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Details of the USDOT investment in transit projects are listed below. If you are interested in having SPI point you to specific opportunities, contact Reagan Weil at 512.531.3900.

Urban Circulator/Bus and Bus Livability Project Descriptions

ARIZONA

Project: 11th Street Pedestrian Improvement Project (Bus and Bus Livability)

Sponsor: City of Phoenix
Amount: \$2,400,000

Improvements made through this project to the 11th Street inner city neighborhood corridor will have a significant impact on community transit users by providing an enhanced bus corridor along the portion of Route 12 that serves the Garfield neighborhoods. To create this enhanced bus corridor, bus shelters will be repainted, benches and trash receptacles will be replaced, in addition to pedestrian level lighting being added.

CALIFORNIA

Project: Phelan Loop Bus Facility Project (Bus and Bus Livability)

Sponsor: San Francisco Municipal Transportation Agency
Amount: \$6,822,106

Building the Phelan Loop Bus Facility paves the way for landscaped open space, new retail space, and new affordable housing, all next to public transportation, and within walking distance of both a major transit hub and San Francisco City College, one of the nation's largest educational institutions. This upgraded transit infrastructure will be a key component of a transit system expected to grow from today's 700,000 weekday boardings to weekday boardings of over one million by 2030.

Project: The Metro Express: Hammer Lane Corridor BRT (Bus and Bus Livability)

San Joaquin Regional Transit District
Amount: \$5,227,161

Hammer Lane Corridor BRT is the third phase of a comprehensive connected bus rapid transit system in Stockton. This new BRT route, using easily identifiable hybrid electric buses, will run about 6.3 miles along the east-west Hammer Lane Corridor connecting Interstate 5 and State Route 99. The project will provide reduce wait times at bus stops, convenient scheduling for passengers, and reduced overall individual travel times. Phase one runs along the Pacific Avenue Corridor and phase two runs along the Airport Way Corridor.

Project: East Plaza Transit Loop Road (Bus and Bus Livability)

Sponsor: Union City Transit

Amount: \$1,909,974

The East Plaza Transit Loop Road is an integral part of the Union City Intermodal Station that is the centerpiece of a high-density, transit-oriented district that provides service to transit, pedestrian, bicycle and auto access to the east side of the intermodal station. The entire project represents the collaborative work of an Intermodal Action team of transit operators including Union City Transit, AC Transit, BART, SamTrans, Santa Clara Valley Transportation Authority (VTA), and the Capitol Corridor Joint Powers Authority (CCJPA).

Project: Anaheim Regional Intermodal Transit Center (Bus and Bus Livability)

Sponsor: Orange County Transit Agency (OCTA)

Amount: \$5,000,000

Built in three phases, Phase One of the Anaheim Regional Transportation Intermodal Center (ARTIC) project will include 66,000 square feet of transit facility, necessary track and bridge work, parking, and utility relocation. The completion of the Phase 1 station is expected in 2013. When completed, ARTIC will be a premier regional, multimodal transportation hub in Orange County on a 16-acre site in Anaheim strategically situated along the Los Angeles to San Diego rail line and bounded by State Route 57, and in close proximity to the Santa Ana Freeway (I-5).

COLORADO

Project: Mall Shuttle for 16th Street Mall (Bus and Bus Livability)

Sponsor: Denver Regional Transportation District (RTD)

Amount: \$5,200,000

This project is important to maintaining accessibility throughout Downtown Denver for the estimated 50,000 people who currently utilize the mall shuttle daily. RTD will replace up to eight mall shuttles, helping to improve bus availability and reduce maintenance costs in the RTD subfleet of 36 mall shuttles. As the planned 16th Street Mall extension nears completion, these additional vehicles will be vital to maintaining transit service in the area.

Project: Montrose All Points Transit Buses (Bus and Bus Livability)

Sponsor: Colorado Department of Transportation

Amount: \$160,000

All Points Transit in Montrose County will implement web-based mobile data terminals for real-time vehicle tracking and a dispatching system upgrade which will enhance customer services, reduce fuel consumption and improve driver safety. Improvements to public transit bus stops will include concrete pads near high volume stops, increasing safety and comfort of residents. This project will enhance connections between

residential and commercial areas; reduce congestion; improve accessibility for economically-disadvantaged individuals, non-drivers, senior citizens and persons with disabilities.

Project: South Central COG Transit Center (Bus and Bus Livability)

Sponsor: Colorado Department of Transportation/South Central Council of Governments (SC COG)

Amount: \$152,500

South Central Council of Governments will construct a multimodal transit center located in historic downtown Trinidad. The transit center will provide connections for Amtrak's Southwest Chief, Greyhound, and other inter-city bus services, and SC COG transit to connect transit within the region. The transit center is located within walking distance of retail shops and restaurants, and parallel to an off-ramp of Interstate 25, making it extremely accessible. Center construction allows for continuation and expansion of transportation services, including rail, bus, and local intercity bus. The center will provide park-and-ride facilities, parking for large buses and vans traveling into Trinidad and shuttle service for passengers to hotels and other destinations.

CONNECTICUT

Project: Storrs Center Intermodal Transportation Hub and Transit Pathway (Bus and Bus Livability)

Sponsor: Greater Hartford Transit District

Amount: \$4,940,000

The Town of Mansfield and the Downtown Mansfield Partnership will build an Intermodal hub in the heart of the Storrs Center downtown project that will provide a viable, convenient and centrally-located transfer station for the University of Connecticut, local, intercity and express bus services, paratransit services, Dial-A-Ride and taxi service.

Project: Stamford Urban Transitway Project (Bus and Bus Livability)

Sponsor: City of Stamford

Amount: \$16,000,000

The Stamford Urban Transitway is a 2.25-mile fixed guideway facility that will connect Interstate 95 and Stamford's central downtown to the Stamford Intermodal Transportation Center and the Boston Post Road. The Transitway will include dedicated bus lanes, carpool lanes, bicycle/pedestrian routes, Intelligent Transportation System (ITS) technologies, and multi-use vehicle lanes. Commuters, residents and shoppers will have direct access to the transportation center as well as one of the largest transit-oriented developments in the nation, and will avoid the traffic congestion that has plagued I-95 and its connecting major downtown arterials.

FLORIDA

Project: Broward Boulevard Livable Mobility Plan (Bus and Bus Livability)

Sponsor: Broward County Transportation Department

Amount: \$8,034,017

In this environmentally-friendly project, Broward County will buy nine energy- efficient hybrid-electric buses to operate along the Broward County Route 22 and implement Transit Signal Priority along Broward Boulevard, make bicycle and pedestrian enhancements, and upgrade bus shelters and facilities to include real-time passenger information, car-sharing program and an Advanced Traffic Management System.

Project: Urban Trail Project (Bus and Bus Livability)

Sponsors: LYNX and the City of Orlando

Amount: \$1,233,132

The City of Orlando and LYNX plan to develop a 1.5 mile urban trail along the “Gertrude’s Walk” corridor from South Street to the LYNX Central Station on Amelia Street. The project will provide bicycle parking, pedestrian way finding, streetscape enhancements, lighting and other safety features to create a pleasant, safe and walkable environment for community users coming to and from downtown housing, work, entertainment and other businesses.

IDAHO

Project: Bus Garage (Bus and Bus Livability)

Sponsor: Shoshone-Bannock Tribes Department of Transportation

Amount: \$125,000

This project allows for construction of a centralized parking garage within the Fort Hall Indian Reservation to assist in the transportation needs of the residents of the reservation and the replacement of three transport vans to support the needs of elderly tribal members.

ILLINOIS

Project: Chicago Central Area Transitway: E-W Corridor BRT (Urban Circulator)

Sponsor: Chicago Department of Transportation

Amount: \$24,650,000

The E-W Corridor BRT will consist of designated bus priority lanes on two miles of downtown surface streets to be used by seven CTA bus routes. The project includes bus signal priority, "next bus" information, and bus shelter branding. This project will connect Union Station through several districts in the downtown Loop to the Navy Pier. It will also expedite bus services through the downtown and serves a community not currently served by transit. Bicycle lanes, bus lanes and streetscape enhancements are also expected to be provided as part of the project.

Project: Jeffery BRT Corridor (Bus and Bus Livability)

Sponsor: Chicago Transit Authority

Amount: \$11,000,000

This bus rapid transit project runs along 103rd Street and Stony Island to Jefferson and Washington Streets, providing a high-quality transit link to the central business district, a corridor that lacks easy rail access. More than 200,000 people live and nearly 600,000 jobs are located within a half mile of this corridor.

IOWA

Project: Sustainable Multi-Modal Transit Hub (Bus and Bus Livability)

Sponsor: Des Moines Area Regional Transit Authority (DART)

Amount: \$6,500,000

DART will use these funds to assist in building a new multi-modal transit hub in downtown Des Moines, Iowa. The transfer center will include 15 bus transfer bays, bicycle racks, a conference room and offices as well as much needed driver facilities. This new facility will significantly improve operational and passenger safety for Des Moines transit riders.

KANSAS

Project: Johnson County Transit Maintenance Facility Improvement (Bus and Bus Livability)

Sponsor: Kansas City Area Transportation Authority (KCATA)

Amount: \$374,150

Johnson County Area Transit Authority will expand the Murray L. Nolte Transit Center in Olathe, Kansas to accommodate its expanding fleet. The facility is approaching 10 years old and has outgrown the capacity to adequately maintain its current fleet of more than 100 vehicles.

KENTUCKY

Project: Revitalize Downtown with Transit Hub (Bus and Bus Livability)

Sponsors: LexTran and the City of Lexington

Amount: \$5,043,760

LexTran and the City of Lexington will replace a crumbling 80-year old facility with a state-of-the-art Silver LEEDS-certified facility to house administrative offices and amenities to improve bus passenger service, reduce fuel costs and integrate pedestrian walks and bike paths.

MARYLAND

Project: South County Circulator (Bus and Bus Livability)

Sponsor: Maryland Transit Authority (MTA), on behalf of Prince George's County
Amount: \$4,126,227

Funds will be used to purchase additional buses for the Oxen Hill and Branch Avenue circulator routes and demand service to meet the ever-increasing needs of a growing community, and to reduce congestion and over-crowding on the current system.

Project: Westport Transit-Oriented Development (Bus and Bus Livability)

Sponsors: Maryland Transit Administration (MTA) and the City of Baltimore
Amount: \$516,000

The City of Baltimore and the MTA will develop the Kent Street Plaza and Pedestrian Corridor to expand bus ridership and access to the existing light rail system, strengthening the economically distressed community and the Westport Waterfront Project.

Project: Howard Street Livable Communities (Bus and Bus Livability)

Sponsor: Maryland Transit Authority (MTA)
Amount: \$260,000

This Livable Communities project involves the demolition of existing worn out shelters and replacement of light rail and bus shelters in the busiest transit corridor in Baltimore City, located along Howard Street. Baltimore's light rail line, running directly through Howard Street, links suburban communities and business centers to the north of the City to Baltimore-Washington International/ Thurgood Marshall Airport, business parks, and neighborhoods to the south.

MASSACHUSETTS

Project: Boston Bike Share Program: (Bus and Bus Livability)

Sponsor: Massachusetts Bay Transportation Authority (MBTA)
Amount: \$3,003,051

An innovative and truly transformational project, the Regional Bike Share System is a multiple-city bike sharing system making thousands of bicycles available throughout the Boston metropolitan area with the swipe of a card. The Bike Share system was conceived as an extension and enhancement of the existing public transit system. More than 500 Bike Share stations will be located at or near Massachusetts Bay Transportation Authority (MBTA) bus and rail transit stations to encourage and facilitate use of public transit. The system will create two million new bike trips per year.

Project: Interactive Passenger Information System (Bus and Bus Livability)

Sponsor: Pioneer Valley Transit Authority (PVTA)
Amount: \$745,689

This is a state-of-the-art communications project that will provide transit passengers with

24/7 access to real-time traveler, trip planning, scheduling, and customer service information. The automated system will also proactively send transit service notifications such as next bus, paratransit call ahead, and travel service advisories using voice, text, and email messaging. As a result of the paratransit vehicle fleet being equipped with GPS, disabled customers will receive 'call-ahead' notifications using phone, text, or email services with the client's preferred communications medium. The system will accurately notify customers when the vehicle is minutes away, allowing the senior or mobility impaired rider to prepare for their trip without concern for missing the vehicle or the need for constant monitoring for vehicle arrival, and allows the rider the opportunity to await their trip in the safety and comfort of his or her own home.

MINNESOTA

Project: Transit Signal Priority and Real-Time Information Signs (Bus and Bus Livability)

Sponsor: Metropolitan Council

Amount: \$1,248,000

The City of St. Paul and the Metropolitan Council will expand the use of transit signal priority (TSP) to improve bus service between neighborhoods, commercial areas and high-population centers, allowing travelers to get to where they are going faster and more reliably. Real-time sign (RTS) information will increase pedestrian-transit connections to create an environment that encourages walking. The project was also developed with the idea of improving accessibility and transit services for seniors, non-drivers, economically disadvantaged citizens and persons with disabilities.

MISSOURI

Project: St. Louis Loop Trolley Project (Urban Circulator)

Sponsor: City of St. Louis

Amount: \$24,990,000

The City of St. Louis will build a two-mile, nine-stop urban streetcar route. This catalyst project would connect a neighborhood in need of revitalization with a thriving college village and a major regional destination. The circulator route would connect University City, Forest Park and the City of St. Louis together and tie into an existing light rail line. A mix of public and private investment is envisioned.

Project: IT Enhancements (Bus and Bus Livability)

Sponsor: City of Joplin

Amount: \$244,032

The Metro Area Publictransit System (MAPS) is a curb-to-curb transportation service available to citizens within the city of Joplin, Missouri and surrounding areas. The City of Joplin will upgrade MAPS' hardware and software, including the implementation of an automatic vehicle locator system to improve vehicle tracking and scheduling. Most MAPS riders are senior citizens, persons with disabilities, and low income individuals who either do not have the means to drive themselves or to take advantage of other

mobility options. MAPS provides a low cost transportation alternative linking riders with their doctors, hospitals, nutrition centers, and employment opportunities.

Project: Bus Stop & Access Improvement Program (Bus and Bus Livability)

Sponsor: Kansas City Area Transportation Authority (KCATA)

Amount: \$250,000

KCATA will upgrade bus stops and pedestrian access at key transit intersections in the urban core of Kansas City, Missouri. This includes upgrading bus stops with new passenger shelters and benches; repairing and installing concrete pad passenger waiting areas; adding sidewalk between the stops; adding ADA-accessible ramps at the intersections and constructing in-street concrete bus pads and related curbing. Many of these high-volume transit stops critically need repair and new, complementary pedestrian improvements.

MONTANA

Project: Missoula Transfer Center Renovation (Bus and Bus Livability)

Sponsor: Montana Department of Transportation

Amount: \$119,000

Renovations to the existing Mountain Line Transfer Center will include streetscape and sidewalk improvements, signage, benches, expansion of office space, and installation of exterior solar powered lighting to increase the energy efficiency of the facility.

NEVADA

Project: UNLV Transit Center (Bus and Bus Livability)

Sponsor: Regional Transportation Commission of Southern Nevada

Amount: \$2,763,200

The Regional Transportation Commission of Southern Nevada will construct a transit center on a little more than an acre of land located on the University of Nevada, Las Vegas (UNLV) campus. This transit hub will complement current transit services and future improvements including new regional transit routes, on-campus shuttle service, transit oriented development, and a parking structure, improving accessibility for students, faculty, staff and visitors.

NEW HAMPSHIRE

Project: Health Care Circulator (Bus and Bus Livability)

Sponsor: Manchester Transit Authority

Amount: \$300,000

The Manchester Transit Authority plans to purchase three low floor cutaway transit vehicles to create a Health Care Circulator that would connect the Elliot Hospital,

Doctors Park on Tarrytown Road, Dartmouth Hitchcock Clinic, Veterans Administration Hospital and the Manchester Mental Health facility. The Circulator will provide improved access to medical and employment facilities especially helping persons with disabilities reduce transfers/connections and improve travel times.

NEW MEXICO

Project: Montañó Intermodal Center (Bus and Bus Livability)

Sponsor: City of Albuquerque, NM Transit Department

Amount: \$6,722,800

The Montañó Intermodal Center will provide a new intermodal connection between ABQ Ride buses and New Mexico Rail Runner Express commuter rail. The intermodal center will be located in the geographic center of Albuquerque on Montañó Road, a principal arterial with a strategic crossing of the Rio Grande and one of only a few arterials crossing the entire city from east to west. The center plays an important role in addressing the region's projected "growing pains," and builds upon the recent successes of the region's public transportation system. In a region of rapid population increase, the center will help steer that growth in a more efficient and sustainable direction by enhancing access to the cross-town bus service and the Rail Runner for approximately 275,000 residents.

NEW YORK

Project: 34th Street Transitway (Bus and Bus Livability)

Sponsor: New York City Department of Transportation (NYCDOT)

Amount: \$18,379,510

The 34th Street Transitway project consists of constructing a dedicated Bus Rapid Transit (BRT) facility and pedestrian plaza along 34th Street, an important and heavily congested travel corridor serving many homes and businesses in Midtown Manhattan. The project is intended to speed both local and commuter bus services and will improve pedestrian mobility and safety along the corridor, and facilitate sustainable growth and development.

Project: Transfer Hub Project (Bus and Bus Livability)

Sponsor: Central New York Regional Transportation Authority (CENTRO)

Amount: \$8,500,000

CENTRO will construct a transfer hub, transforming the downtown Syracuse area by eliminating an overwhelmed passenger transfer area at Fayette and Salina Streets, the four corners at the busiest downtown intersection in the City of Syracuse. Transit customers will have an off-street, open-air, but fully sheltered and supervised location with a dedicated platform section for each specific bus route, as opposed to the current system of fewer but longer bus lines.

NORTH CAROLINA

Project: Charlotte Streetcar Starter Project (Urban Circulator)

Sponsor: City of Charlotte

Amount: \$24,990,000

The City of Charlotte will build a 1.5-mile streetcar starter route with six stops and three replica trolleys, in advance of a future 10-mile streetcar route. The project would be implemented on a reconstructed street already built with a double-track for streetcar vehicles and pedestrian and urban design enhancements along part of the alignment. The operating agency already has the streetcars and will provide the all of the vehicles required to operate the project.

Project: Fleet Replacement (Bus and Bus Livability)

Sponsor: City of Asheville

Amount: \$428.,000

The City of Asheville will upgrade their bus fleet with five new hybrid and diesel buses, improving fuel efficiency, reducing carbon emissions and improving passenger service.

OHIO

Project: Cincinnati Streetcar Project (Urban Circulator)

Sponsor: City of Cincinnati

Amount: \$24,990,000

The City of Cincinnati will construct a six-mile streetcar route with 18 stops and six streetcars for operation on one-way pairs of downtown Cincinnati streets. The Cincinnati Streetcar Project will reconnect the central business district to two redeveloping neighborhoods just north of downtown: Over-the-Rhine (OTR), a low-income, minority community; and Uptown, the region's second largest employment center. The city proposes that the streetcar would enable Cincinnati's core to grow into a more walkable, livable and affordable community with a healthy mix of land uses, housing units and income groups.

Project: Mahoning Transit Corridor (Bus and Bus Livability)

Sponsor: Stark Area Regional Transit Authority (SARTA)

Amount: \$2,774,400

In an area that is benefiting from recent major government and private sector investments, SARTA plans to revitalize the 3.4-mile Mahoning Transit Corridor by improving transit connections between downtown Canton and northeast Canton, a densely populated, economically disadvantaged residential and growing employment area. Enhancements will be made to bus shelters along the corridor, including additions of benches, sidewalk improvements and the extension of a bike-pedestrian path that ties into a regional bike and walkable network.

OKLAHOMA

Project: Bus Purchase (Bus and Bus Livability)

Sponsor: Choctaw Nation

Amount: \$132,000

The Choctaw Nation will use the funds to replace high-mileage non-accessible leased minivans with two new Americans with Disabilities Act-compliant minivans and provide on-demand and fixed-route transit services. In May 2010, the Choctaw Nation also recently received \$480,374 from the Recovery Act for vehicle and technology upgrades. The non-reservation tribe provides transportation services for all the residents of a 10½-county area of southeast Oklahoma where many members of the tribe live.

OREGON

Project: Hybrid Bus Project (Bus and Bus Livability)

Sponsor: Trimet

Amount: \$2,000,000

Trimet will use the funds toward the planned purchase of 18 hybrid, low-floor, buses for its Frequent Service bus line. Included would be additional parts for inventory for a new fleet. These would be the first of the new generation of hybrid buses purchased by TriMet. TriMet currently operates two early generation hybrid buses, in addition to almost 620 diesel fixed-route buses. The buses will be for use on one of TriMet's highest ridership bus lines (Line 72 – Killingsworth-82nd Avenue). This line has consistently been TriMet's highest or second highest ridership bus line for years and carried over 15,000 riders per average weekday during Fall 2009. Hybrid buses on this line will serve several needs. First, though TriMet's fleet is relatively new, the new hybrid technology will provide lower emission vehicles along a bus corridor that has a disproportionately high percentage of low-income and minority residents. Second, by dedicating these new low-floor hybrid buses to the Line 72, they will help ensure that all trips on Line 72 are low-floor and therefore easily accessible for all users, including elderly, lower income, and persons with disabilities.

Project: Gateway Park and Ride (Bus and Bus Livability)

Sponsor: Lane Transit District (LTD)

Amount: \$2,000,000

Under this project, Lane Transit (LTD) will construct a transit park-and-ride lot and construct two curbside transit stations to serve the facility. The park-and-ride facility will be served by the Gateway EmX, a bus rapid transit line that is currently under construction. The park-and-ride lot will encourage increased use of LTD bus service and, in particular, the EmX system by providing convenient access to the transit system for those living in northeast Eugene and areas north of Eugene. Park-and-ride lot users will have direct access to the PeaceHealth Medical Center, downtown Springfield, the University of Oregon and downtown Eugene.

PENNSYLVANIA

Project: Wayne Junction Intermodal Facility (Bus and Bus Livability)

Sponsor: Southeast Pennsylvania Transportation Authority (SEPTA)

Amount: \$3,980,000

The Wayne Junction Intermodal Facility, constructed at the turn of the 20th Century, will be completely renovated, reinvigorating the facility's role as an economic driver, spurring mixed-use and mixed income transit-oriented development and connecting residents to jobs throughout the region. The project provides for restoring the station's historic integrity while modernizing its structure to provide a safer, more accessible, and environmentally friendly facility for local residents and businesses.

Project: Human Service Transportation Technology Project (Bus and Bus Livability)

Sponsor: Pennsylvania Department of Transportation (PennDOT)

\$5,000,000

PennDOT will be using this capital funding to update their Human Services Technology to improve organizational efficiency and to enhance services provided to statewide communities. Examples include acquiring paratransit scheduling and vehicle locator technology, automated telephone service, web-based trip scheduling and real-time information access.

RHODE ISLAND

Project: Transit Hubs and Intermodal Facilities (Bus and Bus Livability)

Sponsor: Rhode Island Public Transit Authority (RIPTA)

Amount: \$700,000

The creation of four new bus hub locations in the downtown Providence area, including the West Side, College Hill, Capitol Hill and the Hospital District, will help alleviate bus congestion in the Plaza and create more direct service to major employment and education centers throughout the city. Extending RIPTA bus routes beyond the primary downtown destination of Kennedy Plaza to other hubs just outside of downtown will eliminate the need for many passengers including commuters, shoppers, low-income, disabled, elderly, and students to transfer in order to reach their final destinations.

SOUTH CAROLINA

Project: Multiuse Trail and Pedestrian Connectors (Bus and Bus Livability)

Sponsor: South Carolina DOT

Amount: \$3,100,000

This project is designed to transform northern Beaufort County from a region dominated

by auto travel to a region that offers transportation choices that are accessible to all residents. The three components to this project include providing a fixed-route transit service that links a majority of northern Beaufort County residents to the region's major employers, shopping areas, and services; constructing a 6.7 mile first phase multiuse trail; and constructing, repairing, and reconfiguring over 13 miles of sidewalks and multiuse pathways to promote safely connect them to major employers, commercial districts, schools, and residential areas.

TEXAS

Project: Fort Worth Streetcar Loop (Urban Circulator)

Sponsor: The City of Fort Worth and the Fort Worth Transportation Authority

Amount: \$24,990,000

The City of Fort Worth and the Fort Worth Transportation Authority will construct a 2.5-mile one-way streetcar loop with between 20 and 25 stops and three vehicles to connect a Trinity Railway Express commuter rail station and Intermodal Transportation Center with the central business district. This will be the hub of a planned streetcar network connecting six designated "urban villages" targeted for redevelopment to the city's major employment centers, such as downtown and the Near Southside Medical District. Ultimately, the streetcar system will connect residents in four economically disadvantaged areas to job opportunities in major employment centers, while stimulating the redevelopment of walkable urban neighborhoods with a variety of housing choices.

Project: Olive/St. Paul Street Loop (Urban Circulator)

Sponsor: Dallas Area Rapid Transit Authority (DART)

Amount: \$4,900,000

The Dallas Area Rapid Transit Authority (DART) will build a 0.65-mile urban streetcar track extension to an existing system. This project would link the current McKinney Trolley to the existing DART light rail St. Paul Station and to the McKinney Trolley Olive Street Extension in the heart of Downtown Dallas. The connection to the Olive Street extension would form an entire reversing loop for the trolley, making operations safer and more efficient, while connecting downtown destinations such as the Dallas Museum of Art and the Nasher Sculpture Center to Uptown Dallas.

Project: Brownsville Multimodal Terminal (Bus and Bus Livability)

Sponsor: City of Brownsville

Amount: \$3,871,909

The City of Brownsville will develop a multimodal terminal to provide a hub for ground transportation services including local, rural, intercity and international transit services. Although the multimodal terminal facility development will be located in Brownsville, its scope is regional and international. The completion of the project will enhance interconnectivity in modes of transportation that would expand to other transit systems in the region. Once completed it will serve as the complementary multimodal hub that will anchor ground transportation services between and within the urban areas of Brownsville and McAllen, Texas where a multimodal hub is currently in operation. On a

regional and national level the facility will serve as an anchor point and hub for connecting urban and rural transportation services throughout the region.

UTAH

Project: Provo Intermodal Center (Bus and Bus Livability)

Sponsor: Utah Transit Authority

Amount: \$5,000,000

The development of the first phase of the Provo Intermodal Center site is part of a large transit-oriented development project that will provide a regional transportation gateway to serve Provo and communities to the south. It will also serve as a convenient transfer point between commuter rail, bus rapid transit and the local bus network helping provide the community increased access to high capacity and high speed transit that has not been available to this rapidly growing area. This phase consists of building approximately 850 parking stalls, 12 bus bays, and landscaping.

Project: 3900 South TRAX LRT Station Transit-Oriented Development (Bus and Bus Livability)

Sponsor: Utah Transit Authority

Amount: \$400,000

This project will help the revitalization of South Salt Lake which includes mixed-use developments comprised of high density residential housing and commercial/retail developments that will provide employment opportunities near the housing. An open parking field on a commercial street will be converted into an active streetscape with educational facilities, residences and will also support retail. It brings an additional 575 people to the area to support local businesses and the expansion of the school and construction of retail facilities will generate 370 jobs.

VIRGINIA

Project: Bus Replacement Program (Bus and Bus Livability)

Sponsor: Greater Richmond Transit Company (GRTC)

Amount: \$420,000

GRTC, will use the funds toward the purchase of four 56-passenger coach buses to meet customer express route needs. The new buses will increase safety and reliability, and provide easier access to the elderly and persons with disabilities.

WASHINGTON

Project: Seattle Intermodal Hub (Bus and Bus Livability)

Sponsor: City of Seattle

Amount: \$2,400,000

The City of Seattle will restore the historic King Street Station and improve the Westlake Hub, creating two intermodal transportation hubs in downtown Seattle that connect rail, bus, streetcar, and pedestrian networks in Seattle's Center City. Improvements to these two hubs are critical to implementation of Seattle's Center City Access Strategy to revitalize 10 downtown neighborhoods, fight regional sprawl and build a sustainable economy and community.

Project: Chuckanut Park and Ride (Bus and Bus Livability)

Sponsor: Skagit Transit

Amount: \$2,800,000

The Chuckanut Park and Ride project will be a high capacity parking and transit transfer facility located just off the I-5 Chuckanut/ SR 11 exit in Burlington, Washington. It will accommodate more than 300 parking spaces and include a bus pad for transit access; passenger shelters; bicycle racks and safety features such as improved lighting, fencing, and security cameras. The goal is to supply necessary transit infrastructure, relieve congestion and also offer convenience, safety and attractiveness to transit and vanpool users, as well as leisure travelers.

WISCONSIN

Project: Bus Shelter Construction and Improvements (Bus and Bus Livability)

Sponsor: City of Racine

Amount: \$380,000

To protect residents using bus service from high temperatures in the summer and frigid temperatures and winds in the winter, the City of Racine will build 17 new bus shelters, upgrade an additional 14 existing shelters and include helpful passenger information displays.

Source: U.S. Department of Transportation