system and providing a continuous network of bike paths and pedestrian facilities along the neighborhood connector roads.

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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Urban, Planning

### RAISE Cleveland Bicycle & Pedestrian Trail Planning

#### Cleveland Metropolitan Park District

Cuyahoga County, Ohio

**Grant Funding: \$950,000**

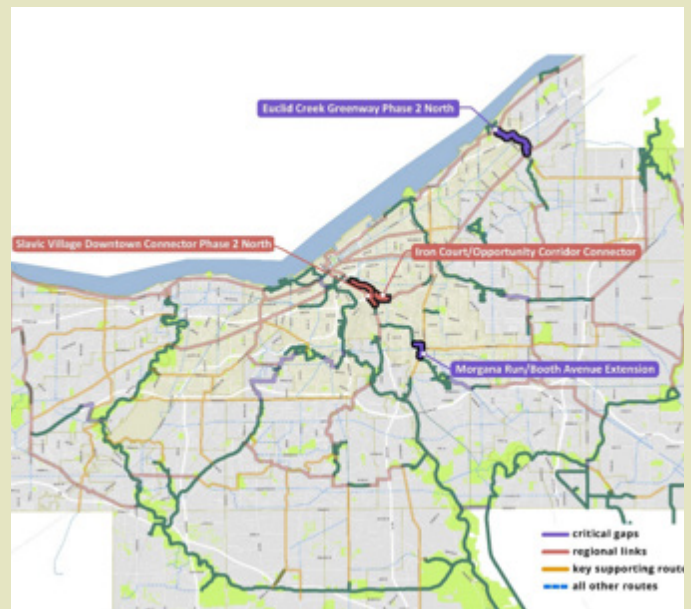
**Estimated Total Project Costs: \$1,500,000**

#### Description:

The project will complete construction planning for the Slavic Village Downtown Connector Phase 2 North and the Morgana Run/Booth Avenue Extension and feasibility and preliminary engineering on the Iron Court/Opportunity Corridor Connector and the Euclid Creek Greenway Phase 2 North as part of the countywide active transportation plan in Cuyahoga County.

#### Benefits:

From 2016 to 2019, 257 crashes involving pedestrians and cyclists occurred within one mile of the Slavic Village and Iron Court project areas; 80 crashes within one mile of the Morgana Run project area; and 69 crashes within one-mile of the Euclid Creek project area. Collectively, 11 fatal pedestrian or bicycle crashes occurred across all four project areas in the same period. The project increases safety by creating dedicated pedestrian and cyclist facilities to reduce the risk of conflict with motorized traffic. The project aligns with quality of life by improving access to adjacent rail systems, transit, and parks. The project advances state of good repair by providing approximately 5.7 miles of additional trails and shared use paths to fill critical gaps and regional links in the countywide active transportation network.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Urban, Planning

### Central Oklahoma Regional Transit Corridors to Promote Economic Development and Equity Inclusion

#### Central Oklahoma Transportation and Parking Authority

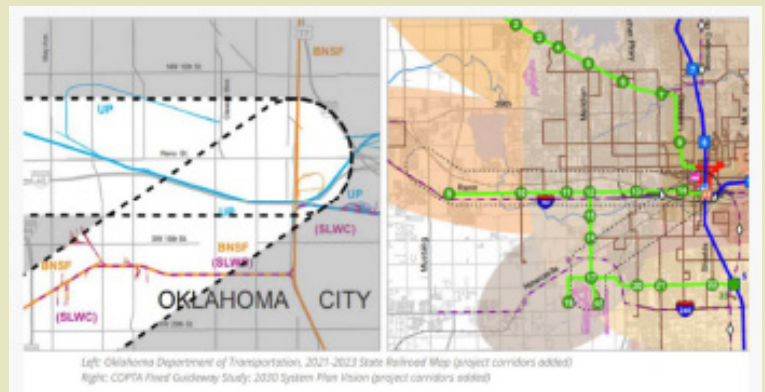
Oklahoma City, Oklahoma

**Grant Funding: \$800,000**

**Estimated Total Project Costs: \$1,200,000**

#### Description:

This project will conduct an Alternatives Analysis of the Airport Connector connecting downtown Oklahoma City to the Will Rogers Airport and the West Corridor connecting downtown Oklahoma City to the west toward Yukon and Musting. The Alternatives Analysis will generate alignment, modal, and operating recommendations for two high-capacity transit corridors to determine a preferred high-capacity transit option for each corridor.



#### Benefits:

The introduction of rapid transit along both corridors will shift some trips from driving to transit, which will reduce vehicle miles traveled and the likelihood of some vehicle crashes occurring. This mode shift along both corridors will also contribute to a reduction in greenhouse gas emissions and the impact of climate change. The project will also benefit environmental justice communities, particularly along the airport corridor. The project will greatly improve the efficiency, reliability, and affordability of moving workers around the Oklahoma City region. The rapid transit lines will greatly increase access to jobs, healthcare, and essential services for people living along the corridor, particularly those from disadvantaged and environmental justice communities. Determining a preferred alternative would help the city to improve connectivity to activity centers along the proposed corridors, including by adding service to the airport, where public transit access does not currently exist. The preferred alternative will explore improvements to sidewalks, crosswalks, and ADA ramps, which could increase walking, biking, or rolling access for individuals.

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## Urban, Planning

### Metro Providence High-Capacity Transit Corridor Feasibility and Alternatives Analysis

#### Rhode Island Public Transit Authority

Providence, Rhode Island

**Grant Funding: \$900,000**

**Estimated Total Project Costs: \$1,500,000**

#### Description:

The project will conduct a feasibility study and alternative analysis, including public engagement, for an approximately 15-mile high capacity transit corridor from Central Falls to Warwick via downtown Providence.

#### Benefits:

The project generates environmental sustainability benefits by planning for the use of zero emissions, electric vehicle technology on the high-capacity transit corridor. The project generates quality of life benefits by connecting activity, employment, and transit centers, including downtown Providence, the state capitol, Massachusetts Bay Transportation Authority commuter stations, RIPTA's central bus hub at Kennedy Plaza, two new hubs in Pawtucket and Warwick, Miriam Hospital, Rhode Island School of Design, and other public, private, and medical activity centers via a transit corridor. By facilitating transit-oriented development along the corridor, including the existing TOD districts in Central falls, Pawtucket, and Providence that offer increased density, low/no parking requirements, and other development incentives, the project aligns with the economic competitiveness.



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## Rural, Planning

### Railroad Corner Pedestrian Improvement Feasibility and Planning Project

#### City of Orangeburg

Orangeburg, South Carolina

**Grant Funding: \$350,000**

**Estimated Total Project Costs: \$350,000**

#### Description:

This project will plan a multimodal network that will connect university students to downtown. in preparation for a pedestrian railroad overpass that will connect students to the downtown corridor. Elements of the study will include design and engineering of a multi-modal network, identifying needed road improvements for better vehicle traffic flow along Magnolia Street (US21) & SC33 and SC25, and preliminary design and feasibility analysis for multi-modal upgrades including the pedestrian bridge.

#### Benefits:

The project will establish new pedestrian and bike-friendly shared use network to decrease fatalities and injuries for pedestrians and cyclists. By constructing dependable multi-modal infrastructure, the project will improve maintenance of the street network and encourage the use of alternative transportation.

This project will also support economic competitiveness by improving connectivity and access from outlying neighborhoods to the Downtown Orangeburg City Center, which will foster redevelopment, promote small business growth, and boost tourism while reducing barriers to employment and essential services. Providing better access to city amenities, historical sites, and intercity bus stops will increase quality of life.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



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## Rural, Planning

### BIA 2 Rural Safety and Regional Access Project

#### Oglala Sioux Tribe

Oglala Lakota and Jackson Counties, South Dakota

**Grant Funding: \$1,800,000**

**Estimated Total Project Costs: \$1,800,000**

#### Description:

This project will complete planning and preconstruction activities for reconstruction of approximately 20.7 miles of BIA 2 from the west edge of Kyle to SD Highway 44 on the Pine Ridge Indian Reservation.

#### Benefits:

Within the last 10 years, there have been 22 crashes on the BIA 2 corridor, including six fatalities. The current route is extremely narrow with sharp curves, limited sight distance, no shoulders and steep side slopes. To improve safety, the project proposes to reconstruct the roadway to current safety standards; install additional safety signage; and provide breakaway mailbox posts, pedestrian flashing beacons, pathway lighting and crosswalks.

This section of BIA 2 was constructed 75-80 years ago as a gravel road. The road

was paved about 40 years ago and the asphalt surfacing is reaching the end of its useful service life. The culverts and Potato Creek Bridge, both at least 5 decades old, are also deteriorating. The project will fulfill planning and preconstruction activities to bring the roadway and bridge into a state of good repair and reduce current maintenance costs that continue to grow as the road further deteriorates.



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# RAISE Grants

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## Urban, Planning

### I-10 Deck Plaza Planning Study

#### City of El Paso

El Paso, Texas

**Grant Funding: \$900,000**

**Estimated Total Project Costs: \$1,260,000**

#### Description:

This project will develop plans for a Deck Plaza over the sunken I-10 downtown area. The proposed deck would add about twelve acres, including amenities such as green space, public gathering space, and entertainment venues. The project is intended to remove barriers of opportunity for people of color in the project area. This project would develop a park-like deck above the already sunken I-10 that separates downtown and uptown El Paso. These two areas are connected by eight bridges that are at level with the two sections of the city, creating distinct traveling routes. The goal would be to build around and connect these eight existing roadways, creating parks with amenities in between them.

#### Benefits:

This planning project seeks to improve safety for all users by incorporating sidewalks, marked crossings, and street design features to keep speeds in the 30-mph range. The project will study ways to reduce accidents, decrease automobile use, and methods to keep fast traffic and pedestrians separate. This project plans to address environmental sustainability by enabling multimodal transportation options that reduce the need for driving. Also, it will increase and promote pedestrian paths for walking and cycling in the area. Additionally, the project will study adding a 100% emission-free transportation mode to address air quality levels through the reduction of emissions. Developing a resilient design that includes stormwater management is also part of the plan. Economic competitiveness and quality of life will be addressed by including areas for shops, concerts, food vendors and food trucks to the deck plaza. Additionally, the opportunities in programmable urban space provided by the project have the potential to lead to increased investment in the area, which will be studied as well. As one of the largest manufacturing centers in North America and the third busiest truck port in the nation, this study will consider ways to efficiently move people and goods. The project would improve the quality of life by bridging two areas together and allow for a more cohesive, experience of the city for residents, as well as visitors. Enhancing transportation accessibility to seniors, people with disabilities, low-income residents and people of color for these underserved communities will be another focus of this study.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



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## Urban, Planning

### Connecting Communities in the Southern Gateway

#### City of Dallas

Dallas, Texas

**Grant Funding: \$900,000**

**Estimated Total Project Costs: \$1,375,000**

#### Description:

The project will create a comprehensive master plan for projects connecting the Southern Gateway Park and Dallas Zoo to the Oak Cliff neighborhood of Dallas. It will also conduct design and engineering for three projects being constructed over a section of I-35 consisting of intersection improvements connecting the Gateway Park to the Bishop Arts and Jefferson commercial area; a pedestrian bridge connecting the commuter rail line to the Dallas Zoo; and a pedestrian bridge over I-35 connecting to 12 acres of newly created public use green space.



#### Benefits:

To travel between the eastern and northwestern portion of Oak Cliff, pedestrians, cyclists, and motorists must cross light rail tracks, an interstate and two frontage roads, and streets that lack basic multimodal infrastructure. The project seeks to plan safe movements for all users across these sections as well as to the Dallas Zoo and Southern Gateway Park. The project advances quality of life by planning for infrastructure and mobility improvements to connect the Oak Cliff community, which was separated by the construction of Interstate 35, to recreational and cultural amenities. The Southern Gateway Park is expected to generate considerable development in this section of Dallas, and the project promotes economic competitiveness by facilitating connections to that park. The project involves a range of stakeholders not typically associated with transportation projects, as evidenced by the funding commitments for the project, who are committed to inclusive project planning.

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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



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## Urban, Planning

### TechLink Corridor Study

#### Utah Transit Authority

Salt Lake City, Utah

**Grant Funding: \$950,000**

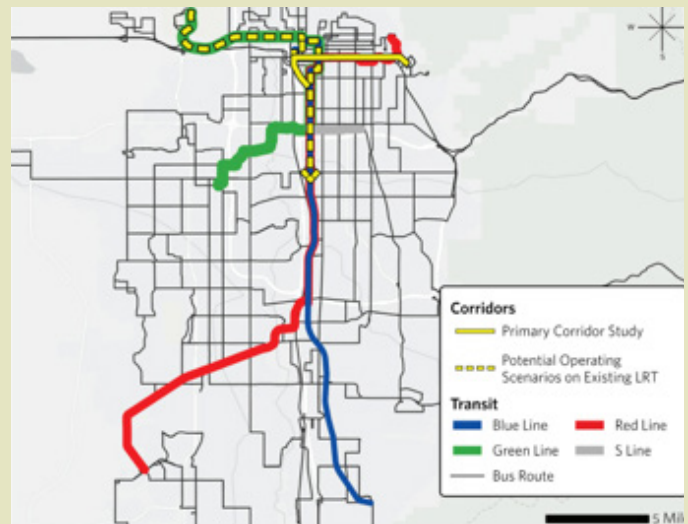
**Estimated Total Project Costs: \$1,375,000**

#### Description:

This project will examine transit connections and conduct alternatives analysis for a link through downtown Salt Lake City between the University of Utah's Research Park campus and the emerging Innovation District on the west side of Salt Lake City's central business district.

#### Benefits:

The project seeks to identify high-capacity transit alternatives to reduce vehicle miles traveled, improve energy efficiency, and reduce emissions. The project generates quality of life benefits by leveraging changing travel patterns to accommodate fast, reliable, and affordable options to growth areas in downtown Salt Lake City, while also considering potential impacts to underserved communities and mitigate the threat of potential displacement of important social services that serve current residents. By studying connections and transit improvements in areas where future job growth is projected, including the University of Utah Research Park, downtown Salt Lake City, International Airport, Depot and Granary Districts, the project will facilitate mixed-use land density, and placemaking among tech sector companies, the University, and other retail, hospitality, dining, and other service businesses, aligning with economic competitiveness.



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## Rural, Planning

### Designing Multimodal Working Waterfronts

#### Middle Peninsula Planning District Commission

Essex, Gloucester, King & Queen, King William, Mathews, and Middlesex Counties, Virginia

**Grant Funding: \$2,018,476**

**Estimated Total Project Costs: \$2,018,476**

#### Description:

This project will conduct a region-wide planning project to address the needs of commercial seafood and marine industries at publicly-owned, rural working waterfronts in Virginia's Middle Peninsula region. The project includes a condition assessment at each of the 60 public wharves, landings, and harbors in the region; a needs assessment for the current and future needs of the commercial seafoods and marine industries, and the development of implementation strategies to address identified infrastructure needs.

#### Benefits:

The project generates state of good repair benefits by conducting a needs assessment to identify unsafe and neglected facilities at public wharves, landings, and harbors in the Middle Peninsula region to identify needed improvements. The project would develop plans to revitalize infrastructure needed to connect marine resources to inland markets with the intention of growing local and regional maritime-based economies.



**Figure 1 –  
Regional Map of Virginia's Middle Peninsula**

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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
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## Urban, Planning

### East-West Connector Corridor Plan

#### City of Cleveland

Cleveland, Tennessee

**Grant Funding: \$200,000**

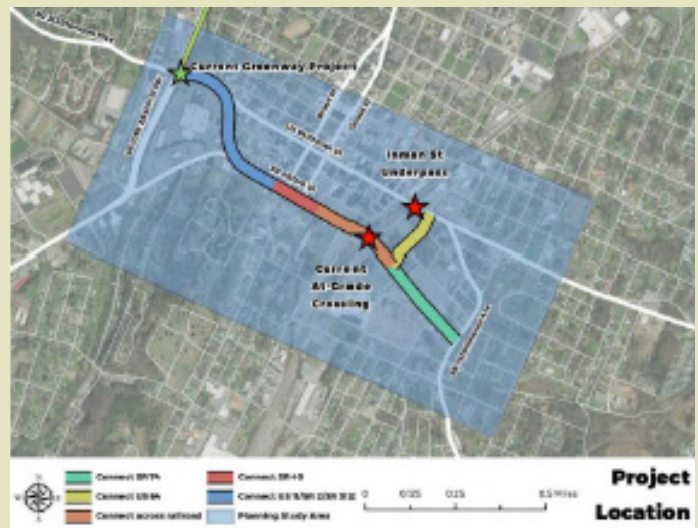
**Estimated Total Project Costs: \$300,000**

#### Description:

This project will develop a plan and preliminary drawings for a new east-west connector corridor in downtown Cleveland. The project includes analyzing vehicle, truck, bicycle, and pedestrian needs; identifying new roadway alignments and cross-sections to better connect US 64, Highway 74, and Highway 40; and eliminating an existing at-grade railroad crossing that experiences frequent flooding with a new bridge.

#### Benefits:

The project will improve safe multi-modal options, facilitating reliable travel through the corridor, and improve connectivity to recreation, services, and jobs. The study will assess how to eliminate at least one railroad at-grade crossing with a new bridge, which will reduce conflict points with vehicles, bicyclists, and pedestrian, as well as enhance emergency access for the Blythe-Oldfield and College Hill neighborhoods currently constrained by the at-grade crossing. The new connector and bicycle/pedestrian investments will increase mode choice and mobility by addressing existing sidewalk gaps, intersection crossing safety, and streetscape needs. The plan will also include the location for a future greenway that will connect into downtown Cleveland as well as improved connections to the future Cleveland/Chattanooga Commute Hub which includes a Park-and-Ride facility and interconnecting transit service to Chattanooga. The project will also result in positive environmental impacts for the low-income communities adjacent to the railroad in the mitigation of braking, stopping, idling, and sudden accelerations of vehicles as a result of fewer turns and less stopping, both at intersections and at railroad crossings.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



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## Rural, Planning

### Aberdeen US 12 Highway-Rail Separation Project

#### City of Aberdeen

Aberdeen, Washington

**Grant Funding: \$2,080,000**

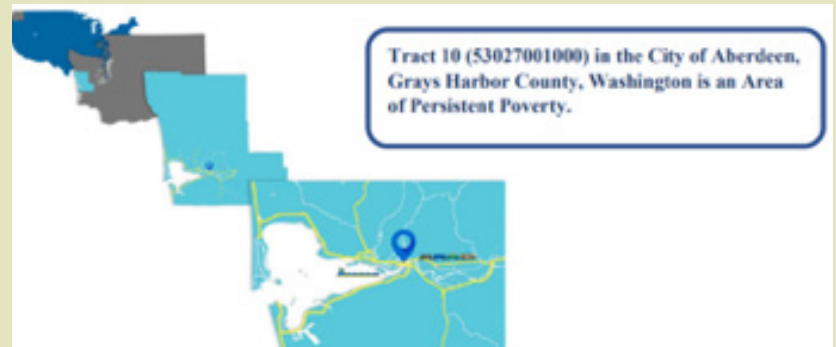
**Estimated Total Project Costs: \$3,480,000**

#### Description:

This project will complete preliminary engineering, environmental approvals and right-of-way plans to replace at-grade railroad crossing and signalized intersection of US 12 and the Puget Sound and Pacific short line rail line with an overpass and roundabout at the Chehalis Street intersection.

#### Benefits:

This project aligns with the Department's criteria related to safety and economic competitiveness benefits. US 12 is the major arterial through Aberdeen with an average of 28,000 vehicles daily. Approximately 8-10 trains per day block access for up to 30 minutes each to a commercial plaza adjacent to US 12 and the short line rail. Constructing an above-grade crossing and replacing the signal light with a round about will relieve congestion caused by the train's blockage of the commercial plaza. The project increases the economic competitiveness in the region by improving train-related backups and queuing on US 12 to improve traffic flow and reduce delays.



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# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

## Rural, Planning

## Charleston Capital Connector Project

### City of Charleston

Charleston, West Virginia

**Grant Funding: \$1,750,000**

**Estimated Total Project Costs: \$1,750,000**

### Description:

This project will plan and design a complete streets upgrade to approximately 3.5 miles of the Kanawha Boulevard East and approximately 0.25 miles of the adjacent Greenbrier Street corridors. The project will also plan and design bike lane extensions to the South Side Bridge and 35th Street Bridge in the same project area, and evaluate the feasibility of installing a Riverfront Streetcar lane on the Kanawha Boulevard segment of the project.

### Benefits:

The project aligns with the Department's criteria related to safety, state of good repair, environmental sustainability, and quality of life. Safety improvements will be realized through the implementation of the complete street approaches, including placement of full-size pedestrian sidewalks and crosswalks, placing dedicated bicycle lanes and crossings on corridors, and reducing speeds on Kanawha Boulevard and Greenbrier Street with traffic calming measures. The project design and features will promote less vehicle wear and tear on the facilities and reduce the impacts of stormwater flooding on the roadways through the deployment of green infrastructure facilities. The project will connect people with mobility choices for reaching jobs in emerging sectors of diversification including the health, education, and cultural tourism sectors, as well as improve walkability of the project corridors. This will encourage further economic activity in downtown Charleston.



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