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Details of the FTA grants to explore transit systems are listed below. If you are interested in having SPI point you to specific opportunities, contact Reagan Weil at 512.531.3900.

Alternative Analysis Project Descriptions

CALIFORNIA

Los Angeles County Metropolitan Transportation Authority

Project: Van Nuys Corridor and Other Regional Transit Projects

Grant Amount: \$2,000,000

Van Nuys Boulevard between Ventura and Foothill Boulevards is the San Fernando Valley's most densely populated corridor. Significant proportions of low-income and zero-car households live within a half-mile of the corridor, and although bus ridership is among the highest in the county, service reliability suffers due to traffic congestion and overcrowding.

COLORADO

City and County of Denver

Project: East Colfax Avenue

Grant Amount: \$2,000,000

This project will look at East Colfax Avenue and parallel streets between downtown Denver and the Anschutz/Fitzsimons medical campus in Aurora. This congested corridor links economically diverse neighborhoods, downtown Denver, the state capitol and a large medical campus. The need for this project centers on high bus ridership and crowding despite very frequent service (4-minute peak headways). A transit investment would also complement the city's sustainability plans and Complete Streets policy.

DISTRICT OF COLUMBIA

District Department of Transportation

Project: DC Streetcar Alignment and Vehicle Propulsion Technology

Grant Amount: \$1,000,000

This funding will support the evaluation of alignment extensions to the K Street Transitway and streetcar propulsion technologies. The alignment extensions being considered are at the Washington Circle area and between Mount Vernon Square and Union Station. Current transit ridership, support for infill development and potential to improve access to services justify an investment.

FLORIDA

Gainesville Regional Transit System

Project: Bus Rapid Transit

Grant Amount: \$425,000

The alignment under consideration follows a series of arterial streets through city. The corridor will connect Santa Fe College and Gainesville Regional Airport via downtown Gainesville and University of Florida (UF). Currently, there is heavy use of transit service, particularly around the UF campus. The project would improve access for residents of disinvested neighborhoods on the city's east side.

Central Florida Regional Transportation Authority - LYNX

Project: Osceola County Corridor

Grant Amount: \$800,000

This corridor abuts Walt Disney World and is lined with tourist-oriented businesses. The corridor is along US 192 in Kissimmee between the Florida Turnpike and SR 27. Current bus service is frequent in portions of the corridor. Congestion and tourist volumes are motivations for this project.

City of Tallahassee - StarMetro

Project: Future Transit System Development

Grant Amount: \$400,000

This corridor is an arterial street undergoing higher-density, mixed-use redevelopment. The corridor runs along Tennessee Street/Mahan Drive between Capital Circle East and West, through Florida State University, Tallahassee Community College and downtown. The project team will evaluate transit-supportive changes to city plans and codes as part of the work plan.

GEORGIA

Gwinnett County

Project: I-85 Corridor

Grant Amount: \$600,000

This corridor along I-85 between the Doraville MARTA Station and Sugarloaf Parkway has experienced recent automobile-oriented growth. Congestion, lack of transportation options, and poor access to employment are primary rationales for performing this study.

Cobb County Department of Transportation

Project: Northwest Atlanta Corridor

Grant Amount: \$1,360,000

The US 41/I-75 corridor between Acworth and the Arts Center Metropolitan Atlanta Rapid Transit Authority (MARTA) Station links the MARTA network with key Cobb County destinations, including large shopping centers and university campuses. Despite an automobile-oriented context, certain corridor destinations such as university campuses are pedestrian-friendly and much of the county's transit service operates in the corridor.

ILLINOIS

Chicago Transit Authority

Project: Western Corridor

Grant Amount: \$1,600,000

This project will look at transit improvements in this North-South corridor that would support the Chicago Transit Authority's (CTA) radial heavy-rail network. The corridor runs along Western and Ashland Avenues in Chicago between Howard and 95th Streets. The justification of need: the corridor contains regional destinations, offers many redevelopment sites, has high bus ridership and is home to many zero-car households.

MINNESOTA

City of Minneapolis

Project: Nicollet-Central Urban Circulator

Grant Amount: \$900,000

These corridors, currently served by frequent local bus routes, are home to significant proportions of zero-car households and contain several redevelopment sites. The corridors run down Nicollet and Central Avenues between the 46th Street/I-35W BRT station in Minneapolis,

downtown Minneapolis and the Columbia Heights Transit Center. A transit investment here could leverage city grant programs for affordable housing, business assistance, and energy efficiency. Economic development and affordable housing implementation plans will be developed in parallel.

Dakota County Regional Railroad Authority

Project: Robert Street Transitway

Grant Amount: \$1,180,000

Along Robert Street/ US 52 between downtown Saint Paul and Rosemount, this area includes urban neighborhoods, mature inner-ring suburbs and quickly developing newer suburbs. Access to employment concentrations and mobility for the area's growing senior citizen population are the primary motivators for a transit investment.

MISSOURI

Kansas City/Jackson County

Project: Three corridors: I-70 between downtown Kansas City and Odessa;

SR 350/Rock Island RR between downtown Kansas City and Pleasant Hill;

Central Kansas City between the Rivermarket neighborhood and Union Station

Grant Amount: \$1,800,000

The proposed study builds on findings from the regional systems planning efforts that have identified the corridors with greatest need for major mobility improvements. The study targets a key portion of the metro area primarily focused in Jackson County, but also crossing into neighboring Lafayette and Cass counties in Missouri. The study has strong local support, is consistent with livability-oriented planning efforts in the region, and is positioned to advance transportation solutions critical to the community's regional vision.

NEBRASKA

Transit Authority of the City of Omaha

Project: Omaha Downtown/Midtown

Grant Amount: \$700,000

Between downtown Omaha, Midtown, and the University of Nebraska Medical Center (approximately 5.5 square miles) this study area contains the region's highest population densities and has experienced significant infill development over the last decade. Most of the region's bus routes serve the area. A transit investment would also be consistent with city planning policies and energy efficiency programs targeted to the area.

NEW YORK

New York City Department of Transportation

Project: La Guardia Airport Transit Corridor

Grant Amount: \$1,250,000

This project includes corridors connecting La Guardia Airport with Jackson Heights, Astoria, and downtown Flushing. La Guardia is a busy airport with no rapid transit connection. Current bus service is slow, unreliable and heavily used by airport employees and area residents. The project will also support infill development projects in Willets Point and downtown Flushing.

OHIO

Central Ohio Transit Authority

Project: Northeast Corridor

Grant Amount: \$300,000

This corridor runs along Cleveland Avenue between downtown Columbus and St. Ann's Hospital

or Easton Transit Center (approximately 13 miles). Cleveland Avenue is a commercial corridor for diverse, established urban neighborhoods. There is need for faster transit service, improved access for transit-dependent populations and support for corridor revitalization efforts.

OREGON

Portland Area Metropolitan Service District (Metro)

Project: Southwest Corridor

Grant Amount: \$2,000,000

This corridor runs along I-5 and SR 99W between downtown Portland and Sherwood (17 miles). This corridor is a high-priority for transit investment in light of livability needs, support of the regional economy, and potential environmental benefits and other factors. There is affordable housing availability and transit connectivity. Also, there is congestion. The current bus service is well-patronized.

RHODE ISLAND

Rhode Island Public Transit Authority

Project: Extension of Providence Core Community Connector AA

Grant Amount: \$160,000

An alternatives analysis (AA) project is underway for the corridor, which links employment centers (the hospital, downtown and Brown University) with areas targeted for redevelopment. This extension would run between Rhode Island Hospital and College Hill/Brown University via downtown Providence (approximately 2 miles). The proposed work adds studies of campus travel patterns and neighborhood connections to transit. Results would be incorporated into decisions concerning the locations of new transit hubs, which could improve transit access for lower-income neighborhoods near the corridor.

TENNESSEE

Nashville Metropolitan Transit Authority

Project: Broadway/West End Corridor

Grant Amount: \$1,180,000

This corridor runs along Broadway and West End Avenue in Nashville between Riverfront Station and White Bridge Pike (5 miles). The corridor contains several regional destinations, including Vanderbilt University, medical centers and shopping districts. The transit service is frequent and well-patronized and there are potential livability benefits.

TEXAS

Capital Metropolitan Transportation Authority

Project: North Central Corridor

Grant Amount: \$1,975,000

This corridor is located between downtown Austin and Georgetown along I-35 and SR 1. The corridor contains several destinations, including mixed-use infill developments. Rapid population and employment growth in the area are expected to continue. Express buses and a single-track commuter rail line, which is contemplated for upgrades, serve the corridor. The need results from congestion.

Dallas Area Rapid Transit

Project: D2 AA/EIS

Grant Amount: \$700,000

This alternatives analysis (AA) and environmental impact statement (EIS) project focuses on the Dallas central business district, roughly bounded by US 75/I-45, I-30, I-35E and Woodall

Rodgers Freeway. The work entails reevaluation of the locally preferred alternative for a new light rail transit (LRT) alignment through downtown Dallas to improve linkages with land use and streetcar planning. The additional LRT alignment is needed to provide core capacity for new lines. The work plan also includes an AA for a streetcar corridor that will be identified through a parallel planning process.

VIA Metropolitan Transit

Project: VIA Metropolitan Transit -- Urban Circulator Program

Grant Amount: \$900,000

This project focuses on two corridors in central San Antonio: north-south between Southtown and Midtown, east-west between EastTown on Commerce and Cattleman Square. These corridors are fairly short but would reach neighborhoods beyond the expressways that encircle downtown. There is presently significant bus service and ridership downtown. A transit investment would complement infill development.

UTAH

Salt Lake City Corporation

Project: Downtown Salt Lake City Streetcar

Grant Amount: \$470,000

This alternatives analysis would focus on downtown Salt Lake City, bounded by 500 East, 900 South, 600 West and South Temple Street. The analysis would be led by the city's redevelopment agency, which owns properties in the downtown area. Accordingly, the need and evaluation criteria focus on redevelopment possibilities, though the alignment's future expandability will also be considered.

WASHINGTON

Sound Transit

Project: Sound Transit North Corridor

Grant Amount: \$2,000,000

Light rail transit (LRT) deployment in this corridor was included in the successful 2008 Sound Transit 2 ballot measure. This corridor is currently served by express buses. It is located between Northgate Transit Center and Lynnwood along I-5 (approximately 8.2 miles). The goals of the project include environmental protection and consistency with regional land use and transportation plans. The need for this project centers on congestion relief.

Source: Federal Transit Administration