4-1-1997

Livable Communities: Prepared for African American Mobility Issues - A Symposium

Fernando Benavidez
Regional Transportation Authority, Corpus Christi, Texas

Follow this and additional works at: https://scholarcommons.usf.edu/cutr_reports

Scholar Commons Citation
https://scholarcommons.usf.edu/cutr_reports/19

This Technical Report is brought to you for free and open access by the CUTR Publications at Scholar Commons. It has been accepted for inclusion in CUTR Research Reports by an authorized administrator of Scholar Commons. For more information, please contact scholarcommons@usf.edu.
Livable Communities
Prepared for
African American Mobility Issues - A Symposium
by
Fernando Benavidez
Corpus Christi, Texas
Regional Transportation Authority - The B
1812 South Alameda
Corpus Christi, Texas 78404
(512) 883-2287
April 1997
Tampa, Florida
Livable Communities - The Project
Our Project

The three primary functions of public transit are to provide an alternative means of personal mobility, increase capacity when needed and contribute to the quality of life in communities. In the context of these functions, the Federal Transit Administration initiated the Livable Communities Initiative to strengthen the link between transit and communities.

- Federal Transit Administration

The bond that helps most to strengthen that link are the clear objectives that the FTA has set forth in the formula that makes livable communities happen. In Corpus Christi, Texas, the Regional Transportation Authority, known locally as The B (CCRTA), applied those objectives and has since created a resurgence of community activism and trust in civic involvement. And most importantly, did so by communicating the feature role public transit can play as a true catalyst for positive change.

In October 1995, the CCRTA was awarded its first LCI grant of $1.6 million. The CCRTA broke down their LCI project into four phases, identifying an opportunity to effectively link a forgotten community with the advantages of public transit available to them within walking distance at a nearby transit center.

Phase One of the project would start at the heart of the community, where over 70% of the residents had been identified as living below the poverty line. And of those over 45% transit dependent. It was crucial the LCI plan addressed specific issues that were important to this community. It was crucial too that the CCRTA understand perfectly the concept behind the LCI project and apply it generously throughout all planning stages. The following will address the three most essential ingredients credited by the CCRTA as the reason for their LCI success.

PROJECT ESSENTIALS

- Understanding the Project Philosophy
- Stimulating Community Involvement
- Cultivating Civic Involvement

At the onset of the CCRTA LCI project Understanding the Project Philosophies was communicated to all as an essential planning component. It began at a Town Meeting of over 100, with community leaders, residents, church clergy, and city officials, all in attendance and learning that it would be only through the coordinated efforts of all that the
most good would be accomplished. But, further it was an understanding among the CCRTA staff that the LCI project was an opportunity for the CCRTA to truly reach out to the community and work with them, learning about their needs but, also sharing with them the expanded role that public transit could play in their communities ... and in some cases already was.

It is a project philosophy that asks, "what can we do here" and not one that first states "this is what we cannot do". Clearly, the parameters of the project scope and budget were also communicated but, what was stressed was the "can do" philosophy at all times.

Community Involvement was sought at every turn of the planning phases. Round table planning meetings were held at community meeting rooms. Project architects, transit planners and others rubbed elbows with members of the community, unfolding project blue prints, and together coming to an understanding of what improvements would be done over others ... and why.

The CCRTA and the LCI project became more and more believable to the community as they saw staff meet in their buildings and walking their neighborhoods. Flyers announcing public meetings were a familiar site on resident doors and church bulletins. All the while incorporating into the actual plans the input that was being provided by the participating public.

An important part of cultivating community involvement and establishing a sense of trust within the community came by enlisting the support of community leaders and in some cases individuals who held positions within local agencies. These individuals already had the respect of the community and through them the CCRTA bolstered its credibility and that of the project. Strategically, these community leaders were invited to specific meetings and were invited to participate actively in the various stages of the project planning.

Leveraging resources available through other Federal, State and local programs (civic involvement) is another objective of LCI.

CCRTA integrated players from various local and State organizations early in the project planning stages. These individuals sat side by side transit planners and amongst community participants. They heard first hand what the community was wanting and how they were prioritizing project improvements. Incorporating these players into the process became particularly important when communicating a project restriction or limitation.

For instance, it was clear that the CCRTA could not utilize LCI grant dollars to implement sewage / drainage improvements but, it was important that City officials were on hand at public meetings to hear that the CCRTA (and others) were ready to make improvements within their capacity and that the community was aware that the City would be the "lagging" project participant.
For CCRTA aggressively seeking out community and civic involvement has paid off tremendously. To date, (within Phase One), over $2 million in spin off projects have occurred since the CCRTA implemented the LCI project. The CCRTA LCI project really has served as a catalyst for positive change.

Attached is a project description of the CCRTA LCI program by phases.
Since the inception of the LCI project, Corpus Christi RTA Staff has worked closely with the community, city leaders, and private and public sector business partners, keeping them informed of the status of the RTA project but, also so that if there were any other roles to be played .... those players could be identified first hand.

The LCI project concept has encouraged this kind of community interaction. One of the LCI guidelines stipulates that LCI projects include community input and support.

LCI also encourages the catalyst concept whereby the introduction of the LCI project spurs other community endeavors to get started, complementing the work of the RTA LCI project.

Following are updates to a list of “spin off" projects identified at the beginning of the RTA LCI project.

The Spin-off Projects & Their Value

- Salt Flats Drainage Project City of CC $1,600,000.00
- TC Ayers Basket Ball Cover City of CC 60,000.00
- TC Ayers Parking Rehab City of CC 15,000.00
- TC Ayers Building Expansion CDBG 100,000.00
- Leathers Housing Renovation Housing Authority 250,000.00
- Brooks Chapel Day Care Expansion CDBG 262,000.00

Total: $2,287,000.00

UPDATE ON “SPIN OFFS”

Salt Flats Drainage Project — Integration of City employees made it possible for the right City departments to hear what the project and neighborhood was wanting / needing done in their neighborhoods. The City staffers were able to hear first hand that other players like the RTA were already investing in improving the neighborhood through Livable Communities so it was a natural for other players like the City to define their niche of involvement. Improvement of neighborhood drainage and sewer infrastructure was clearly not an item that the RTA (through Livable Communities) could take care of but, it was still a high priority issue with the community. City staffers attending RTA / LCI public meetings took back the message and soon headlines in local newspapers reported that the City of Corpus Christi was committing ($1.6 million) to improve the street / sewer drainage problems in the north side neighborhood area. This project is an enormous undertaking; work is scheduled to begin late 1997.
TC Ayers Basket Ball Cover — This project is complete. A simple but, functional metal structure provides ample shade from the blazing South Texas sun for north side neighborhood youth. Outdoor activities are being promoted more vigorously now, as the overall appearance and sense of safety of the neighborhoods is being improved.

TC Ayers Parking Rehab — Funding has now been appropriated and project implementation is scheduled to begin late 1997. Also additional funding has been appropriated for a second basketball court cover ($60,000). Further, City officials are exploring the possibility of enhancing existing neighborhood pool facilities, adjacent to the TC Ayers Youth center.

TC Building Expansion — Complete. An assessment of the existing structure of the youth center indicated that more space was needed. Community involvement and direct input from the Center director helped define how the center needed to grow. Today expansion is complete and an indoor recreation area and library are now available to the north side neighborhood youth.

Leathers Housing Renovation — The Corpus Christi Housing Authority has identified some of the more unsafe structures for demolition and is seeking federal funding for construction of replacement dwellings. Improvements to remaining housing structures is being done in phases, according to the complexity and comprehensiveness of the improvement/s.

Brooks Chapel Day Care Expansion — Complete. This was one of the most active partners the CCRTA had in the development of the LCI project. This is a very busy day care center providing needed day care services to many working parents in the north side community. The center is an immediate neighbor to a senior citizens & community center. After Day Care center directors and city personnel realized the tremendous potential the CCRTA LCI project had, it took only moments for the enthusiasm to grow. Expansion of their facility is complete, including a separate playground for toddlers and thanks to the CCRTA LCI project, added green space for the children to enjoy the afternoon sun. Another example of the collaborative effort was how the City has picked up where the LCI project was headed ... An ornamental fence had been included in the CCRTA LCI plans to go around shelters and part of the Day Care Center. When City engineers saw the investment the LCI project was making in the area, they agreed to strip away an old and ugly chain link fence and replaced (at their expense - Citgo Refinery financed) it with the same ornamental fence specified in the LCI plans. The result is a seamless and beautiful addition to the overall effect of the LCI improvements.

ANOTHER Spin-Off Benefit from LCI!!

Federal Transit Administration Administrator, Gordon Linton, on his visit to Corpus Christi in October 1995 as Guest Speaker at a Town Meeting, announced the
beginning of the CCRTA LCI project. He stressed that *The Key* to a successful Livable Communities project was community involvement. The Corpus Christi Regional Transportation Authority listened to the Administrator and then listened to the community. First at the Town Meeting and then at a series of public meetings where input from the community helped shape the vision that the CCRTA Livable Communities project would ultimately be.

The CCRTA Project Team was successful in communicating to the community that it was they who would be responsible for the ultimate effectiveness of the project, stressing ownership of the project all the way. Since no official neighborhood association had been formed prior to the LCI project, community involvement was generated through extensive outreach efforts. Further improvements to this community will come easier. Today, as a result of waking the giant called the community, a new neighborhood association is active in the north side of Corpus Christi.

The Coastal Bend Civic Association is a 200 strong-member organization that has been established in order to sustain the spirit of community involvement that was created as a by-product of the LCI project. Well after the Ribbon Cutting ceremonies for the project, negotiations continue with this newly founded group and the City for further enhancements to their new ... Livable Community. Barely a year old, the CBCA's most recent accomplishment as a community organization is to have the North Side Community as a mobile voting location.

The CCRTA is proud to have been a partner with the FTA and all the other players who are making communities come alive with pride. Our work with the community continues too, as we strive to make communities mobile, providing them with pedestrian access to the variety of quality transit services available through the CCRTA - The B.
BACKGROUND

The technology advances of the 20th century have brought instant communication and increased ability to traverse short and long distances. These advances, together with the increase in automobile ownership and the construction of extensive roadway networks, have created urban sprawl, adverse environmental effects and the isolation of many individuals from their communities. As this century closes, transportation options have become increasingly limited for many in our communities who are unable to drive, prefer not to drive or lack an automobile. Together, urban sprawl that forces increasingly longer trips and traffic congestion are diminishing the quality of life and reducing the effectiveness of the automobile as a transportation mode. These negative factors have created renewed interest in compact communities with user-friendly transit linked to related development.

The three primary functions of transit are to provide an alternative means of personal mobility, increase capacity when needed and contribute to the quality of life in communities. In the context of these functions, the Federal Transit Administration initiated the Livable Communities Initiative to strengthen the link between transit and communities. Transit facilities and services that promote more livable communities are ones which are customer-friendly, community-oriented and well designed resulting from a planning and design process with active community involvement.

OBJECTIVES

The objectives of the Initiative are to improve mobility and the quality of services available to residents of neighborhoods by:

- strengthening the link between transit planning and community planning, including land use policies and urban design supporting the use of transit and ultimately providing physical assets that better meet community needs;
- stimulating increased participation by community organizations and residents, minority and low-income residents, small and minority businesses, persons with disabilities and the elderly in the planning and design process;
- increasing access to employment, education facilities and other community destinations through high quality, community-oriented, technologically innovative transit services and facilities;
- leveraging resources available through other Federal, State and local programs.

CHARACTERISTICS OF LIVABLE COMMUNITIES

Characteristics of Livable Communities include:

- full community participation in the decision-making process by residents, neighborhood organizations and the business community including small and minority businesses;
- well planned and designed neighborhoods where housing, schools and parks are within easy walking distance of user-friendly transit and link residents to job opportunities and social services;
- transit, pedestrian and bicycle access that is compatible with land use, zoning and urban design to reduce dependence on the automobile;
- mixed-use neighborhoods that complement residential areas with commercial, recreational, educational, health and other social services;
- transit services and facilities that provide safety, security and accessibility for all passengers, including disabled persons and elderly members of the community;
- sound environmental practices including careful parking and traffic management techniques to reduce auto trips, conserve space, encourage green areas, avoid gridlock and improve air quality.

ELIGIBLE RECIPIENTS AND ACTIVITIES

Eligible recipients are transit operators, metropolitan planning organizations, city and county governments, states, planning agencies and other public bodies with the authority to plan or construct transit projects. Non-profit, community and civic organizations are encouraged to participate in project planning and development as partners with eligible recipients.

Eligible project planning activities include: 1) the preparation of implementation plans and designs incorporating Livable Communities elements, 2) the assessment of environmental, social, economic, land use and urban design impacts of projects, 3) feasibility studies, 4) technical assistance, 5) participation by community organizations, and the business community, including small and minority owned businesses, and persons with disabilities, 6) the evaluation of best practices, and 7) the development of innovative urban design, land use and zoning practices. Metropolitan and other planning organizations that receive FTA planning funds are expected to incorporate Livable Communities elements into their regular planning work programs.

Eligible capital activities or capital project enhancements of demonstration projects include: 1) property acquisition, restoration or demolition of existing structures, site preparation, utilities, building foundations, walkways, and open space that are physically and functionally related to mass transportation facilities, 2) the purchase of buses, enhancements to transit stations, park-and-ride lots and transfer facilities incorporating community services such as day care, health care and public safety, 3) safety elements such as lighting, surveillance and community police and security services, 4) site design improvements including sidewalks, aerial walkways and bus access and kiss-and-ride facilities, 5) operational enhancements such as transit marketing and pass programs, customer information services, and advanced vehicle locating, dispatch and information systems.

STATUTORY BASIS AND FUNDING

The statutory basis for the Initiative is found at 49 U.S.C. Section 5309(a)(5) and (7) (formerly Sections 3(a)(l)(D) and (F) of the Federal Transit Act). These provisions authorize projects that 1) enhance the effectiveness of mass transportation projects to which they are physically or functionally related, and 2) provide non-vehicular, capital improvements in fixed-guideway corridors. The flexible funding provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) strengthens the funding opportunities for transit investments that meet the needs of communities. The FTA Livable Communities Initiative is thus firmly grounded in law. The essential purpose of the Federal transit laws is not simply to fund the capital and operating costs of transit systems; more generally, the purpose is to improve the quality of life in urban and rural communities through the use of transit systems, recognizing them as the lifeblood of livable communities.

The sources of Federal funds for projects reflecting the Livable Communities Initiative principles are: the transit capital Discretionary Grant or Loan Program, the transit formula assistance Block Grants, the Planning and Research Program, the Planning and Design of Mass Transportation Facilities to Meet Special Needs of Elderly Persons and Persons with Disabilities, the rural transit assistance Formula Grant Program for Areas Other Than Urbanized Areas, the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. In addition, limited funding will be available for technical assistance and demonstration project implementation, planning, capital projects, model planning, urban design and community involvement techniques.
**Program Guidance**

**PROJECT SELECTION FACTORS**

*Threshold Factors.* Threshold factors will include evidence that the project: 1) resulted from a community planning process and contains community endorsement, 2) increases access to jobs, educational opportunities, or social services, 3) incorporates community services or other transit and pedestrian-oriented mixed use developments, and 4) provides opportunities for small or disadvantaged business participation in the planning, design, and implementation phases of the project.

*Rating Factors.* In addition to the threshold factors, there are a number of specific measures worthy of consideration in developing projects. They are as follows: 1) evidence of community involvement in the planning, design and implementation of the project, 2) evidence that the transit project is a product of coordinated transit and community planning, 3) degree to which transit ridership is increased and single occupant automobile trips are reduced, 4) degree to which the project responds to community needs through the inclusion of community services and customer conveniences, 5) level of funding pledged by local and State agencies and other Federal programs, 6) degree to which the enhancements improve the physical environment of the community, including safety and security, 7) degree to which the project stimulates commercial and housing development around the subject transit facility, 8) degree to which the project generates jobs for unemployed community residents, 9) evidence of local ordinances reflecting supportive land use policies and business development initiatives, 10) market feasibility of the relevant project elements, and 11) reasonableness of the financial plan to cover the local share of the capital costs and long term operations and maintenance costs of the relevant project elements.

**PROJECT DEVELOPMENT ELEMENTS**

The project development elements to be considered when developing a Livable Communities project are:

- physical or functional relationship to transit must be evident
- community participation in the planning and design of the project
- coordination of the site functional plans, particularly in relationship to transit facility operation and maintenance procedures
- integrated design of transit with community service and customer convenience components
- environmental and other Federal cross-cutting requirements including American Disabilities Act, Davis Bacon, Buy America, third party contracting and 13(c) must be addressed
- the market and financial feasibility of the community services and customer conveniences should be evident
- applicable zoning and land use policies such as higher density considerations, mixed-use guidelines, parking management, and pedestrian/bicycle transit oriented design standards
- property leasing arrangements
- disposition of project real property
- inclusion in an approved Unified Planning Work Program (UPWP) Transportation Improvement Program (TIP), and State Transportation Improvement Program (STIP).

**Livable Communities Examples**

**GREATER CLEVELAND PASSENGER ACCESSWAY**

The Cleveland Passenger Accessway is a vital element of the redevelopment of downtown Cleveland. The 1,050 foot accessway links the Tower City Center rapid transit station with the Gateway Sports Complex which contains a 42,000 seat stadium and a 21,000 seat arena. The passenger accessway includes a number of customer conveniences.

1. Pedestrian walkway overlooks scenic Cuyahoga River, is climate controlled and contains closed circuit television cameras.
2. The heavy utilization of the Passenger Accessway has resulted in minimal traffic congestion on event days.
3. Due to the high volume of rapid transit ridership resulting from the use of this facility, RTA has added a large amount of additional service to accommodate event crowds.
4. Over 60% of Gateway Stadium attendees utilized the accessway for events, over 25% of the event crowds utilized the public transit system and a majority of the transit trips use the RTA’s rapid transit system.
5. The community participated in planning and designing the facilities.
6. The facility is totally grade-separated so that users do not have to cross downtown arterials to gain access to the facility.
7. The project qualified for a Categorical Exclusion from Environmental Assessment.
8. Market and financial feasibility studies were conducted by RTA and its consultants to estimate passenger utilization, flow-rates and to determine the size of the accessway.
9. Project financing occurred in the form of an 80% grant from CMAQ funds under ISTEA flexible funding. Private sector financed 100% of conceptual design, 50% of preliminary engineering and provided in-kind contributions valued at nearly $2.0 million toward the accessway.
The Ground Transportation Center at Cedar Rapids, Iowa, is a multi-use facility located in the downtown CBD. The Center was designed to centralize local and intercity bus transportation modes, as well as to provide convenient access for taxis and special services for the elderly and disabled.

1) The Center incorporates a split bus terminal with separate facilities for city buses and intercity buses.
2) Approximately 3,000 to 4,000 bus passengers use the Center daily.
3) Incorporated and integrated the designs of the bus terminals with other joint-development components.

4) Emphasizes strong relationships between the bus transit and pedestrian activities.
5) Pedestrian circulation design includes both internal and external walkways with multiple access points to transit terminals, office towers, and other buildings in the area.
6) Project conceptualization and planning involved developers, downtown businesses and city officials.
7) Numerous public hearings were held due to the projects proximity to a 100-year Flood Plain.
8) Iowa's Department of Natural Resources participated in the approval process.
9) An Environmental Assessment was conducted and found no significant impact.
10) Market and financial feasibility studies were conducted.
11) The Federal share of the total project cost was 80% and included land acquisition.

The Orlando Park and Play Garage is a 515 parking space facility that incorporates a child care center, restaurant and branch offices of the City's Parking System.

1) The City provides free shuttle bus service to downtown employment centers.
2) The shuttle buses serve approximately 1,000 people daily from two parking garages which have a combined total of 1,127 parking spaces.
3) The project site was designated for community service development. Public hearings considered options and recommended a multi-use facility.
4) The City incorporated a child care center component into the project.
5) The child care center design was integrated with the design of the parking garage.
6) Covered walkways connect the child care center, the Performing Arts Center and the parking garages.
7) For the purposes of environmental requirements, a categorical exclusion was issued.
8) The child care center was financed with funds from the city's parking revenues.
9) The City leased the child care center to a private operator. Fees are returned to the City's parking fund.
10) FTA funded 80% of the parking garage costs and the costs of the land for the child care center.

The Orlando Park and Play Garage Child Care Center

The Orlando Park and Play Garage is a 515 parking space facility that incorporates a child care center, restaurant and branch offices of the City’s Parking System.

1) The City provides free shuttle bus service to downtown employment centers.
2) The shuttle buses serve approximately 1,000 people daily from two parking garages which have a combined total of 1,127 parking spaces.
3) The project site was designated for community service development. Public hearings considered options and recommended a multi-use facility.

4) The City incorporated a child care center component into the project.
5) The child care center design was integrated with the design of the parking garage.
6) Covered walkways connect the child care center, the Performing Arts Center and the parking garages.
7) For the purposes of environmental requirements, a categorical exclusion was issued.
8) The child care center was financed with funds from the city's parking revenues.
9) The City leased the child care center to a private operator. Fees are returned to the City's parking fund.
10) FTA funded 80% of the parking garage costs and the costs of the land for the child care center.

The Whittier Street Neighborhood Health Center opened the Health Station at Roxbury Crossing at a Massachusetts Bay Transportation Authority's (MBTA) station. It is the first known health center to be located at a public transit terminal. The Health Station, located in the Roxbury section of Boston, provides very accessible health care, health promotion and health education services to an area with heavy pedestrian traffic.

1) Roxbury Crossing Station has approximately 3,000 passenger boardings daily and also serves as a bus stop for 10 bus lines.
2) The Health Station is located at street level adjacent to the entrance of the MBTA station.
3) An extensive community participation program was carried out in the planning and designs of all Orange Line stations.
4) The community recommended projects incorporating minimum parking, retail businesses, and community based services.
5) The Health Station leases 4,670 sq. feet of space from MBTA through a master lessee contract by MBTA. The master lessee put in electrical services as part of the lease agreement.
6) As a notable spin-off, the master lessee is negotiating a lease at another Orange Line station for a "challenged adult" center.
7) The Health Station offers a range of health care services including maternal and child health care services.
8) FTA participated in the funding of the station.
Livable Communities Initiative Activities

**PROGRAM GUIDANCE**
- Livable Communities Initiative Program Description
- Livable Communities Initiative Brochure
- Planning Emphasis Area
- Community Involvement Guidance
- FTA Grant Program Circulars
- Regional Conferences/Workshops

**TECHNICAL ASSISTANCE AND PROGRAM SUPPORT**
- Best Practice Guidelines
- National Seminars
- Town Meetings
- On-Site Assistance
- Local Implementation Demonstrations
- Model Urban Design Standards
- Best Practices in Community Outreach
- Local Service Innovations

**CAPITAL PROJECT DEMONSTRATIONS**
- Selection of Projects
- Project Management
- Project Evaluation

**PROGRAM EVALUATION**
- Development of Evaluation Methodology
- Assessment of Baseline Conditions
- Assessment of Post-operational Results

**CORE PROGRAM INSINUATION**
- Planning Assistance Including Coordination with FHWA
- Discretionary Bus Program
- Formula Assistance Program
- New Starts Criteria
- Rail Modernization Program

**RELATED DEMONSTRATION PROGRAMS**
- Advanced Public Transit Systems
- Clean Air
- Job Links
- Innovative Financing
- Safety and Security
- Transit Accessibility
- Transit Ambassadors
- Turnkey (Design/Build) Delivery

**TECHNICAL ASSISTANCE AND PROGRAM SUPPORT**
- Advanced Public Transit Systems
- Clean Air
- Job Links
- Innovative Financing
- Safety and Security
- Transit Accessibility
- Transit Ambassadors
- Turnkey (Design/Build) Delivery
Potential applicants are encouraged to initially contact the FTA Regional Offices. The Regional Offices will work with potential applicants in developing project proposals and will seek Headquarters technical assistance and procedural guidance as needed. Information on the FTA Regional Offices is listed below:

<table>
<thead>
<tr>
<th>Region/Address</th>
<th>Telephone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Transit Administration</td>
<td>(617) 494-2055</td>
</tr>
<tr>
<td>Region I</td>
<td></td>
</tr>
<tr>
<td>Transportation Systems Center</td>
<td></td>
</tr>
<tr>
<td>55 Broadway, Suite 920</td>
<td></td>
</tr>
<tr>
<td>Cambridge, MA 02142-1093</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>(212) 264-8162</td>
</tr>
<tr>
<td>Region II</td>
<td></td>
</tr>
<tr>
<td>26 Federal Plaza, Suite 2940</td>
<td></td>
</tr>
<tr>
<td>New York, NY 10278-0194</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>(215) 656-6900</td>
</tr>
<tr>
<td>Region III</td>
<td></td>
</tr>
<tr>
<td>1760 Market Street, Suite 500</td>
<td></td>
</tr>
<tr>
<td>Philadelphia, PA 19103-4124</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>(404) 347-3948</td>
</tr>
<tr>
<td>Region IV</td>
<td></td>
</tr>
<tr>
<td>1720 Peachtree Road, NW, Suite 400</td>
<td></td>
</tr>
<tr>
<td>Atlanta, GA 30309-2439</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>(312) 353-2789</td>
</tr>
<tr>
<td>Region V</td>
<td></td>
</tr>
<tr>
<td>55 E. Monroe Street, Suite 1415</td>
<td></td>
</tr>
<tr>
<td>Chicago, IL 60603-5704</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>(817) 860-9663</td>
</tr>
<tr>
<td>Region VI</td>
<td></td>
</tr>
<tr>
<td>524 East Lamar Boulevard, Suite 175</td>
<td></td>
</tr>
<tr>
<td>Arlington, TX 76011-3900</td>
<td></td>
</tr>
</tbody>
</table>

Federal Transit Administration
Region VII
6301 Rockhill Road, Suite 303
Kansas, City, MO 64131-1117

Federal Transit Administration
Region VIII
216 Sixteenth Street, Suite 650
Denver, CO 80202-5120

Federal Transit Administration
Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105-1800

Federal Transit Administration
Region X
Jackson Federal Building
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

"We are leading America with high-quality public transportation that ensures personal mobility and livable communities."

Gordon J. Linton
Administrator
Federal Transit Administration