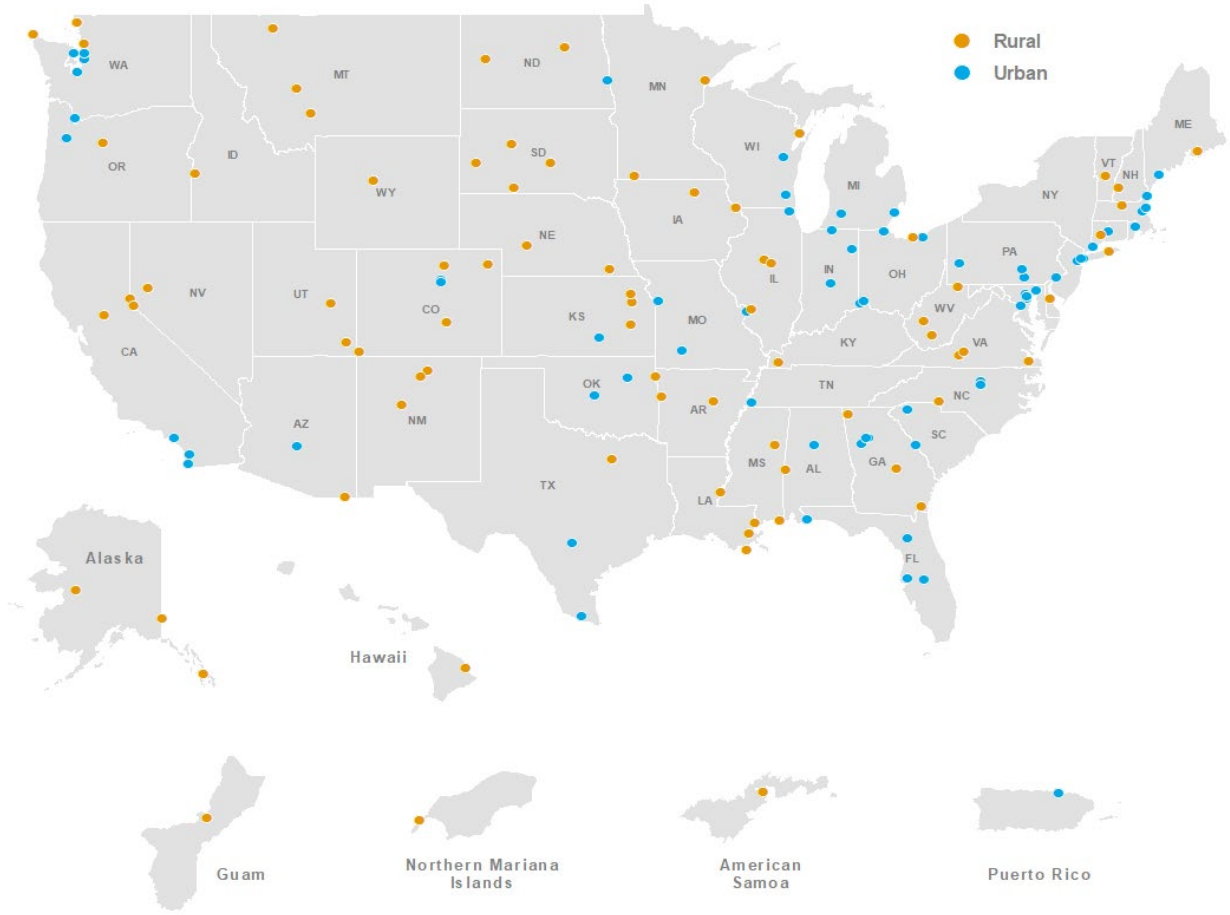
RAISE 2024 Fact Sheets

June 2024



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Contents

Alaska

Port Development Project 10

Alaska Highway Permafrost Degradation Restoration 11

Wrangell Harbor Basin Revitalization and Transportation Resiliency Project 12

Alabama

RAISE York Study 13

Moving Fairfield Forward: Connecting People, Supporting Wellbeing, and Moving Economies 14

Arkansas

I-49 Extension 15

Little Red Greenway 16

Bridging Heritage: Main Street Revitalization 17

American Samoa

Port Masterplan 18

Arizona

Commercial Transportation Infrastructure Enhancement Project 19

Valley Metro Rio East-Dobson Streetcar Extension 20

California

Grant Line Road Safety Improvements Project 21

Santa Ana Boulevard Grade Separation Project 22

Tenth Avenue Marine Terminal (TAMT) Redevelopment Plan Phase II Planning Project 23

SPRINTER Corridor Service Improvement Project – San Marcos to Escondido 24

Colorado

104th Ave (CO 44) Corridor Improvements 25

Mobility Enhancements for Regional Growth and Equity (MERGE) Project 26

Pueblo County Connects, Trails & Transit - Phase 3 27

Northeast Long-Range Transportation Plan 28

I-270 & Vasquez Blvd Interchange Safety and Multimodal Improvements Project 29
Aneth Road Reconstruction - Planning and Design Project 30
Connecticut
MLK Corridor Equitable Mobility Enhancement Project 31
Berlin Turnpike Corridor Planning Study 32
Naugatuck River Greenway Trail Project 33
District of Columbia
New York Avenue Bridge and Lincoln Connector Trail Project 34
Delaware
MLK Boulevard/South Little Creek Road Bicycle and Pedestrian Connector 35
Florida
Pathways to Palmetto Complete Streets 36
Cervantes Street Complete Streets Improvements 37
Lake Wales Complete Streets Project 38
Paths to Opportunity – SW 20th Avenue Complete Corridor Project 39
Georgia
Reimagining the Broad Street Transfer Facility 40
Reconnecting Scott Boulevard Complete Street Plan 41
Westside Park Multimodal Access 42
Warehousing and Distribution Center Community Safety Improvements 43
Camden County Joint Comprehensive Transportation Plan 44
Villanow Street Revitalization 45
Connect Dublin Multimodal and Streetscape Plan 46
Guam
Route 10A Reconstruction and Complete Street Phase 1 Upgrade 47
Hawaii
Hilo Bayfront Highway and Waianuenue Avenue Intersection Improvements 48
Salt Lake Boulevard Complete Streets 49

Iowa

North End, Point, and Washington Neighborhood Rail Overpass and Complete Streets Improvements 50

Northeast Iowa Bridge Replacements 51

Idaho

Notus Collector Street Reconstruction Plans 52

Illinois

Goshen Road and Liberty Trail Multimodal Transportation Improvements 53

Bloomington-Normal to Peoria Express Bus Feasibility Study 54

Interconnect Track Planning Project 55

Historic Route 66 Bike/Pedestrian Trail Planning 56

Cedar Lake Road Realignment and Mobility Improvement Project 57

Indiana

Connecting the Crossway Trails Spine: Mishawaka to Elkhart Trail 58

Washington Street Modernization and Safety Upgrades 59

Southeast Corridors Planning Project 60

Kansas

Countywide Trails Planning and Design 61

Canal Route Modernization Study 62

Road Repair and Rehabilitation Project 63

Pathways for Progress 64

Kentucky

Rebuild Downtown Mayfield 65

Limaburg Road Complete Streets 66

Reconnecting Covington: Central Riverfront Hub 67

Louisiana

Peters Road Bridge and Extension - Phase III 68

Lower LA Hwy 1 Resiliency Plan 69

Bayou Patassat Green Corridor Project - Phase II 70

Massachusetts

Gardner Downtown Mobility Plan 71

Lower Broadway Everett Transit Priority Corridor Project 72

South Salem Commuter Rail Stop Project 73

Maryland

Revitalize Hanover Street 74

Aberdeen Transit Oriented Development- Station Square Phase II 75

Reisterstown Plaza Metro Station - Multimodal Access Project 76

BWI Marshall Airport Multimodal Ground Transportation Center (GTC) and Automated People Mover (APM) Planning Study 77

Maine

East Deering: Pathways to Bridge the Gap Project 78

Electrify Downeast Acadia Project 79

Michigan

Joe Louis Meets the Iron Belle: Connecting Communities in Detroit 80

KKIL Terminal Improvements Project 81

Downtown Kalamazoo Multimodal Transportation Network Improvement Project 82

Minnesota

Highway 59 Worthington Complete Streets 83

Rice Lake Road Corridor Improvements 84

Missouri

Springfield UNGAP Project 85

Englewood Roundabout and Winner Road Upgrades 86

Northern Mariana Islands

Rota Harbor Navigation Improvements Plan 87

Mississippi

Exploring Complete Street Approaches for Market and 14th Streets 88

Forks to Freedom Corridor Complete Streets 89
Mississippi 182-MLK Corridor Revitalization Phase Two 90
Montana
Belgrade Urban Improvements 91
Browning Streets Community Connectivity Planning Project 92
East Helena Valley Drive Multimodal Connectivity Project 93
North Carolina
Triangle Mobility Hub and SPOKE Project 94
Holloway Street: Safe Access to Durham's Busiest Transit Route 95
Making Our Roads SAFER: A Cross-Jurisdictional Study 96
North Dakota
Improving Safety and Wildlife Connectivity in North Dakota's First Tribal National Park 97
Spirit Lake Tribal Community Repair and Rehabilitation Planning Project 98
9th St NE Grade Separation Project 99
Nebraska
Court Street Access and Safety Transformation (CAST) Initiative 100
Investment into Intermodal Mobility and Community Connectivity 101
New Hampshire
Seacoast Greenway Hampton Marsh Trail 102
Access, Restoration, Development, and Safety (CARDS) Initiative 103
New Jersey
Intermodal Transportation Building Project 104
New Mexico
Four Roads Improvement Project 105
I-40 TradePort Corridor (I40TPC) Project 106
Regional Rural Rapid Transit System - Phase One Implementation 107
Nevada
The Port of Nevada – A Sustainable Intermodal Development 108

Nevada State Route 28 Corridor Safety Improvements, Shared-Use Path, and Environmental Sustainability Project 109
Waterloo Lampe Park Road Realignment Project 110
New York
Interborough Express Light Rail Transit - Corridor Profile Planning Assessment 111
Urban Freight Mobility Collaborative 112
Reclaiming the Downtown Riverfront through Intermodal Transporation 113
Ohio
Cuyahoga Greenways: East Side Trails 114
East 36th Street Improvements - Planning Project 115
Reconnect Toledos Historic Neighborhoods 116
Oklahoma
Route 66 BRT: Reviving Route 66 with Multimodalism and Job Access 117
Bridging the Gap: Multimodal Connections over the Oklahoma River 118
Oregon
Front Street Redevelopment Transportation Corridor Plan 119
Warm Springs Commercial Corridor Safety Project 120
Columbia Operations Facility: Building a Regional Zero-Emissions Bus Base 121
Pennsylvania
Westpark Redevelopment Infrastructure Project 122
Reconnecting the Allegheny Riverfront to Economic Opportunity Project 123
Regional Operations and Maintenance Facility and Transit Center 124
Codorus Greenway 125
Puerto Rico
Wharf D Reconstruction and Resiliency Project 126
Rhode Island
Henderson Phase 2 Multimodal Connections 127
South Carolina

Sans Souci Connecter 128

South Dakota

BIA 5 and BIA 10 Reconstruction Project 129

US 18 Reconstruction in Bennett County 130

Comprehensive Downtown Railroad Safety Solutions 131

Cheyenne River-Ziebach County Roadway Improvement Planning Project 132

Tennessee

Walking (and Biking) in Memphis: Filling the Final Gaps of The Wolf River Greenway 133

Texas

El Paso County Equitable Mobility Plan 134

Dallas County Inland Port (DCIP) Multimodal Connectivity Project 135

Chapin Street Corridor Planning Project 136

Culebra Road Improvement Project 137

Utah

Utah Trail Network Four Corners Planning Study 138

West Industrial Park Road and Utilities Plan 139

Virginia

Route 122 Regional Corridor Plan 140

Highway 40 Corridor Multimodal Assessment and Master Plan 141

Suffolk Seaboard Coastline Trail - Segment 3C 142

Vermont

Killington Road Reconstructon and Complete Streets 143

Washington

Lakewood Downtown Transportation Feasibility Study 144

Interstate 5, 4th Street, and 88th Street NE Corridor Improvements 145

Neah Bay Multi-Use Barge Loading Facility 146

Shipping Terminal Rail Connection 147

Kitsap Transit Maintenance Facility Construction and Fleet Modernization 148

Eastrail Multi-Use Trail Plan 149
Heights District Infrastructure Phase I 150
Closing the Eastrail I-90 Gap 151
Wisconsin
Waukesha Bike and Pedestrian Bridges 152
Downtown Appleton Regional Transit Multimodal Hub 153
West Virginia
Capital Connector 154
Campus Complete Streets Improvements 155
Westover Gateway Revitalization Plan 156
Wyoming
Wind River Canyon Corridor Resilience and Feasibility Study 157

PORT DEVELOPMENT PROJECT

Recipient	Nulato Village
Location	City of Nulato, AK: Alaska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,998,114
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning, permitting, and engineering design for the commercial port development and bank armoring on the Yukon River, as well as dock facilities in Mukluk Slough.

Project Benefits: The project will design an updated port facility that will result in reduced safety risks with improved access to boat ramps and vessels, added lighting, specified docking / storage area, dedicated space for barge navigation, and non-slip surfaces. The project to be planned will reduce greenhouse gas emission through improvements to the efficiency of barge deliveries and the use of solar power. The project will armor and reinforce streambanks to eliminate erosion and encourage revegetation of the upper ridges of Mukluk Slough and sections of the Yukon River. The new river barge will help to reduce the shipping cost of goods delivered to support the community and improve access to healthcare which is often hindered by seasonal flooding.

Figure 5. Project Area (red) with Community Input & TK Incorporated – Preliminary Concepts Captured for Port, Dock, and Community Protection Improvements (Axiom Environmental)



ALASKA HIGHWAY PERMAFROST DEGRADATION RESTORATION

Recipient	Alaska Department of Transportation and Public Facilities
Location	Southeast Fairbanks Census Area, Alaska and Yukon, Canada, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	May 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will restore approximately 45-miles of the Alaska Highway impacted by thawing permafrost and other climate change-related degradation. Activities will include aggregate source development and production, drainage improvements, restoration of highway slopes and surfaces, resurfacing with bituminous surface treatment, restoration and replacement of guardrail, and installation of thermosyphons.

Project Benefits: The project maintains and improves the mobility and community connectivity for Alaskans by ensuring the only all-season overland corridor between Alaska and the lower 48 remains traversable. Safety will be improved for roadway users by addressing severe road conditions associated with the thawing permafrost. The improvements will also ensure the roadway remains resilient to future climate change.



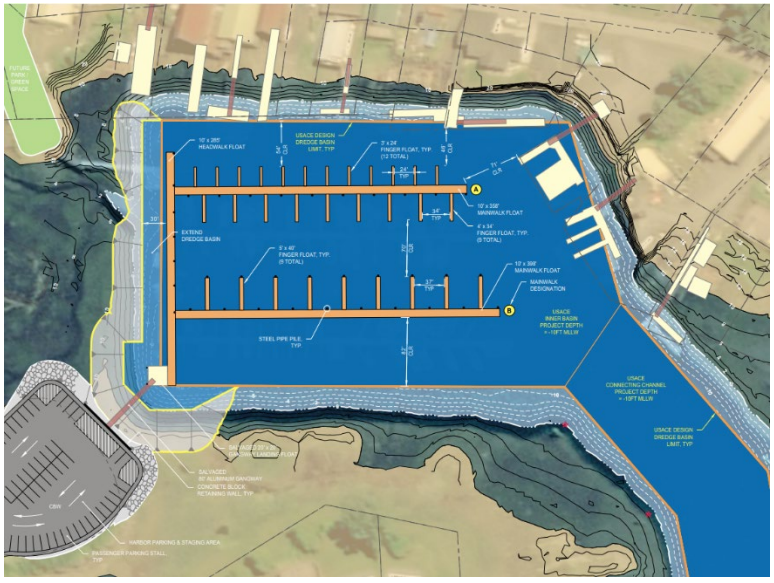
WRANGELL HARBOR BASIN REVITALIZATION AND TRANSPORTATION RESILIENCY PROJECT

Recipient	City and Borough of Wrangell
Location	City and Borough of Wrangell, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	July 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and construct float and anchoring systems within the Wrangell Harbor Basin. The project will also construct water, electrical, and fire suppression systems, as well as relocate Inner Harbor parking.

Project Benefits: The project will resolve major safety issues, such as the deteriorating condition of the basin, and transform the aging infrastructure that has exceeded its useful life into a new and safe facility. The facility will also reduce the idling of vessels and reduce transportation related air pollution with the extra capacity provided from the new boat floats. Additionally, the project will remove deteriorating in-water infrastructure which is affecting marine aquatic life. The facility will improve access and connectivity to daily destinations and expand transportation choices with improvements to local water taxis and freight transporters.



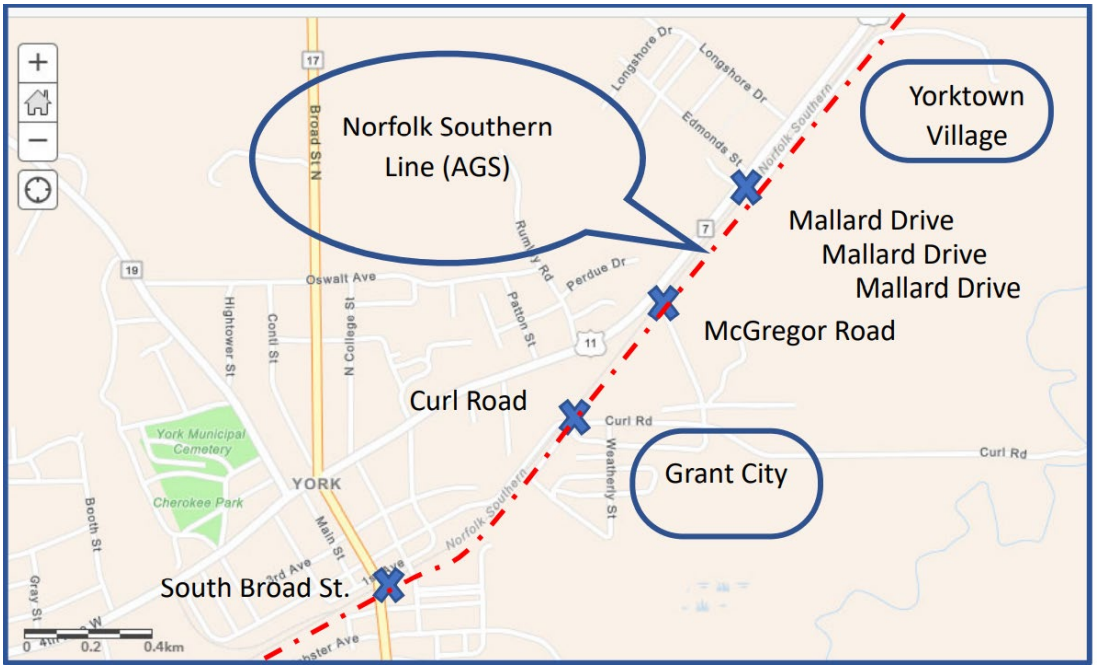
RAISE YORK STUDY

Recipient	City of York
Location	City of York, AL: Alabama
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design improvements between railroad-highway grade crossings and community impacts such as stopped and idling freight and passenger trains along Norfolk Southern Railways (NSR) AGS South District which also supports Amtrak's Crescent service. The plan will provide recommended improvements to the multimodal freight corridor, including those that seek to reduce conflicts with residential areas, as well as with passing and non-motorized traffic.

Project Benefits: The project will conduct the planning to increase connectivity for residents, reduce dangerous at-grade rail crossings, and reduce railway blockages that currently create landlocked neighborhoods when trains pass along Norfolk Southern' s sidings. The planning process will quantify and recommend new alignments to reduce the amount of unnecessary idling that occurs during the blockages of cars and trucks and contributes to transportation air pollution and greenhouse gas emissions. These improvements will reduce unnecessary travel delays due to blockages and improve travel times and mobility for residents traveling to work, school, health care, and emergency services.



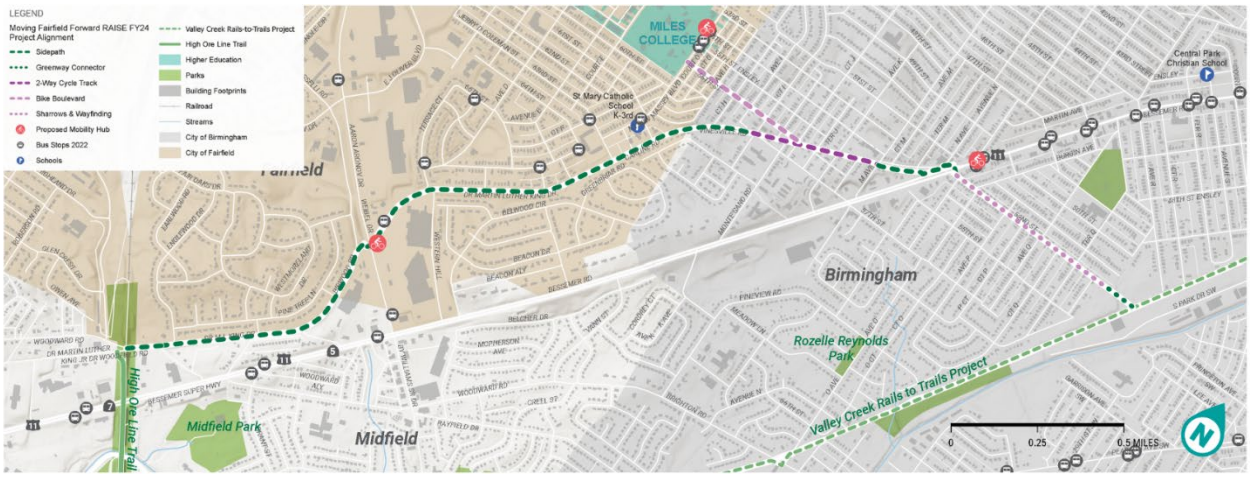
MOVING FAIRFIELD FORWARD: CONNECTING PEOPLE, SUPPORTING WELLBEING, AND MOVING ECONOMIES

Recipient	City of Fairfield
Location	Jefferson County, AL: Alabama
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$11,749,000
Construction Start (estimate)	December 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately 3.8-miles of bicycle facilities along Dr. MLK Boulevard, Vinesville Road, and 52nd Street Ensley in Fairfield and Birmingham. The project will also construct three mobility hubs near the bicycle facilities.

Project Benefits: The project will improve the safety for bicyclists and pedestrians by creating separated bicycle and pedestrian facilities and implementing intersection and crossing enhancements. The improvements aim to reduce greenhouse gas emissions by enabling a shift from driving to active transportation. The project will seek to curve vehicle dependency by establishing new bicycle and pedestrian connections to daily destinations such as Western Hills Mall, Miles College, Robinson Elementary, Willie Mays Park, and Forest Hills Park.



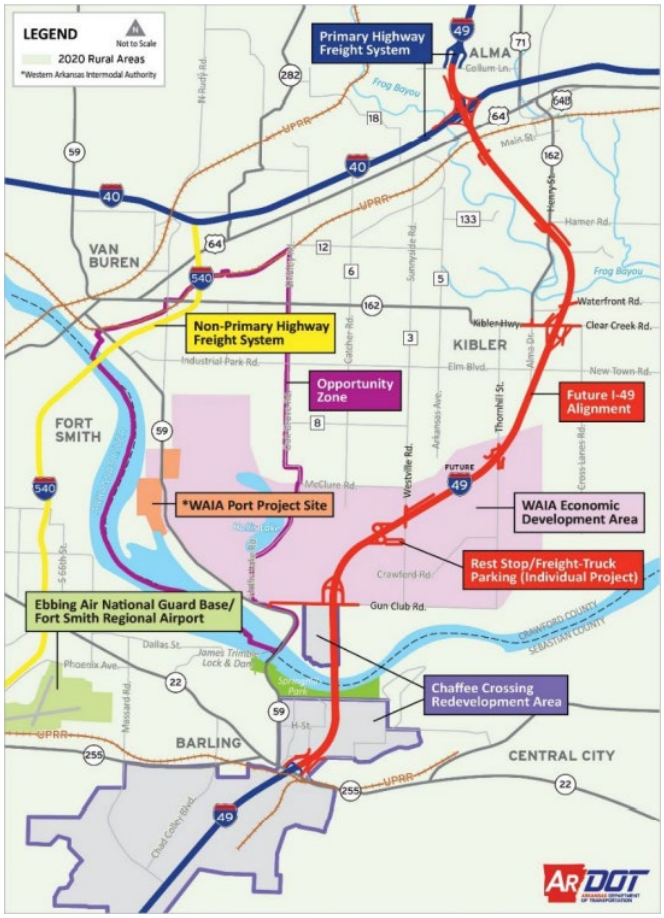
I-49 EXTENSION

Recipient	Arkansas Department of Transportation
Location	Crawford and Sebastian Counties, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	December 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and construct an approximate 14-mile extension of I-49 that features a four-lane, divided, controlled-access facility. The project will also include a new bridge crossing over the Arkansas River, approximately four interchanges, additional grade separations, and local road improvements.

Project Benefits: The project will improve safety through the incorporation of proven safety countermeasures and Intelligent Transportation Systems (ITS), which will reduce fatalities and serious injuries. The project will promote transportation efficiencies over road, river, and rail by providing access to a future intermodal port facility. The project includes benefits that align with the State's Carbon Reduction Strategy by reducing transportation related air pollution and emissions. The extension of I-49 will improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, and reduce barriers to employment opportunities. The project will connect to previously constructed sections of I-49 and advance the completion of a National Highway System High Priority Corridor, thereby directly increasing intermodal and multimodal freight movement.



LITTLE RED GREENWAY

Recipient	City of Searcy
Location	City of Searcy, AR: Arkansas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$4,222,900
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design approximately 15.5-miles of greenway linking Kensett to downtown Searcy as an expansion to the existing 5.5-mile Searcy Bike Trail. The project will include three components: 1) revising citywide plans, policies, and ordinances to incorporate the planned greenway, 2) collection of public input, and 3) the completion of design and construction documents.

Project Benefits: The planning for the extended trail will eventually provide a dedicated active transportation route to universities and schools, major employers, residential neighborhoods, and other key destinations in an area with documented incidents of fatal crashes and serious injuries. The project will provide a plan for implementing a comprehensive active mobility network, creating new land use ordinances supporting mixed-use development and efficient transportation opportunities, and engaging feasible stream bank restoration projects. The project will encourage physical activity, increase community connectivity, reduce transportation costs with low-cost transportation options.



BRIDGING HERITAGE: MAIN STREET REVITALIZATION

Recipient	City of Siloam Springs
Location	City of Siloam Springs, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$11,556,363
Construction Start (estimate)	September 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning, engineering design, and construction of Complete Streets improvements along E Main Street between Maxwell Street and Lincoln Street. The project includes the replacement of the Sager Creek Bridge, pavement resurfacing, bicycle lanes, ADA sidewalks, lighting, street trees, traffic management solutions, stormwater drainage, and utilities.

Project Benefits: The restoration of Sager Creek Bridge and the revitalization of E Main Street will improve the safety of motorized and non-motorized travelers with improved infrastructure, traffic management solutions, and active transportation facilities that will contribute to reduced transportation air pollution and greenhouse gas emissions. A restored bridge, upgraded roads, and sidewalks will create a more accessible and enjoyable environment, making it easier for people to navigate and engage with the community.



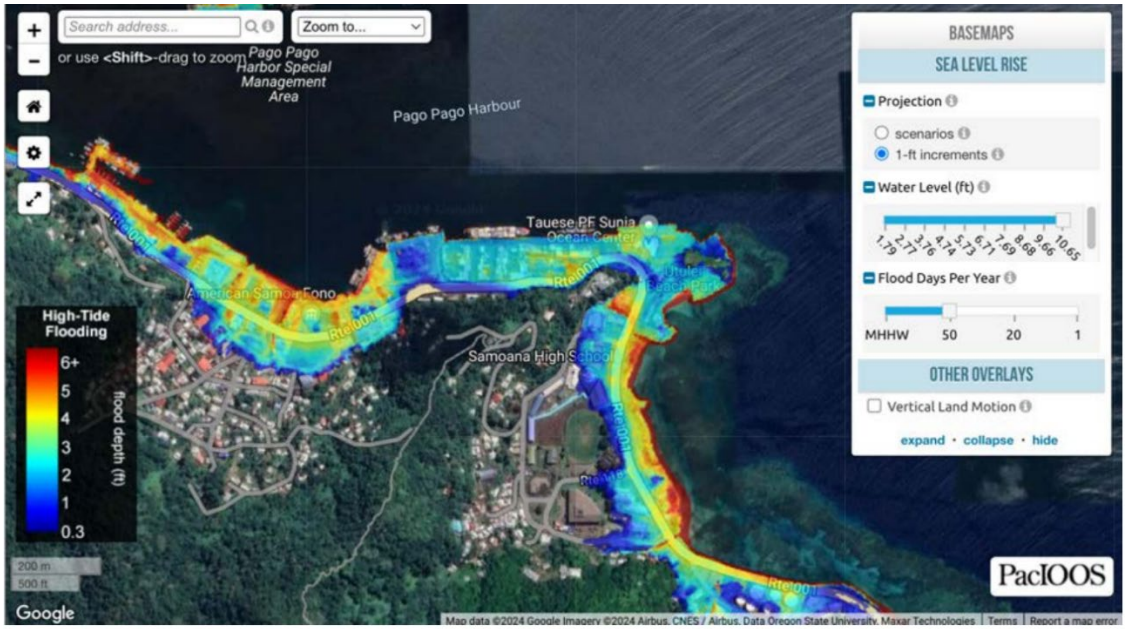
PORT MASTERPLAN

Recipient	American Samoa Government Department of Port Administration
Location	Island of Tutuila, AS: American Samoa
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will develop a masterplan for the Port of Pago Pago that will provide guidance on port infrastructure capacity and limitations, potential port growth and expansion, permitting requirements, renewable energy implementation, project funding, economic development opportunities, and recommended technologies and innovations.

Project Benefits: The master plan will improve the infrastructure to reduce greenhouse gas emissions, include environmentally sustainable construction methods, incorporate energy efficient vehicle infrastructure, a hazard mitigation plan, and study the feasibility of implementing nature bases solutions in an area that is experiencing high rates of sea-level rise and is vulnerable to climate change exacerbating impacts of coastal hazards. The project will plan for increased affordable transportation choices and mobility through improvements to the current inter-island ferry system and expanding active transportation usage with new walking and biking facilities.



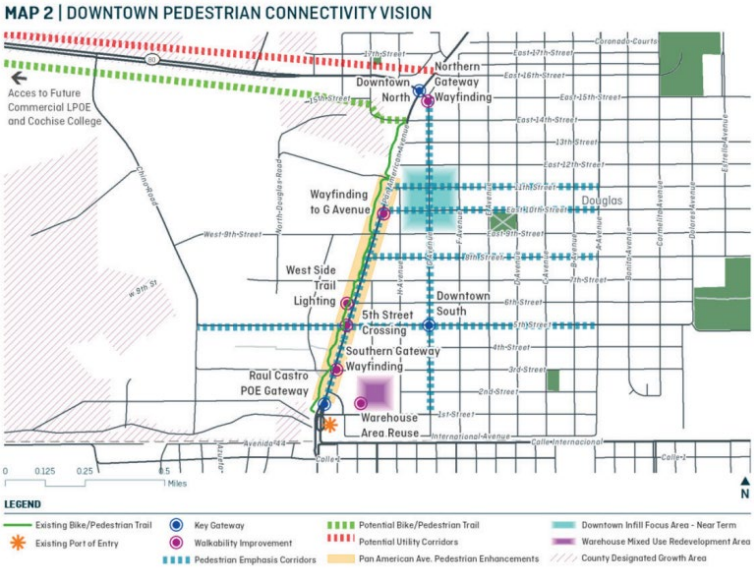
COMMERCIAL TRANSPORTATION INFRASTRUCTURE ENHANCEMENT PROJECT

Recipient	City of Douglas
Location	City of Douglas, AZ: Arizona
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$23,518,381
Construction Start (estimate)	April 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the development of a Complete Street study, as well as the design and construction of recommended Complete Street and state of good repair improvements to approximately 7.8-miles across approximately 10 roadways in the City. Improvements include pavement resurfacing, pedestrian facilities, safety counter measures, traffic circulation solutions, and drainage improvements.

Project Benefits: The project will improve the safety of motorized and non-motorized travelers through the implementation of Complete Streets solutions which will reduce fatalities and serious injuries, especially with conflicts created by trucks traversing downtown streets to and from the existing Port of Entry at the U.S./Mexico border. The project will divert truck traffic away from the downtown area. This shift will enhance safety and pave the way for the revitalization of the downtown into a vibrant and pedestrian oriented center. The project will also help improve the air quality in an area that has high asthma rates, as well as benefit the environment by removing contaminants from old mining landfills. The improvements will also enhance mobility for users of the city transportation system and bilingual signage will promote inclusivity.



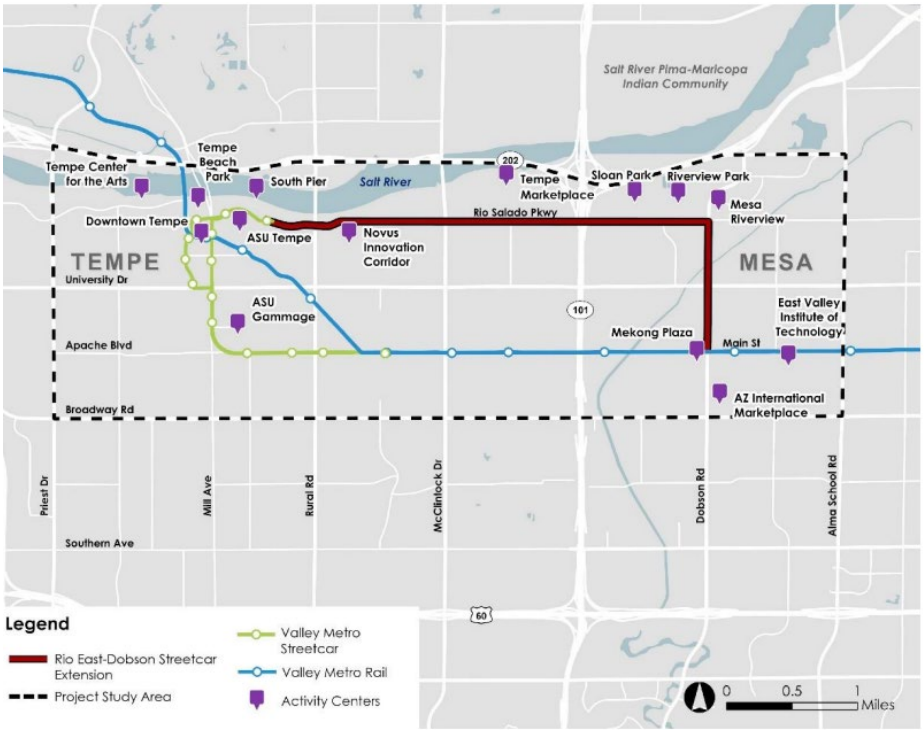
VALLEY METRO RIO EAST-DOBSON STREETCAR EXTENSION

Recipient	Valley Metro Regional Public Transportation Authority
Location	Maricopa County, AZ: Arizona
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$15,939,835
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan an approximate 4.4-mile extension to the existing Valley Metro Streetcar.

Project Benefits: The planning efforts will help increase mobility and connectivity benefits that are not available with the current bus service, including: more reliable service due to the presence of a dedicated guideway; higher capacity service; a smoother ride; direct connections; and greater visibility of service due to the presence of both the tracks and the streetcar vehicles. The future extension of the streetcar will also assist in reducing transportation-related air pollution and greenhouse gas emissions by further improving alternatives to driving. The project aligns with the goals of the Climate Action Plans for the cities of Tempe and Mesa by improving the tree canopy along the corridor to reduce the urban heat island effect.



GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT

Recipient	El Dorado Connector Authority
Location	Sacramento County and City of Rancho Cordova, CA: California
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: The project will reconstruct approximately 3.6-miles of an existing two-lane roadway with an added adjacent Class 1 multi-use path on Grant Line Road from Chrysanthy Boulevard to White Rock Road. The Project will also improve existing signals where Grant Line Road intersects with White Rock Road, Douglas Road, Raymer Way, and Chrysanthy Boulevard. In addition, the project corrects existing non-standard horizontal and vertical curves, drainage facilities, and connects to the recently completed connector segments to the east.

Project Benefits: The project will modernize Grant Line Road, upgrading the almost 60-year-old infrastructure into a safer, more accessible design. The project addresses the currently outdated road design by improving sightlines and addressing vertical curves that are hazardous to motor vehicles and make bicycle trips prohibitive. By adding a Class I bicycle path in this area, the project will provide a key connection to recently constructed Class II paths that link to this project area. The roadway will become a resilient, all-weather facility, allowing for smoother traffic operations, increased fuel efficiency, reduced emissions, and the enhanced roadside ditches will be capable of managing severe wet weather events.



Figure 1: Project Location Map

SANTA ANA BOULEVARD GRADE SEPARATION PROJECT

Recipient	City of Santa Ana
Location	City of Santa Ana, CA: California
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the reconstruction of an existing rail crossing with the Southern California Regional Rail Authority Orange Line double tracks at Santa Ana Boulevard, adjacent to the Santa Ana Regional Transportation Center, with a new multimodal grade separated underpass. The reconstructed roadway will be reduced from six-lanes to four-lanes with on-street protected bikeways, sidewalks, and a pedestrian overcrossing is included that parallels the rail line.

Project Benefits: The project will improve multimodal access and safety by grade separating the roadway and providing protected bikeways, wide sidewalks, and a pedestrian overcrossing. Additionally, the project will include a connection to the future Golden Loop trail system, with 17.5 miles of planned trail improvements for access to the wider Santa Ana trail and recreational park network. This trail promotes increased physical activity for users and provides broader access to active transportation choices to encourage a modal shift from motorized to non-motorized means of transportation. Also, the project will eliminate vehicle idling when the at-grade crossing is closed, thereby improving air quality for the surrounding communities.



TENTH AVENUE MARINE TERMINAL (TAMT) REDEVELOPMENT PLAN PHASE II PLANNING PROJECT

Recipient	San Diego Unified Port District
Location	City of San Diego, CA: California
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$5,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning, design, and environmental permitting for on-terminal rail track replacement, realignment, and load capacity improvements. The project will also advance the planning of seismic upgrades, concreate resurfacing, water and utility reconfiguration and upgrades, as well as front gate, perimeter fence, and operations center reconfiguration.

Project Benefits: The project will improve safety and cargo handling by eliminating the need to decouple/couple rail cars in a constrained area, reduce conflicts with vertical obstructions, and reduce cargo rehandling to load rail cars on load-strengthened track, as well as reduce personnel engaged in cargo movements and improve cargo handling capabilities by expanding heavy-lift handling and storage areas. These improvements will also reduce truck trips through the Barrio Logan neighborhood, which will reduce transportation related pollution and improve air quality.



SPRINTER CORRIDOR SERVICE IMPROVEMENT PROJECT – SAN MARCOS TO ESCONDIDO

Recipient	North County Transit District
Location	San Diego County, CA: California
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$10,208,556
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund preliminary engineering and environmental clearance for rail improvements to the easternmost portion of the SPRINTER rail corridor between Palomar College Station and the Escondido Transit Center. Improvements in the approximate 7-mile project area include planning for approximately 3.6 miles of double track, three new bridges, a new station platform, and grade crossing improvements.

Project Benefits: The project to be planned will incorporate safety enhancements at grade crossings to reduce collisions, injuries, and fatalities. The increased frequencies of service enabled by the project assist the region in meeting federal and state goals to reduce vehicle miles travelled and greenhouse gas emissions. The planning project will improve equity among communities in San Diego County and the greater southern California region by providing these communities with greater access to employment centers, healthcare facilities, educational institutions, essential goods and services, and leisure activities. By improving service frequencies, low-income, disadvantaged, housing burdened, and linguistically isolated populations will have increased opportunities to move throughout the region.



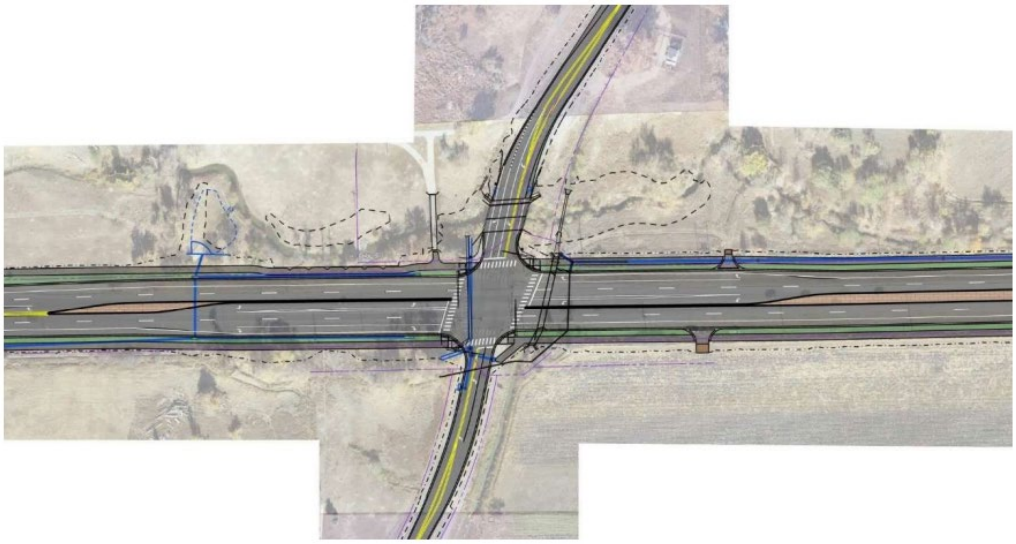
104TH AVE (CO 44) CORRIDOR IMPROVEMENTS

Recipient	City of Thornton
Location	City of Thornton, CO: Colorado
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	April 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund final design, right-of-way, and construction of Complete Street enhancements on 104th Avenue (State Highway 44) between Colorado Blvd to the South Platte River Bridge. Enhancements will include roadway widening, multimodal paths, intersection reconfiguration, pavement rehabilitation, improvements to floodplain encroachments, and lighting.

Project Benefits: Corridor operational improvements including enhanced turn-lanes, intersection improvements, and multimodal facilities will reduce the rate of crashes and injuries. The broader access to active transportation choices and North Metro Rail stations will encourage a modal shift from vehicles to non-motorized and transit means of transportation which will reduce transportation related pollution and improve air quality. The added dedicated bicycle and pedestrian facilities will enhance connectivity, create regional trail connections, and fill gaps in the active transportation network.



Riverdale Road Intersection – Proposed Improvements

MOBILITY ENHANCEMENTS FOR REGIONAL GROWTH AND EQUITY (MERGE) PROJECT

Recipient	City of Greeley
Location	City of Greeley, CO: Colorado
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$20,560,056
Construction Start (estimate)	May 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund engineering, property acquisition, and construction of a new regional mobility hub between two grade-separated interchanges at 35th Avenue and 47th Avenue.

Project Benefits: The project anticipates reducing approximately 40 percent of the crashes at the interchanges of 35th and 47th Avenues by eliminating signals and grade separating this section of US 34. The project will also address environmental justice by providing transportation improvements to a low income, minority area that currently lacks sufficient transportation options. The new mobility hub will provide increased access to jobs via connections to additional and reconfigured local and regional transit routes, new demand-responsive transit, and express bus services to and from Denver. The hub will also include bike and scooter sharing, ADA parking, and electric vehicle charging stations to further support system connectivity.



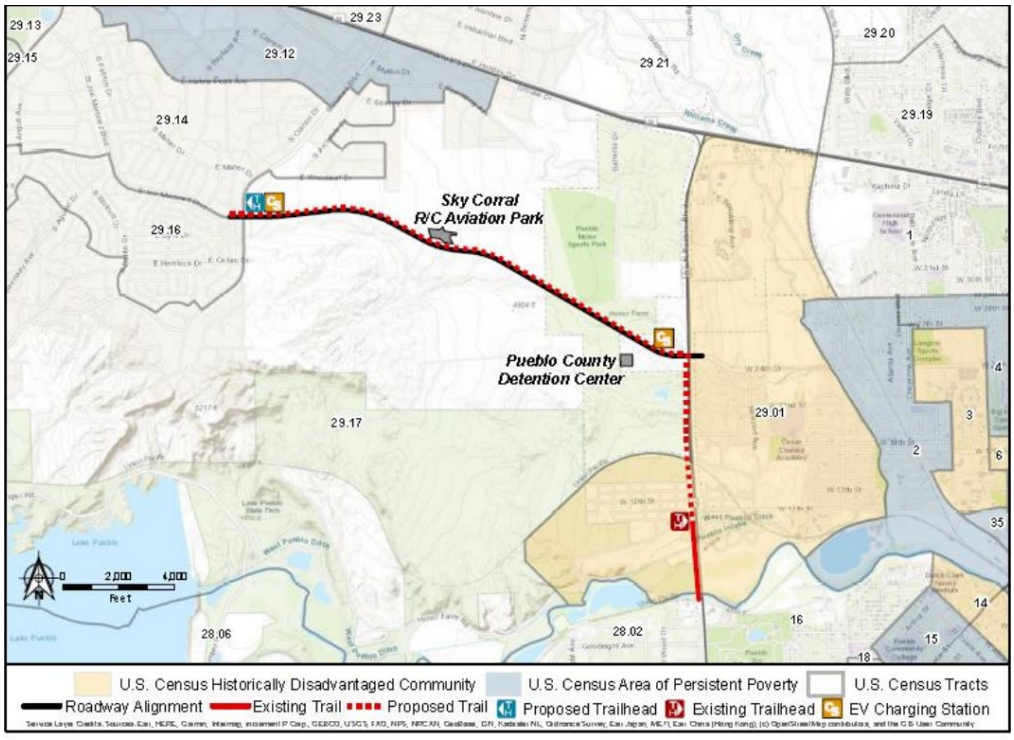
PUEBLO COUNTY CONNECTS, TRAILS & TRANSIT - PHASE 3

Recipient	County of Pueblo
Location	Pueblo County, CO: Colorado
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$8,836,514
Construction Start (estimate)	August 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning and construction of phase 3 of a multi-use trail from Pueblo West to the City of Pueblo, expand access to mobility hubs, and plan and design a corridor to Water Works Park.

Project Benefits: The project will increase non-motorized accessibility and provide improved connections for Pueblo West commuters navigating US 50. The installation of mobility hubs will allow for three accessible single-stop multimodal locations to connect with accessible public transportation and non-motorized facilities.



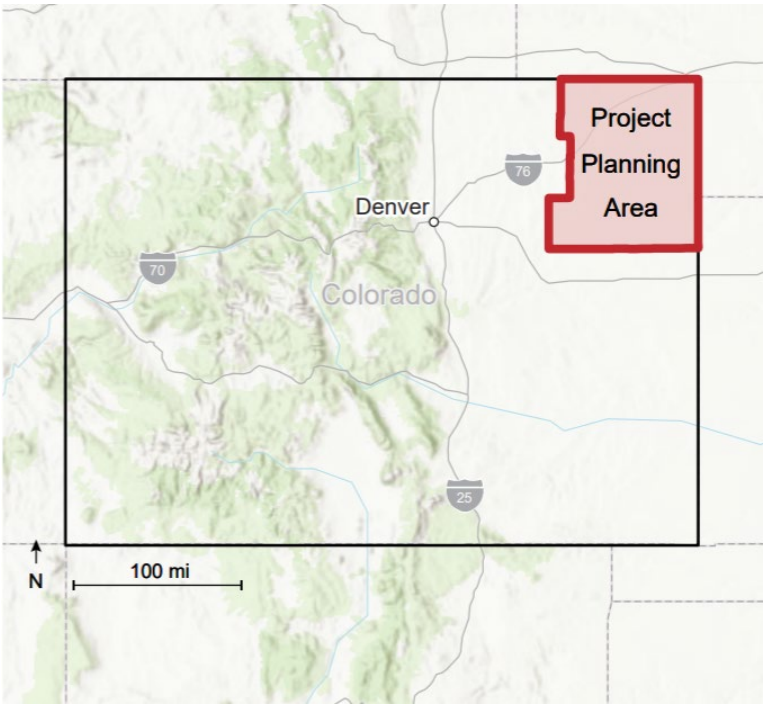
NORTHEAST LONG-RANGE TRANSPORTATION PLAN

Recipient	Washington County
Location	Washington, Logan, Phillips, Sedgwick, & Yuma Counties, CO: Colorado
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,178,500
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This planning project will fund a Long-Range Transportation Plan (LRTP) for 17 local governments in Northeast Colorado, collectively known as the Northeast Colorado Association of Local Governments. The plan will follow guidance provided in U.S. DOT's Model Long- Range Transportation Plans: A Guide for Incorporating Performance Based Planning. The project will also include an ADA transition plan using the Safe Systems Approach.

Project Benefits: The project will incorporate specific safety improvements that will be part of a risk reduction mitigation. It will analyze the exposure to elevated levels of air, water, and noise pollution, with recommendations to reduce high-level areas. It will also focus on improving access to daily destinations, reducing transportation costs, and expanding travel choices and mobility.



I-270 & VASQUEZ BLVD INTERCHANGE SAFETY AND MULTIMODAL IMPROVEMENTS PROJECT

Recipient	Adams County
Location	Adams County, CO: Colorado
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$4,800,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will fund public outreach, environmental clearance, preliminary engineering, and final design for the reconstruction of the I-270 & Vasquez Blvd cloverleaf interchange into a partial cloverleaf, and enhancing existing, as well as implementing a new pedestrian and bicycle infrastructure through and around I-270 and Vasquez Blvd. The project to be planned will include two grade-separated pedestrian tunnels, ADA sidewalks and ramps, implementation of two water quality ponds on the western side of the interchange, and guardrail replacement.

Project Benefits: Planning for the redesign of the outdated full cloverleaf configuration to a partial cloverleaf design will improve traffic flow and freight movement, eliminate design deficiencies, and reduce crashes by removing a hazardous merge and provide ADA-compliant, grade separated pedestrian paths through the intersection. The project's pedestrian and bicycle pathway improvements will provide for better active transportation connections to connected neighborhoods thereby increasing mobility and access to area destinations.



Figure 1. I-270 / Vasquez Blvs. Interchange Safety & Multimodal Improvements Full Capital Scope

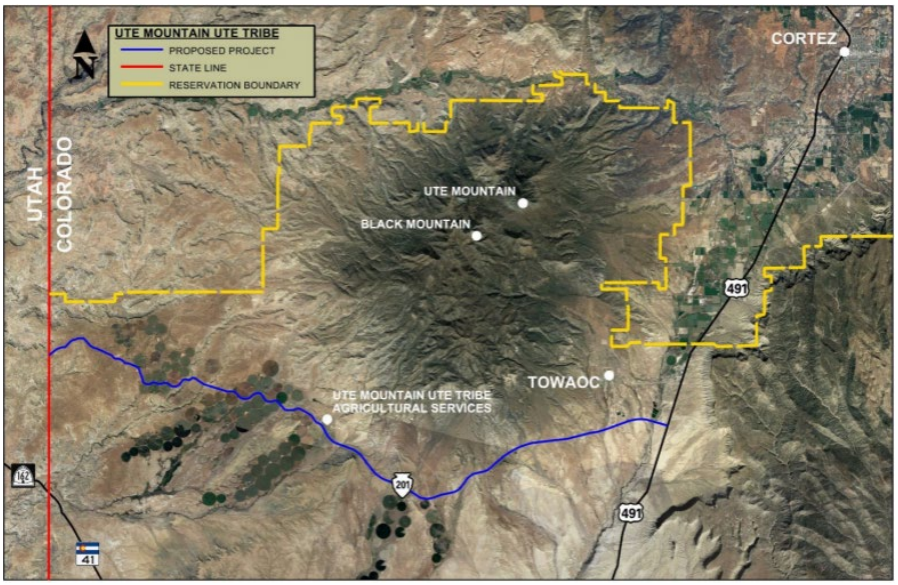
ANETH ROAD RECONSTRUCTION - PLANNING AND DESIGN PROJECT

Recipient	Ute Mountain Ute Tribe
Location	Town of Towaoc, CO: Colorado
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$2,574,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning and engineering design for the full reconstruction and paving of approximately 23-miles of Aneth Road (UMU 201) from US-491 to the Colorado/Utah State Line. The current gravel roadway will be designed for two 12-foot paved lanes with 4-foot shoulders on both sides, signage, and rumble strips.

Project Benefits: Planning and design efforts will eventually result in improved air quality by paving the current gravel roadway which will dramatically reduce the dust, dirt, and airborne roadway chemical material that result from large trucks and vehicles traversing the roadway. The safety of the road will be improved which frequently lacks visibility due to gravel dust, lack of sufficient shoulder to pull over or allow roadway departure, and potholes/wash boarding that affect commercial vehicle drivers, adjacent landowners, and travelers who share the road. Areas of the Ute Mountain Ute Tribe's reservation that are hard to access, particularly the Farm and Ranch will now be available to a wider range of travelers and residents. Connection to local employment, and essential destinations will be improved through this reconstruction effort.



MLK CORRIDOR EQUITABLE MOBILITY ENHANCEMENT PROJECT

Recipient	Norwalk Redevelopment Agency
Location	City of Norwalk, CT: Connecticut
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$14,000,000
Construction Start (estimate)	August 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of Complete Streets improvements along approximately 2-miles of Dr. Martin Luther King Jr. (MLK) Drive and to six roadways in the approximate 33-acre area surrounding the South Norwalk Train Station. The project will include road-diets, connectivity enhancements, bicycle, pedestrian, and transit accommodations, wayfinding signage, landscaping, drainage, ITS, and digital transportation messaging signage with real-time transit information.

Project Benefits: Implementation of a road diet, separated bike lanes, and pedestrian facilities will improve safety and reduce conflicts for all roadway users. Adding street trees, green infrastructure, and curbed bioswales will reduce the heat island effect in the area which currently lacks adequate tree coverage. The project's active transportation facilities will encourage walking and cycling thereby serving to improve public health and increase affordable transportation mobility.



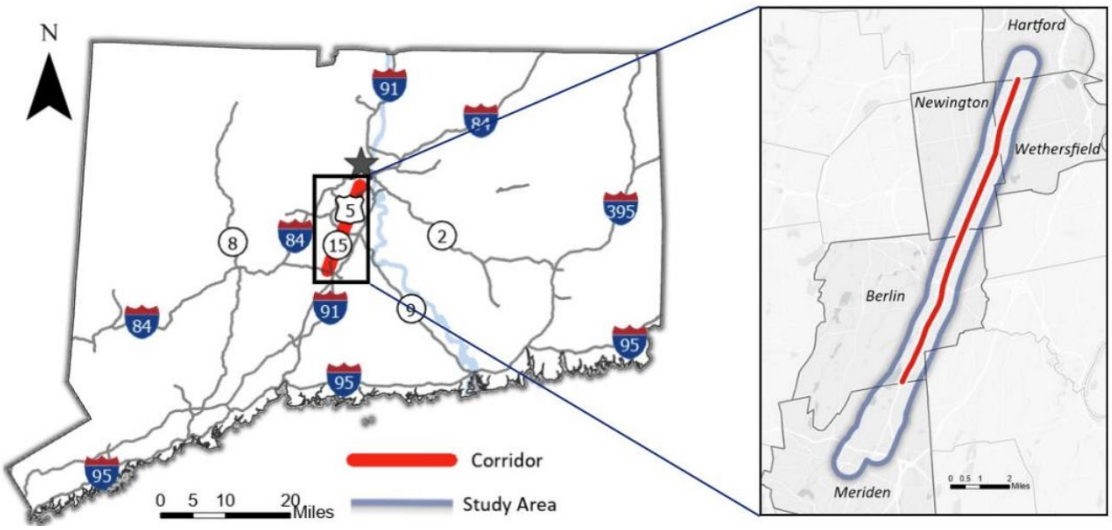
BERLIN TURNPIKE CORRIDOR PLANNING STUDY

Recipient	Capitol Region Council of Governments
Location	Middlesex, New Haven, and Hartford Counties, CT: Connecticut
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$2,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund a comprehensive study of the approximately 11-mile Berlin Turnpike Corridor (US-5/CT-15) from the Berlin/Meriden town line to the Wethersfield/Hartford line to review and identify a feasible route and conceptual plan to accommodate bicycle, pedestrian, and transit users. The study will provide recommendations that address vehicle speed reduction, traffic calming, access management, active transportation connections, and land-use planning scenarios for a potential multi-modal transit hub.

Project Benefits: The corridor study holds the potential for the region to rethink the roadways design, structure, and how to best support potential multi-modal connections. The project will develop conceptual plans to safely provide bicycle and pedestrian transportation infrastructure (i.e., sidewalks and/or multi-use trails) within the corridor, including connections to existing infrastructure within the study area. The project will reduce vehicle miles traveled and improve air quality through this modal shift. The project will also improve access to daily destination and improve public health by adding active transportation facilities that promote walking and biking.



NAUGATUCK RIVER GREENWAY TRAIL PROJECT

Recipient	Naugatuck Valley Council of Governments
Location	New Haven and Litchfield Counties, CT: Connecticut
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$5,725,669
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the environmental, engineering design, and pre-construction activities for approximately 16.3-miles of gap along the Naugatuck River Greenway Trail (NRG Trail) between Breen Field in Naugatuck to East Main Street in Thomaston.

Project Benefits: The project will plan for enhanced community connectivity, as well as offer safe and affordable non-motorized transportation options that will connect residents to key destinations including jobs and services. By reducing the reliance on vehicles and providing alternative mobility options, excess exposure to transportation related air pollution and greenhouse gas emissions can be reduced and mitigated. The dedicated active transportation facilities will also reduce pedestrian/bicycle and vehicle conflicts and enhance the safety of all roadway users.



NEW YORK AVENUE BRIDGE AND LINCOLN CONNECTOR TRAIL PROJECT

Recipient	District Department of Transportation
Location	District of Columbia, DC: District of Columbia
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of an approximate 1.8-mile multi-modal shared use path connecting the Fort Lincoln neighborhood to the Anacostia Riverwalk Trail via a new pedestrian bridge and the rehabilitation of the New York Ave NE bridge.

Project Benefits: The project will restore and modernize core infrastructure assets while providing new mobility connections for active transportation users. The dedicated shared-use path will improve the safety of vulnerable road users, as well as provide affordable transportation choices and increase access to services, employment, and recreation destinations.



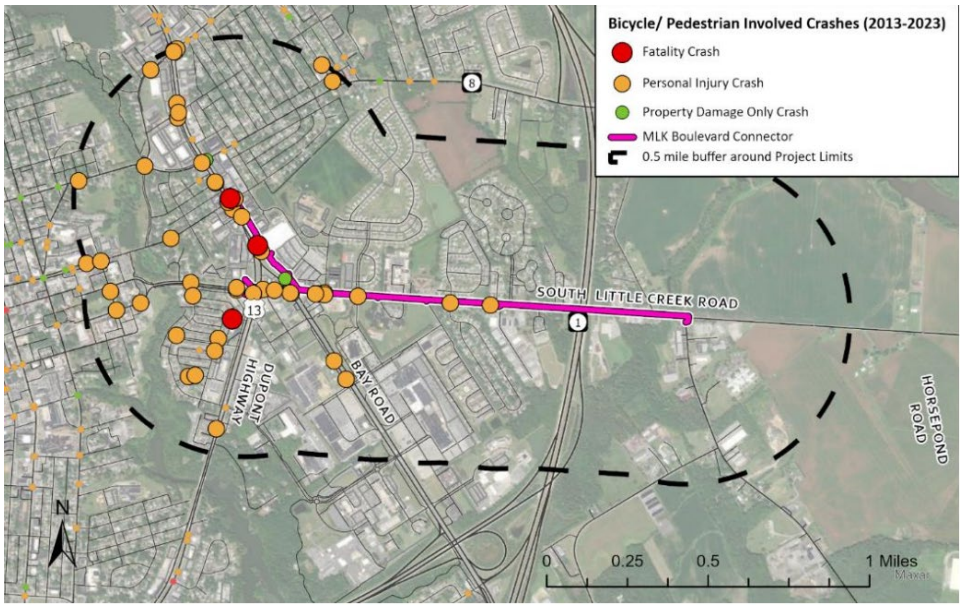
MLK BOULEVARD/SOUTH LITTLE CREEK ROAD BICYCLE AND PEDESTRIAN CONNECTOR

Recipient	Delaware Department of Transportation
Location	City of Dover, DE: Delaware
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$12,250,000
Construction Start (estimate)	March 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of bicycle and pedestrian improvements on the northside of South Little Creek Road from Horsepond Road to Bay Road and at the intersections of US13, Bay Road, MLK Boulevard and South Little Creek Road. Improvements will include installation of shared-use paths, crosswalks, curb ramps, pedestrian refuge islands and median fencing.

Project Benefits: The project will protect non-motorized travelers from safety risks and reduce fatalities with a dedicated shared-use path, as well as provide refuge islands, crosswalks, and a median barrier. The active transportation facilities will encourage a modal shift which will reduce vehicle miles traveled and the associated transportation related air pollution and greenhouse gas emissions. The project will increase affordable transportation choices and access to active transportation to reduce vehicle dependence. In addition, the project will remove physical barriers posed by two major highways that divide the local community and will improve intersections to provide for enhanced access to services, retail, employment, recreation, and medical services.



PATHWAYS TO PALMETTO COMPLETE STREETS

Recipient	City of Tampa
Location	City of Tampa, FL: Florida
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$24,467,804
Construction Start (estimate)	January 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the engineering design, permitting, and construction of Complete Streets improvements along 22nd Street, Bermuda Boulevard, and 26th Street. The project includes a shared-use trail that connects to the City's 22-mile Green Artery Trail, pavement resurfacing, landscaped buffer area, ADA sidewalks, traffic calming measures, mid-block crossings, landscaping, and on-street parking.

Project Benefits: This project leverages U.S. DOT's Safe Systems Approach that will implement safety countermeasures to establish safer speeds, shorter crossing distances, increased pedestrian and bicycle visibility, and a better delineated edge of pavement. The bioswale infrastructure will enhance the stormwater system and greatly reduce nutrient load and improve water quality and habitats to McKay Bay. The project also promotes alternate modes of transportation, increases affordable transportation choices, and improves access to daily destinations through the network connections to the Selmon Greenway and Palmetto Beach segments of the 22-mile Green Artery Trail.



CERVANTES STREET COMPLETE STREETS IMPROVEMENTS

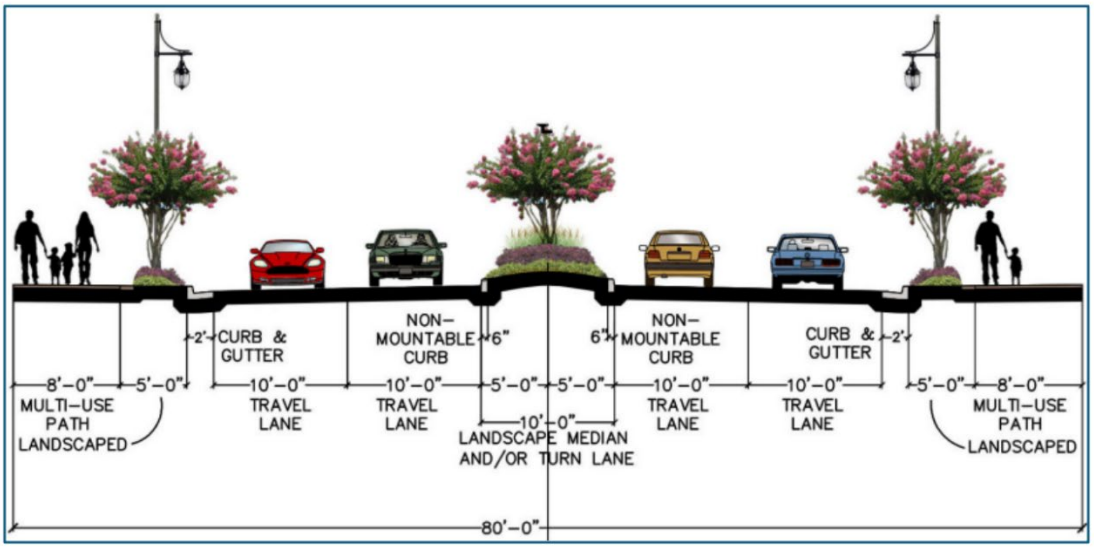
Recipient	City of Pensacola
Location	City of Pensacola, FL: Florida
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$4,872,791
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund project development, environmental clearance, and preliminary engineering to redesign approximately 3.5-miles of SR 10A (US 90) Cervantes Street from North W Street/North V Street to the Bayou Texar Bridge. The design will include Complete Street enhancements for pedestrians, bicyclists, transit, and motor vehicles, as well as lane elimination, speed management measures, tree coverage, and Intelligent Transportation System (ITS) components.

Project Benefits: The project plans to prioritize improving the safety and environmental health of the community by reducing vehicle speeds in areas of high crash and injury rates, by designing non-motorized transportation options that will also improve community connectivity and public health. The added tree canopy coverage will reduce the heat island effect and encourage higher pedestrian volumes. The presence of pedestrian amenities will encourage pedestrian activity which, in turn, will enhance the quality of life of in the neighborhoods and strengthen the commercial area.

Figure 3. East Cervantes St – Proposed Typical Section



LAKE WALES COMPLETE STREETS PROJECT

Recipient	City of Lake Wales
Location	City of Lake Wales, FL: Florida
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$22,930,000
Construction Start (estimate)	November 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the Complete Streets redevelopment of four road segments in Lake Wales: 1st Street, Central Avenue, A Street, and Lincoln Avenue. Enhancements include a road diet, a separated cycle track, expanded ADA accessible sidewalks, safety enhancements at crosswalks and railroad crossings, increased shade tree canopy cover and raingardens, lighting, underground high-speed fiber, and streetlight power sources, and streetscaping.

Project Benefits: The project will protect non-motorized travelers from safety risks by implementing a road diet to reduce vehicle speeds, adding separated cycle tracks, buffering sidewalks, improving crosswalks, and upgrading lighting for improved visibility. Green space, rain gardens, and street trees will be installed to mitigate urban heat impacts. The project will create a more affordable active transportation network that improves public health and connects the downtown and the commercial area of the Northwest Neighborhood.



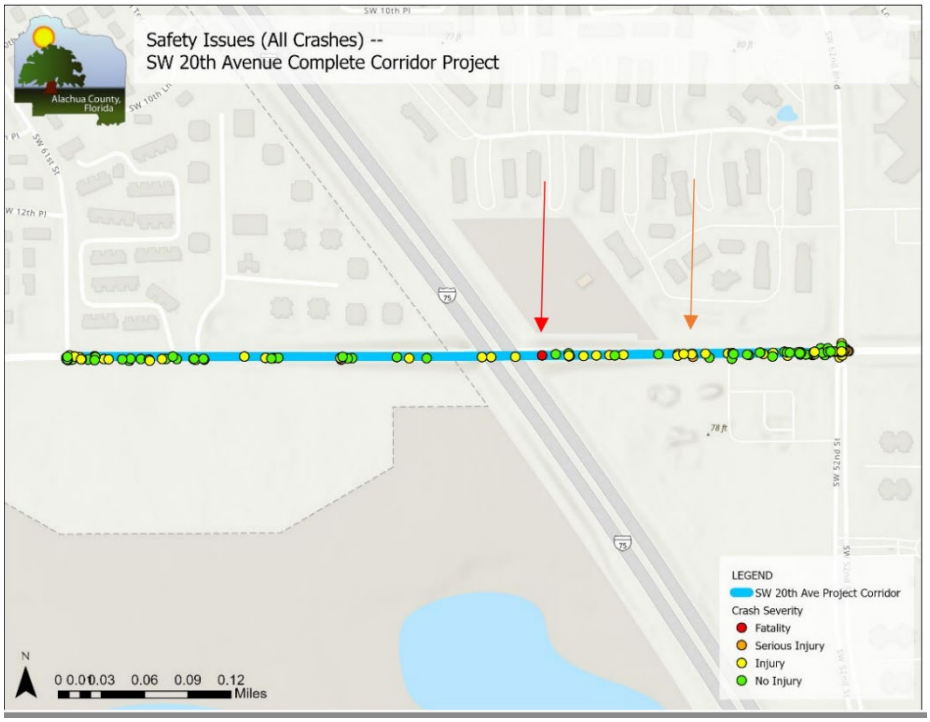
PATHS TO OPPORTUNITY – SW 20TH AVENUE COMPLETE CORRIDOR PROJECT

Recipient	Alachua County
Location	Alachua County, FL: Florida
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,400,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning and design of Complete Streets improvements along SW 20th Avenue from SW 6th Street to SW 62nd Boulevard. The project's design will include separated bikeways, sidewalks, pedestrian crossings, transit amenities, landscape and placemaking features, stormwater treatment, and additional vehicle lanes that could be converted to dedicated transit lanes.

Project Benefits: The project will plan for the eventual protection of non-motorized travelers from safety risks with the installation of separated bicycle and pedestrian ADA facilities, as well as traffic calming measures including narrower vehicle lanes. The project will increase affordable transportation choices by improving and expanding active transportation usage and significantly reducing vehicle dependence.



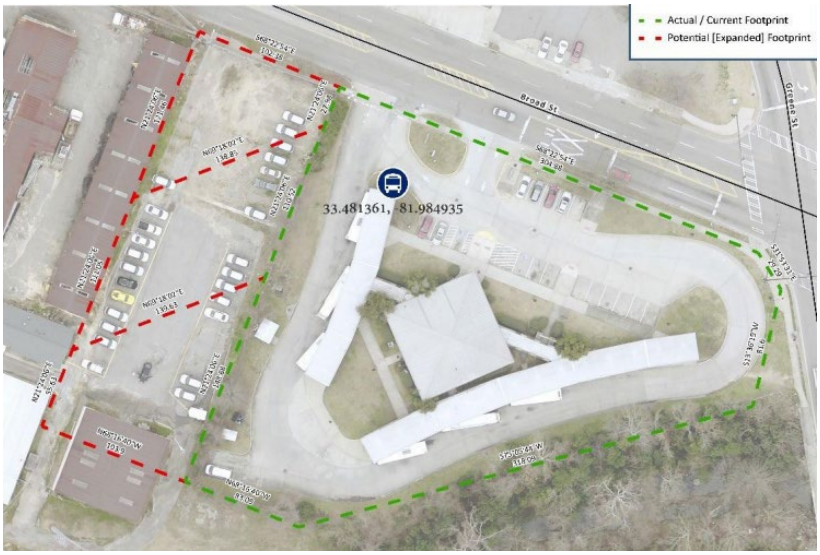
REIMAGINING THE BROAD STREET TRANSFER FACILITY

Recipient	Augusta-Richmond County
Location	City of Augusta, GA: Georgia
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,700,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan for a new bus transfer facility for Augusta Transit (AT). The new facility will replace the current transfer facility, add intermodal accommodations, and improve wayfinding and facility navigation.

Project Benefits: The project will enhance pedestrian and vehicular safety through structural redesign, layout configuration, and wayfinding. It will also reduce climate impacts by providing a facility that accommodates clean energy vehicles and charging infrastructure in tandem with AT's transition to a clean energy fleet. Improvements will be ADA compliant, gender inclusive, and result in a clean energy efficient facility that strengthens Title VI requirements.



RECONNECTING SCOTT BOULEVARD COMPLETE STREET PLAN

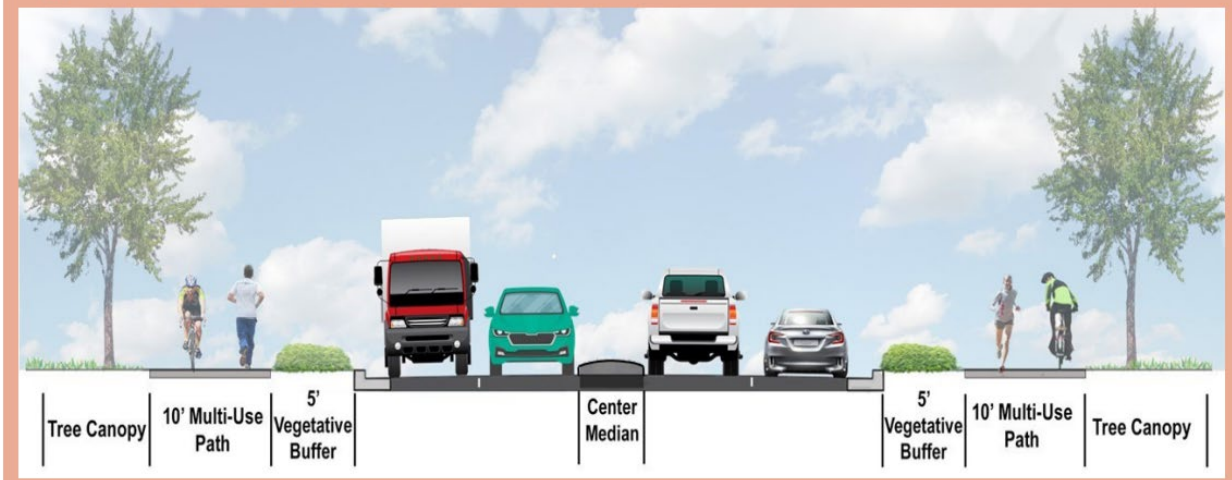
Recipient	City of Decatur
Location	City of Decatur, GA: Georgia
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,872,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning activities including public engagement, concept development, NEPA documents, survey database, preliminary plans, right-of-way plans, and final plans complete street improvements to Scott Boulevard.

Project Benefits: The project will improve safety by conducting a detailed traffic and safety analysis to determine effective countermeasures for mitigating crashes, with the primary focus being reduced vehicle speeds. The project will collaborate with the local transit authority to improve transit ridership along the corridor. The corridor is a part of Georgia's Safe Routes to School (SRTS) program and this project provide infrastructure recommendations for the Westchester Elementary School community to encourage healthy transportation options such as walking and biking to school.

Figure 2. Proposed Typical Section of the Scott Boulevard/SR8



WESTSIDE PARK MULTIMODAL ACCESS

Recipient	City of Atlanta
Location	City of Atlanta, GA: Georgia
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$16,000,000
Construction Start (estimate)	January 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will plan and construct multi-use paths, buffered cycle tracks, sidewalk improvements, ADA bus stop enhancements, lighting, and stormwater updates along Johnson Road, West Marietta Street, Joseph E. Lowery Boulevard, Brady Avenue, and 10th Street.

Project Benefits: Pedestrian and bicycle infrastructure in the project area is sparse, and transit stops do not meet ADA standards. The project will create buffered bicycle facilities, multi-use paths, pedestrian bulb-outs, and updated intersection geometries to protect non-motorized travelers from safety risks. The project aligns with the City of Atlanta's Clean Energy Initiative which aims to reduce greenhouse gas emissions. The project will deliver approximately 3.1 miles of multimodal improvements that promote safe, healthy, low stress, affordable, and convenient methods of transportation for all users regardless of age, abilities, race, or economic status. The project will reconnect the communities divided by physical barriers, such as railroad tracks.

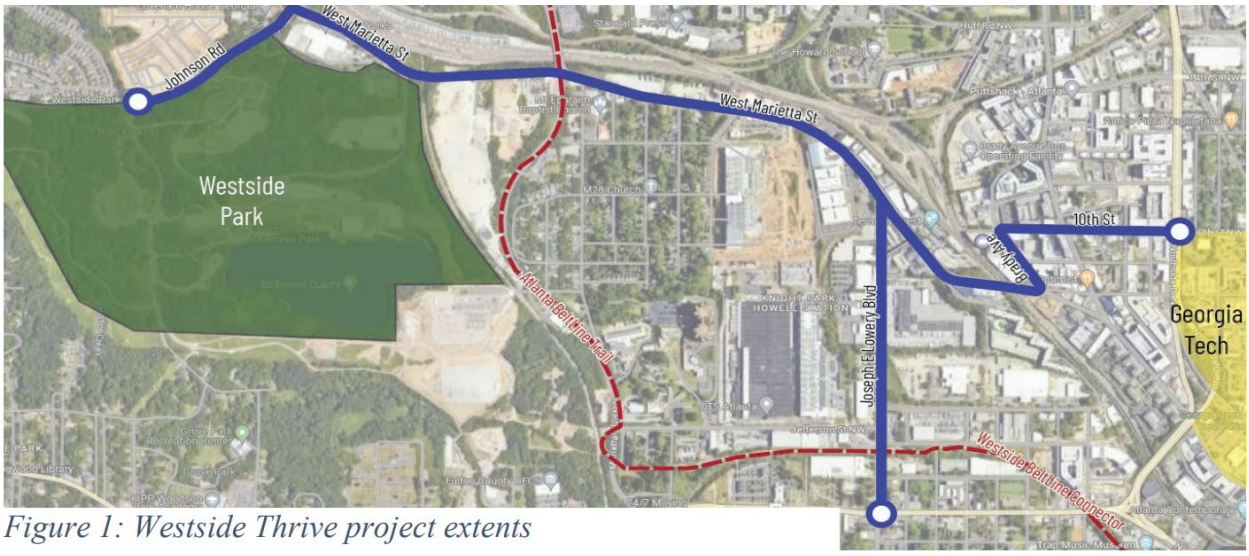


Figure 1: Westside Thrive project extents

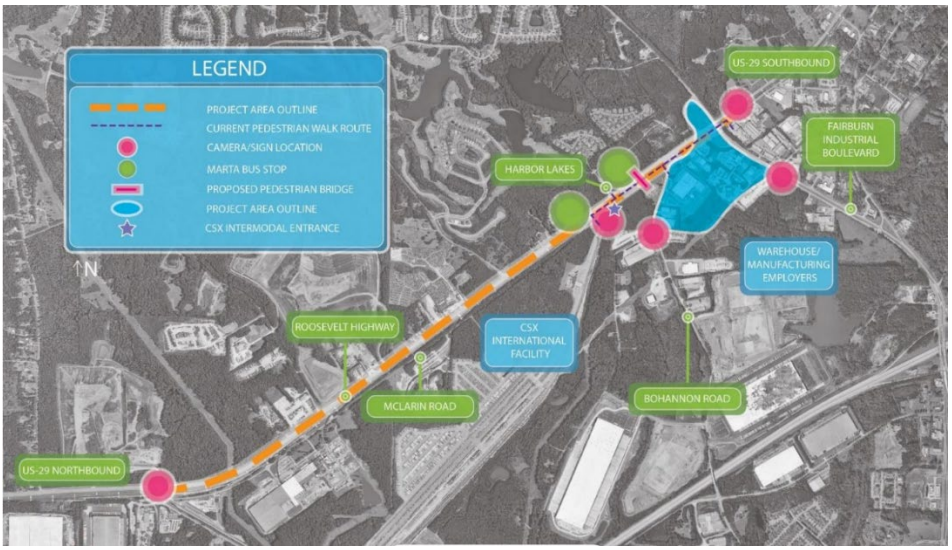
WAREHOUSING AND DISTRIBUTION CENTER COMMUNITY SAFETY IMPROVEMENTS

Recipient	City of Fairburn
Location	City of Fairburn, GA: Georgia
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,008,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will facilitate the planning and design of pedestrian safety improvements along US 29 and near the intersection of US 29 and Harbor Lake. Planned improvements include a pedestrian bridge over US 29 and the CSX railway. Project activities will include preliminary engineering, project design and permitting, compliance with the National Environmental Policy Act (NEPA), public outreach, and stakeholder coordination. The project will also plan and analyze Intelligent Transportation System (ITS) improvements.

Project Benefits: The project will plan for improved pedestrian safety along the freight corridor which includes the Fairburn CSX terminal, warehousing, and manufacturing facilities. The project's plan will facilitate a simplified crossing for workers commuting via public transit to and from the Bohannon Road and Logistics Center Drive area, who are often without access to reliable private vehicles. The project will improve active transportation mobility and accessibility, as well as the use of public transit, which will decrease transportation-related air pollution and greenhouse gas emissions.



CAMDEN COUNTY JOINT COMPREHENSIVE TRANSPORTATION PLAN

Recipient	Camden County
Location	Camden County, GA: Georgia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$750,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Unsure	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the development of the Camden County Joint Comprehensive Transportation Plan to identify crucial infrastructure projects essential for the future. The project will create an inventory of existing conditions, assess future infrastructure needs, formulate recommendations, and produce a final transportation plan document.

Project Benefits: Camden County has many areas that pose safety risks due to narrow shoulders, poor lighting, heavy traffic, and commercial truck traffic on rural roads. The plan will include a safety audit to document known safety concerns and identify future safety risks based on projected growth. The plan will also include a public outreach process where citizen will be able to identify gaps and challenges for pedestrians and bicyclists.

CAMDEN COUNTY
GEORGIA

VILLANOW STREET REVITALIZATION

Recipient	City of LaFayette
Location	City of LaFayette, GA: Georgia
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$6,273,803
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of Complete Streets improvements along approximately 1.3-miles of Villanow Street between Chattanooga Street and Duke Street. The project includes a road diet, ADA sidewalks and ramps, traffic calming measures, lighting, signage, and other active transportation accommodations.

Project Benefits: The project will improve the safety of residents whose main mode of transportation is walking or cycling. It will also improve access to daily destinations through active transportation which is anticipated to lead to improved public health. The project will address the need for accessibility by connecting the Mars Theater District with the downtown district to increase access to employment opportunities, education, healthcare, and community resources.



CONNECT DUBLIN MULTIMODAL AND STREETSCAPE PLAN

Recipient	City of Dublin
Location	City of Dublin, GA: Georgia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,500,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning activities for future improvements to approximately 13.5-miles of city-owned roadway, drainage, and pedestrian facilities, along with other various corridor improvements. Planning elements include a feasibility study; bicycle-pedestrian study; data collection; environmental screening; community outreach; conceptual design; and economic analysis.

Project Benefits: The project will plan for the creation of active transportation corridors and incorporate design elements that protect pedestrians, cyclists, and others as well as reduce the number of crashes. Planning efforts will seek to expand affordable transportation options for low-income residents by developing a network of multimodal paths and safe street infrastructure to help to reconnect isolated neighborhoods and reduce reliance on costly vehicle travel. Planning efforts will also seek to address disconnected sidewalks and unsafe intersection crossings.



ROUTE 10A RECONSTRUCTION AND COMPLETE STREET PHASE 1 UPGRADE

Recipient	Territory of Guam
Location	Village of Tamuning, GU: Guam
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct, widen, and add bicycle and pedestrian infrastructure to approximately 1-mile of Route 10A between Route 1 and Guam International Airport.

Project Benefits: The project will reduce the risk of crashes and conflicts by establishing space and right-of-way for vulnerable road users and improved access control, as well as introducing non-skid surfaces and pavement mix designs to reduce the potential for hydroplaning. The project will also reduce stormwater runoff by installing new drainage facilities and pretreatment for all discharge points for improved stormwater quality. The project's new sidewalks, bike lanes, and ADA facilities will improve accessibility for residents and tourist that rely on transit and non-motorized modes of transportation. In addition, congestion and travel time delay will be reduced as capacity is increased along the key corridor connecting several military bases, municipalities, and the airport.

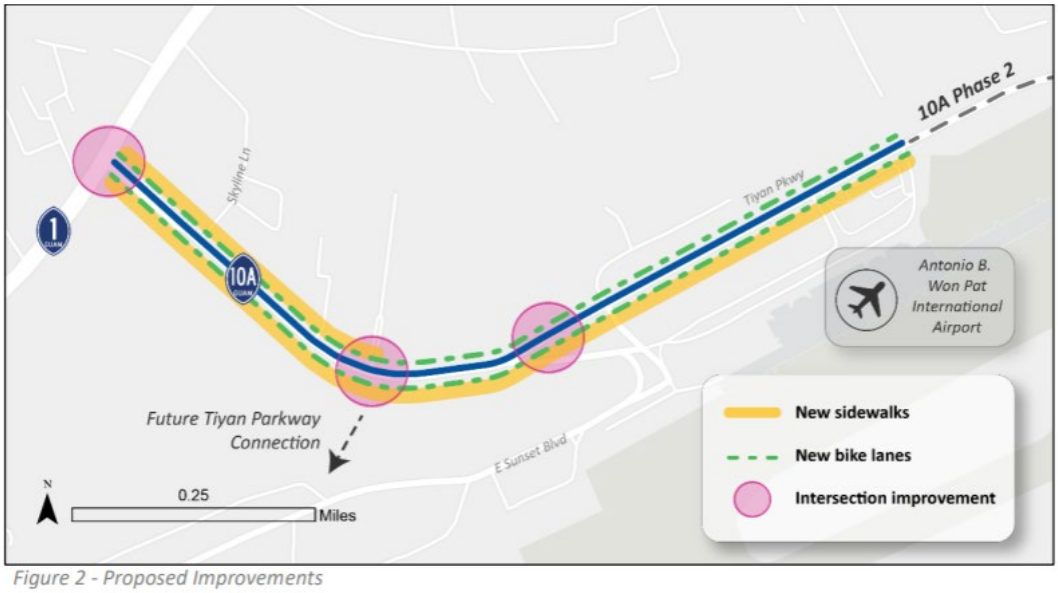


Figure 2 - Proposed Improvements

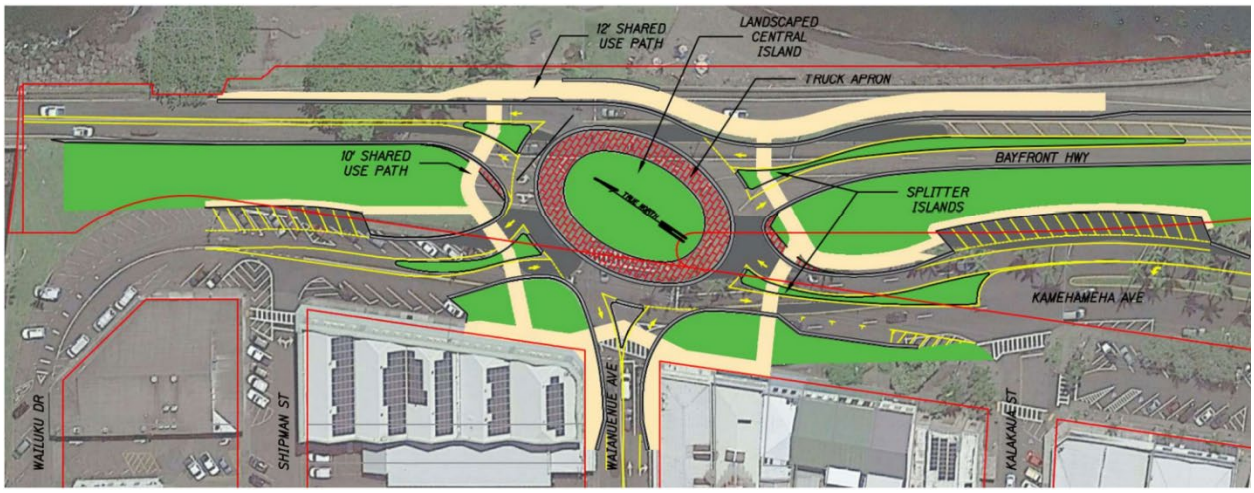
HILO BAYFRONT HIGHWAY AND WAIANUENUE AVENUE INTERSECTION IMPROVEMENTS

Recipient	Hawai'i Department of Transportation
Location	Hawaii County, HI: Hawaii
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$17,592,506
Construction Start (estimate)	February 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund reconstruction of roadways adjacent to and at the intersection of Bayfront Highway (Route 19) and Waianuenue Avenue (Route 1950) to allow for a single-lane roundabout, ADA compliant sidewalks and roadway crossings, drainage improvements, reconfiguration of parking, and other roadway improvements including new highway lighting, electrical infrastructure relocations, signage, pavement markings, pedestrian signals, raised crosswalks, landscape, traffic management devices, and other utility adjustments.

Project Benefits: The project improves safety for motorists, pedestrians, and bicyclists by construction a roundabout at the five-legged intersection of Bayfront Highway, Kamehameha Avenue, and Waianuenue Avenue. The current intersection does not include facilities for bicyclists or pedestrians so the inclusion of bicycle and pedestrian facilities at the intersection will improve access to the abutting Kaipalaoa Landing Park, Russell Carroll Mooheau County Park, Bayfront Soccer Fields, Bayfront Beach Park, and the Wailoa River State Recreation Area. The project will also address flooding due to more frequent precipitation events and sea level rise.



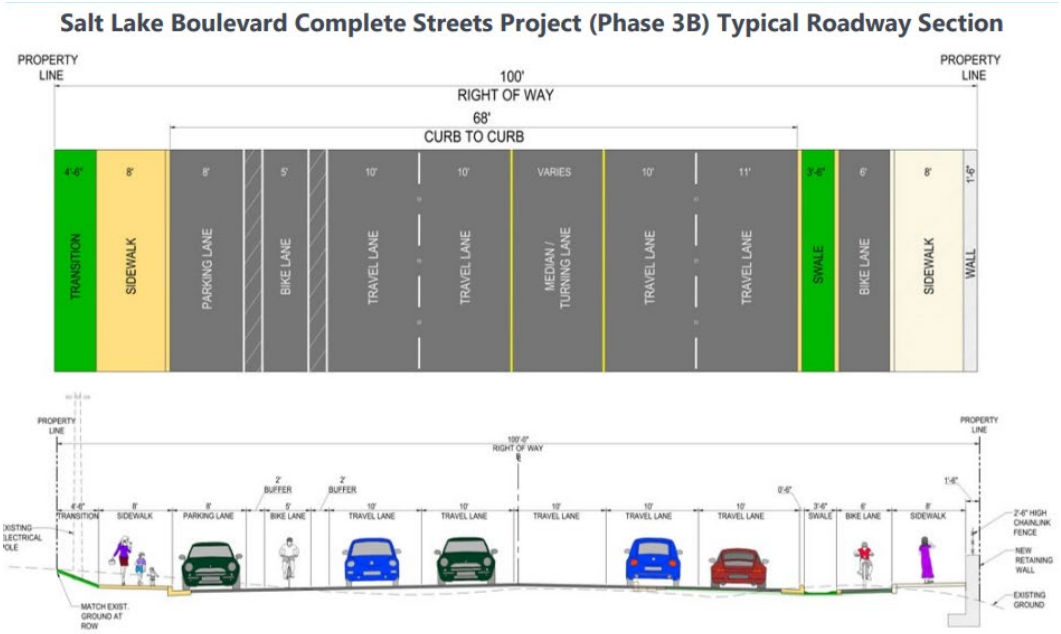
SALT LAKE BOULEVARD COMPLETE STREETS

Recipient	City and County of Honolulu
Location	City of Honolulu, HI: Hawaii
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	July 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of Complete Streets improvements along Salt Lake Boulevard between Maluna Street and Ala Liliko'i Street. The project includes expanding the roadway from 2-lanes to 4-lanes with a center median, turning lanes, dedicated buffered bicycle lanes, widened ADA sidewalks, waterlines, utility relocations, stormwater drainage system, bioswale, lighting, and traffic signal upgrades.

Project Benefits: New overhead back-plated traffic signals and protected left-turn only phasing will improve safety at the intersections by increasing signal visibility and minimizing conflicts between pedestrians and traffic. The dedicated pedestrian and bicycle facilities will increase affordable transportation options to reach area destinations including the Salt Lake Shopping Center, Aliamanu Elementary School, Aliamanu Middle School, and the Salt Lake/Moanalua Public Library.



NORTH END, POINT, AND WASHINGTON NEIGHBORHOOD RAIL OVERPASS AND COMPLETE STREETS IMPROVEMENTS

Recipient	City of Dubuque
Location	City of Dubuque, IA: Iowa
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	April 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a grade-separated overpass on 14th Street over the Canadian Pacific Kansas City rail tracks, roundabouts along 16th Street, Complete Street enhancements on 16th Street and Elm Street, and a shared-use path on 16th Street across the Peosta Channel Bridge.

Project Benefits: A new vehicular and pedestrian/bike overpass at the 14th Street railroad tracks will reduce significant train-related delays that impair the efficient movement of people and freight. The roundabout at 16th Street, Admiral Sheehy Drive, and Greyhound Park Road, as well as the railroad overpass will improve traffic operations and reduce crash severity. The project will also encourage alternative travel modes, increase affordable transportation choices, reduce fuel consumption and emissions, and decrease/filtering stormwater runoff.



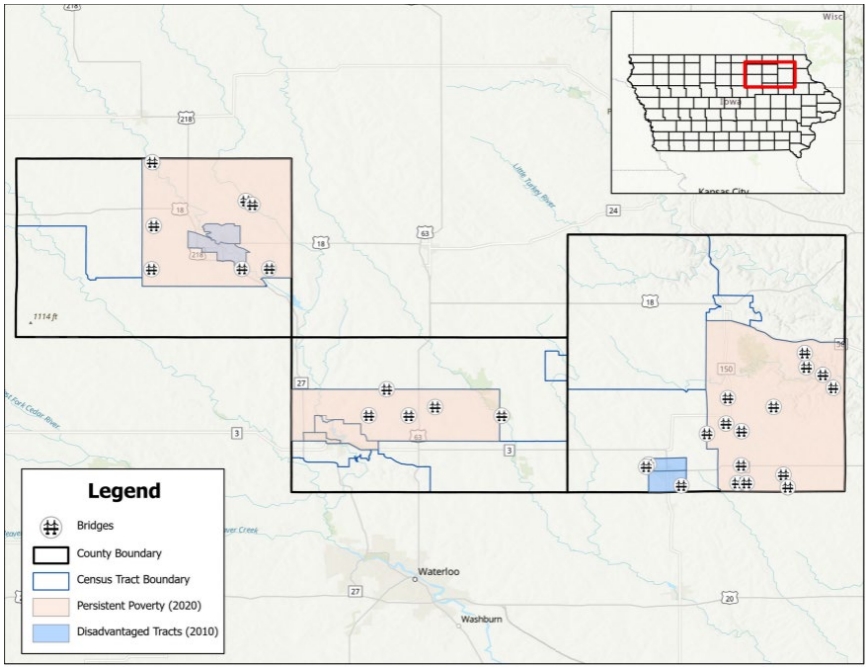
NORTHEAST IOWA BRIDGE REPLACEMENTS

Recipient	Floyd County
Location	Floyd County, Fayette County, and Bremer County, IA: Iowa
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the replacement of approximately 29 functionally obsolete and poor condition bridges in three counties with 17 bridges located in Fayette County, 5 in Bremer County, and 7 in Floyd County. All bridges will be updated to adequate width and hydraulic standards.

Project Benefits: The project will provide safe travel over the bridges for farming equipment, vehicles, freight, pedestrians, and bicyclists. The project will reduce transportation-related air pollution and greenhouse gas emissions, as well as reduce vehicle miles traveled by avoiding costly detours. The added active transportation accommodations will improve and increase the mobility conditions for non-motorized travelers in the area. In addition, the project will help to maintain access to vital services such as jobs, healthcare, grocery stores, schools, places of worship, and recreation.



NOTUS COLLECTOR STREET RECONSTRUCTION PLANS

Recipient	City of Notus
Location	City of Notus, ID: Idaho
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,402,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the comprehensive design for full-depth reconstruction of four collector streets. The focus of this project encompasses the engineering, design, environmental analysis, and pre-construction planning to prepare the project for the construction and revitalization of the four worst-condition collector streets: Notus Road, Jasper Avenue, 1st Street, and 3rd Street.

Project Benefits: The project aims to improve the safety for children walking to school and other pedestrians by implementing sidewalks and pedestrian crossings, as well as by designing improved road geometry. The project will engage the community to ensure gaps in the existing network are addressed and that improvements align with the priorities of the residents. The design, treatment, and flow of stormwater will also be improved to reduce polluted stormwater runoff into the Lower Boise River.



The City of Notus collector streets shown in purple.

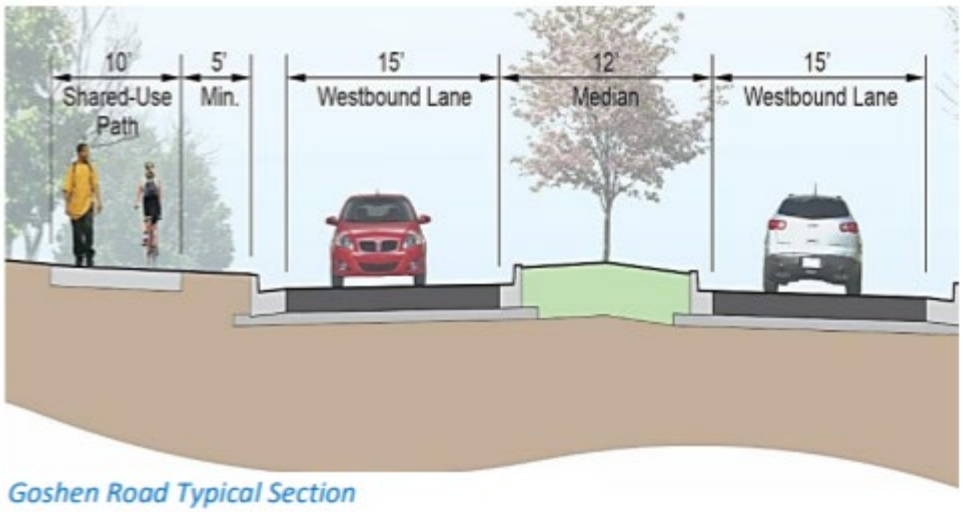
GOSHEN ROAD AND LIBERTY TRAIL MULTIMODAL TRANSPORTATION IMPROVEMENTS

Recipient	City of Edwardsville
Location	City of Edwardsville, IL: Illinois
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$21,241,730
Construction Start (estimate)	June 2029
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct approximately 1.8-miles of Goshen Road and Old Troy Road with solar lightening and green medians, convert approximately three intersections to roundabouts, construct approximately 2.9-miles of shared-use path along Old Troy Road and Goshen Road, update a bus stop, add approximately 10 EV stations and 3 bicycle parking facilities, and rehabilitate approximately 0.6-miles of Goshen Road due to stream related flooding.

Project Benefits: Safety will be improved with the three roundabouts, with two located at existing 4-way stop controlled intersections and one at an existing 2-way stop controlled intersection with unprotected crosswalks. The project's shared-use paths and added transit connections will increase alternative transportation modes, thereby reducing transportation related air pollution and greenhouse gas emissions. The project will also increase non-vehicle related mobility throughout the city and region by providing connections to many new neighborhoods, the future Town Center area, and the Madison County Transit (MCT) network of trails and buses. These connections will improve access to daily destinations including employment, recreation, and education sites.



Goshen Road Typical Section

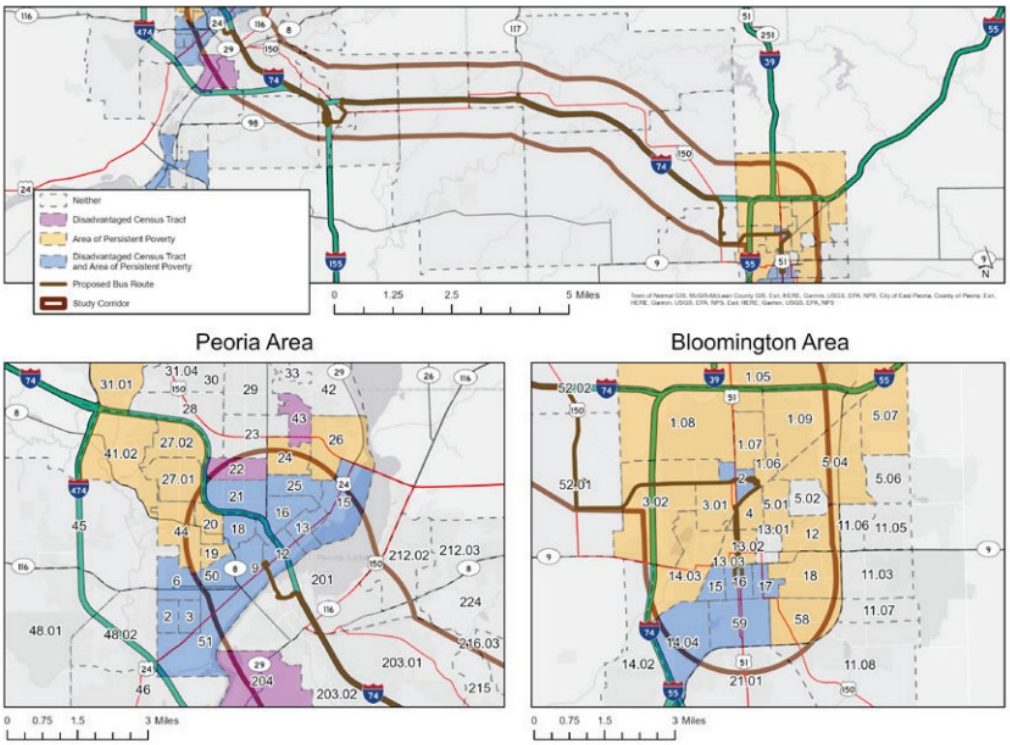
BLOOMINGTON-NORMAL TO PEORIA EXPRESS BUS FEASIBILITY STUDY

Recipient	Illinois Department of Transportation
Location	McLean, Woodford, Tazewell, and Peoria Counties, IL: Illinois
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,200,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will conduct a feasibility study for express bus service along an approximate 47-mile corridor between Bloomington-Normal and Peoria.

Project Benefits: The project seeks to improve transit service and increase ridership to reduce motor vehicle crashes in the corridor. The project aims to create affordable and reliable transit services, particularly targeting underserved areas such as Peoria and Bloomington. Planning efforts will seek to add transit service in Goodfield and Morton, areas where transit is not currently offered. The project will also connect the express service to existing local bus routes.



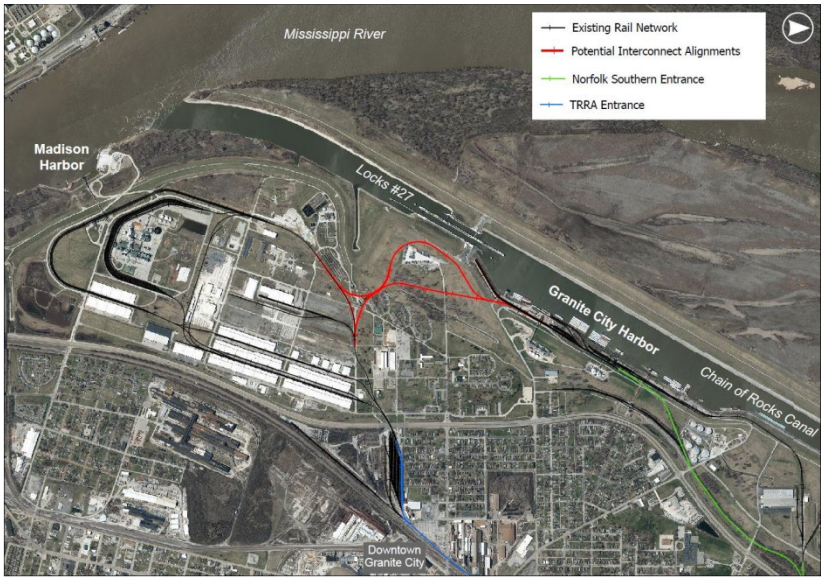
INTERCONNECT TRACK PLANNING PROJECT

Recipient	America's Central Port
Location	Madison County, IL: Illinois
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$550,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan a freight rail connection for the Interconnect Track to link the Port's Granite City Harbor, which is located north of Locks #27 on the Mississippi River, with the Madison Harbor, which is located south of the Locks. Activities will include public engagement, a feasibility study, review of any existing work, preliminary design, and a benefit cost analysis.

Project Benefits: The proposed "Y" interchange will allow unit trains at both harbors to turn around and access all six Class I railroads in the country, as well as allow for more efficient rail movements and additional storage. The study will assess how the new Interconnect Track will impact the various at-grade crossings both on the Port property and along the Class I rail track junction which will feed into both harbor facilities. Processing unit train sets within the Port is anticipated to result in the reduction of non-motorized and motorized traveler safety risks by minimizing at-grade rail crossings. By improving the effectiveness and efficiency of rail movements, the interconnect track will promote mode shift from medium and heavy-duty vehicles to rail transport, a mode which emits less greenhouse gas emissions.



HISTORIC ROUTE 66 BIKE/PEDESTRIAN TRAIL PLANNING

Recipient	McLean County
Location	McLean County, IL: Illinois
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$675,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design approximately 9-miles of the final three segments of the 47.2-mile Historic Route 66 Bike/Pedestrian Trail. The final three segments include approximately 2.9-miles from the northern terminus of the existing trail to Lexington, approximately 5.0-miles from Lexington to Chenoa, and approximately 1.2-miles from Chenoa to the Livingston County Line.

Project Benefits: This project includes the development of a separated pedestrian and bicycle facility to accommodate active transportation users with increased safety along the Scenic Byway corridor. Expanding active transportation facilities ensures that a network is in place to make bicycling, walking, and micro mobility options feasible and safe modes of travel. This project will reduce vehicle miles traveled specifically through modal shift to active transportation and transit which will lead to decreased motor vehicle emissions and improved local air quality. The trail system will also provide bicycle and pedestrian access to the metropolitan mass transit routes in Bloomington-Normal that can be used to reach daily destinations, and regional passenger rail connections adjacent to the trail at Normal's Uptown Station. The trail system will expand access to diverse employment opportunities in a wide range of industrial, retail, and service positions, as well as provide access to the county's registered building trades apprentice training programs located adjacent to the trail in South Bloomington.



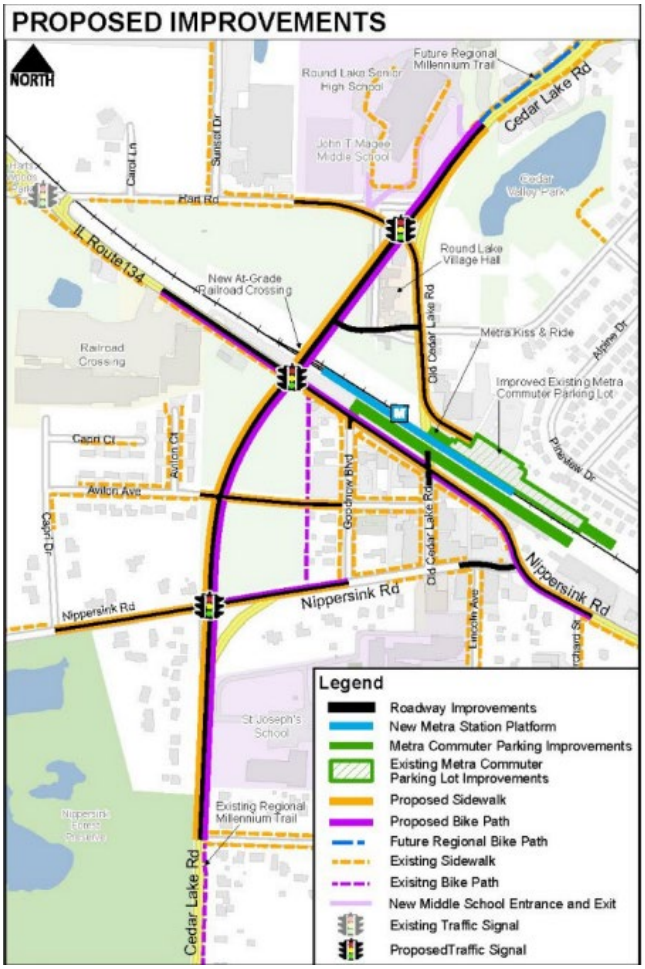
CEDAR LAKE ROAD REALIGNMENT AND MOBILITY IMPROVEMENT PROJECT

Recipient	Lake County
Location	Lake County, IL: Illinois
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$18,788,080
Construction Start (estimate)	February 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a new alignment for Cedar Lake Road from Hart Road to Nippersink Road. The project will also include approximately 5 new intersections, ADA sidewalks, shared-use path, bicycle path, sidewalks, and pedestrian crossings. In addition, the project will provide improvements to the Round Lake Metra Station with a platform extension and improvements, consolidation of commuter parking, warming shelters, bus stop shelters, and kiss and ride facilities on each side of the railroad tracks.

Project Benefits: Redirecting regional pass-through traffic via the new alignment west of the downtown area will reduce the frequency of crashes and the number of injury crashes to increase overall safety. Reconfiguring existing Cedar Lake Road to accommodate multiple travel modes will create a safer, more walkable downtown. Transit station improvement and added active transportation facilities will increase affordable transportation choices and mobility and reduce greenhouse gas emissions through modal shift.



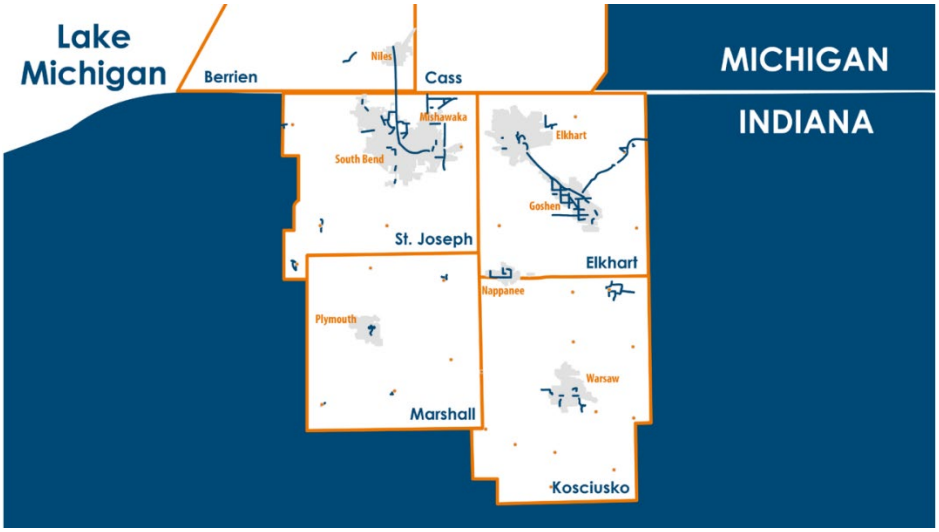
CONNECTING THE CROSSWAY TRAILS SPINE: MISHAWAKA TO ELKHART TRAIL

Recipient	Michiana Area Council of Governments
Location	St. Joseph County and Elkhart Counties, IN: Indiana
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$816,800
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan a multi-use trail across an approximate 11-mile gap of the Crossway Trails between the Riverwalk Trail in Mishawaka and the Elkhart Riverwalk, resulting in an approximate 58-mile multi-use trail. Planning activities include public engagement, alternatives analysis, preferred alignment, implementation, and funding, and up to 30 percent design on priority segments. The project will also evaluate electric vehicle charging stations and docking stations for bike share at trailheads, as well as transit connections to the trail.

Project Benefits: The planning for the dedicated bicycle and pedestrian facility will significantly increase the safety of bicyclists and pedestrians in the project area, which is largely dominated by vehicular traffic. The dedicated trails will also improve the safety for vehicles by removing areas of conflict with vulnerable road users. Completing the trail has a significant opportunity to create mode shift from vehicle to bicycle trips, leading to the reduction in transportation related emissions, in a heavily traveled corridor in the region. The project will increase access to the area's parks, which have had significant recent investment, by providing docking stations for bikeshare. The project will also be designed to help with "last mile" connections to the transit network due to their proximity to existing bus routes.



WASHINGTON STREET MODERNIZATION AND SAFETY UPGRADES

Recipient	IndyGo
Location	Marion County, IN: Indiana
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$21,869,230
Construction Start (estimate)	March 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct improvements to approximately 4.7-miles of Washington Street from Highland Avenue to Edmondson Avenue. Improvements will include lane reconfigurations, dedicated Bus-Rapid-Transit lanes, upgraded sidewalks and crossings, ADA compliant curb ramps, signage and wayfinding, transit signal priority, and new traffic signals.

Project Benefits: The project will improve safety and mobility for all road users, especially those in underserved communities, through safety upgrades, street modernization, and innovative technologies. In addition, it will improve system wide connectivity to daily destinations and is expected to reduce transit travel times.



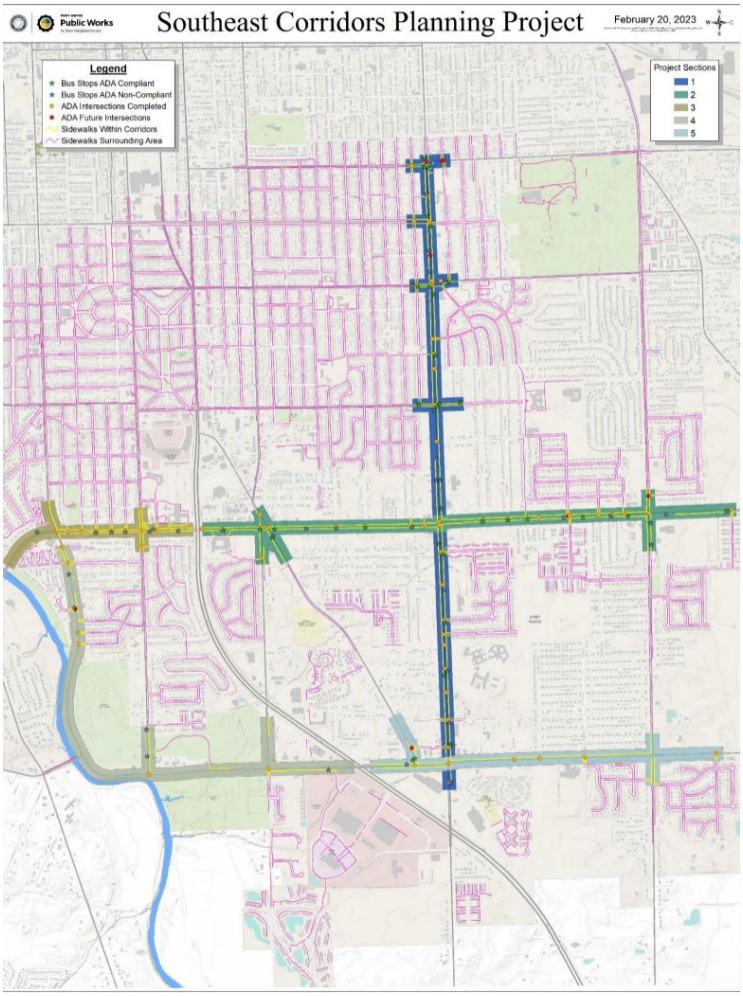
SOUTHEAST CORRIDORS PLANNING PROJECT

Recipient	City of Fort Wayne
Location	City of Fort Wayne, IN: Indiana
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$3,827,250
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan multi-modal surface transportation enhancements along four corridors in the Southeast region of the city. The corridors include S. Anthony Boulevard, Paulding Road, Fairfield Avenue, and E. Tillman Road. Planning activities will include up to 60% design, NEPA, and a corridor plan that will provide a vision for the redevelopment of surrounding neighborhoods.

Project Benefits: The interconnected network of streets will be redesigned to address the high crash rate, speeding, and high criminal activity. Designs will calm traffic by reducing speeds through narrowed lanes and road diets, in an effort increase safety. Designs for walking and biking infrastructure will create more accessible options of transport from surrounding neighborhoods and connect to transit hubs that provide connections to work, commerce, and recreation throughout the city. Planning efforts will seek to encourage modes of travel that reduce air pollution and greenhouse gas emissions.



COUNTYWIDE TRAILS PLANNING AND DESIGN

Recipient	Coffey County
Location	Osage and Coffey Counties, KS: Kansas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$2,645,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design approximately 47-miles of trail within six communities in Coffey County.

Project Benefits: This is a large-scale county-wide effort to connect six communities with an accessible multi-use trail system that can provide a new, safe transportation option for non-motorized and vulnerable users that connects to daily destinations. The project would also result in a recreation-oriented trail system that can provide environmental sustainability, public health benefits, and economic benefits through increased tourism.



CANAL ROUTE MODERNIZATION STUDY

Recipient	Kansas Department of Transportation
Location	Sedgwick County, KS: Kansas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,600,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete a Planning and Environmental Linkages (PEL) Study to develop options for replacing infrastructure along an approximate 5.5-mile segment of I-135 in Wichita. The study area is comprised of the two largest bridge structures in Kansas, two interchanges, 53 roadway bridges, and four pedestrian bridges.

Project Benefits: This study will evaluate ways to bring crash rates well below the statewide average, better serving the underserved communities along the Canal Route. It will utilize the National Roadway Safety Strategy to help identify useful safety counter measures, explore solutions to help increase walkability to amenities, reduce transportation costs and look at utilizing nature-based solutions to address air quality and stormwater runoff.



ROAD REPAIR AND REHABILITATION PROJECT

Recipient	Prairie Band Potawatomi Nation
Location	Prairie Band Potawatomi Reservation, KS: Kansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$16,021,301
Construction Start (estimate)	March 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct improvements for approximately 14-miles of roadway within the boundaries of the Prairie Band Potawatomi Nation and construct approximately 2.5-miles of walking trails. Road improvements will focus on pavement, drainage, adding shoulders, and signage.

Project Benefits: Safety will be improved by addressing road hazards such as potholes and lack of shoulders, and by extending the trail to remove pedestrians and cyclists from the road. The project will also include Rectangular Rapid Flashing Beacons as a safety countermeasure. Extending the trail will connect the community to the Prairie Band Potawatomi Health Center, Tribal Court, and Behavior Health building. Cleaning and regrading ditches and replacing filled culverts will allow for proper water runoff and mitigate risks of road flooding.



PATHWAYS FOR PROGRESS

Recipient	City of Topeka
Location	City of Topeka, KS: Kansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately 50-miles of new or improved ADA compliant sidewalk.

Project Benefits: The project area includes several road segments with high rates of pedestrian related crashes. Improvements will fill gaps and improve deficiencies in the pedestrian network to ensure pedestrians have safe, equitable access. The project will improve pedestrian access to daily destinations and local bus routes. Improvements will be driven by community participation that will address gaps identified in the existing network, incorporate universal design elements, and implement Complete Street enhancements.



REBUILD DOWNTOWN MAYFIELD

Recipient	City of Mayfield
Location	City of Mayfield, KY: Kentucky
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct approximately 2.5-miles of Mayfield's main streets using a complete streets design, including ADA sidewalk, dedicated bicycle, infrastructure, traffic calming measures, and street trees. The project will also address stormwater collection, sewers, and associated utilities related to the road improvements.

Project Benefits: The project will reduce fatalities and casualties in this underserved rural community through multiple safety improvements. The project will include the installation of a new stormwater sewer system that will be designed to accommodate predictions for increases rainfall and flooding associated with climate change as cited in the Kentucky Transportation Center's Transportation Resilience Improvement Plan. By filling the gaps in the existing bicycle system, the completed 5-mile biking network will further expand active transportation options and reduce vehicle dependence.



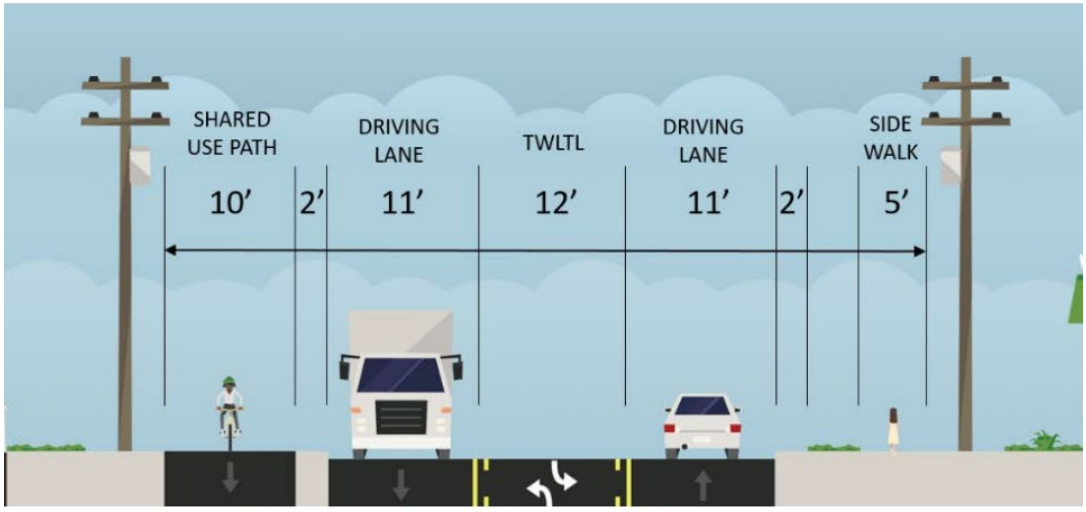
LIMABURG ROAD COMPLETE STREETS

Recipient	Boone County
Location	Boone County, KY: Kentucky
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$2,941,250
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design the reconstruction of Limaburg Road from KY 18 to Youell Road. Improvements will include widened travel lanes, added turn lanes, curbs and gutters, new roundabouts, shared-use path, sidewalks, pedestrian crossings, pavement rehabilitation, and the construction of two new connecting roadways. The project will also include drainage improvements and utility replacements.

Project Benefits: This project will create better protection for motorized and non-motored travels through Complete Street modifications. It will reduce harmful air quality and greenhouse gas emissions (GHG) along the project corridor by constructing and implementing sustainable transportation solutions. In addition, it will increase affordable transportation choices by improving and expanding active transportation usage in underserved communities. The project area lacks access to pedestrian facilities or shared-use paths; therefore, the proposed improvements will significantly reduce vehicle dependence by creating active transportation options.



Limaburg Road - Proposed Typical

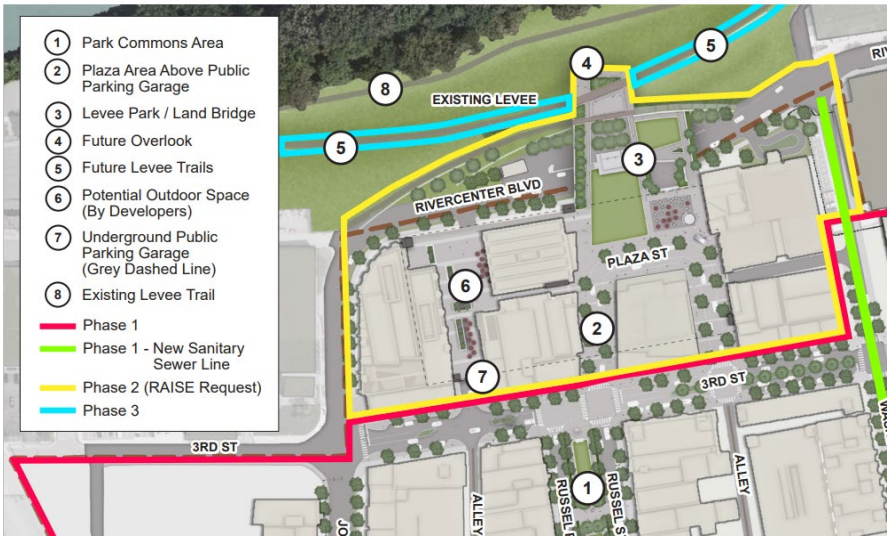
RECONNECTING COVINGTON: CENTRAL RIVERFRONT HUB

Recipient	City of Covington
Location	City of Covington, KY: Kentucky
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$16,282,700
Construction Start (estimate)	March 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the streetscape between 3rd and 4th Streets including the installation of wide sidewalks and a land bridge that connects to the top of a levee along the Ohio River. The project also includes the construction of a public parking garage on which the city, in a future phase, will separately construct a podium structure that will support a curb-less festival street and public park space.

Project Benefits: The project will protect non-motorized travelers from safety risks by widening sidewalks and separating them from the roadway, installing high visibility crosswalks, direct connections to the regional trail system via a land bridge, pedestrian-scale lighting, and limiting speed in the project area to 25 mph. Quality of life will increase with affordable transportation choices, reduce transportation and housing cost burdens by integrating mixed-use development, and improve health by encourage alternative transportation modes. Lastly, the project increases accessible transportation choices and includes ADA improvements by constructing streets and protected pedestrian facilities at the location of the former IRS tax return processing site to reconnect the community and decrease travel time for those traveling in the area.



PETERS ROAD BRIDGE AND EXTENSION - PHASE III

Recipient	Plaquemines Port Harbor & Terminal District (PPHTD)
Location	Plaquemines and Jefferson Parishes, LA: Louisiana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$7,363,098
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the preliminary design activities including Environmental Assessment and right-of-way mapping for Peters Road Bridge and Extension, Phase III. The project to be planned will extend Peters Road from the southern boundary line of Jefferson Parish south to LA 23 in Plaquemines Parish and includes a new bridge over the Gulf Intracoastal Waterway.

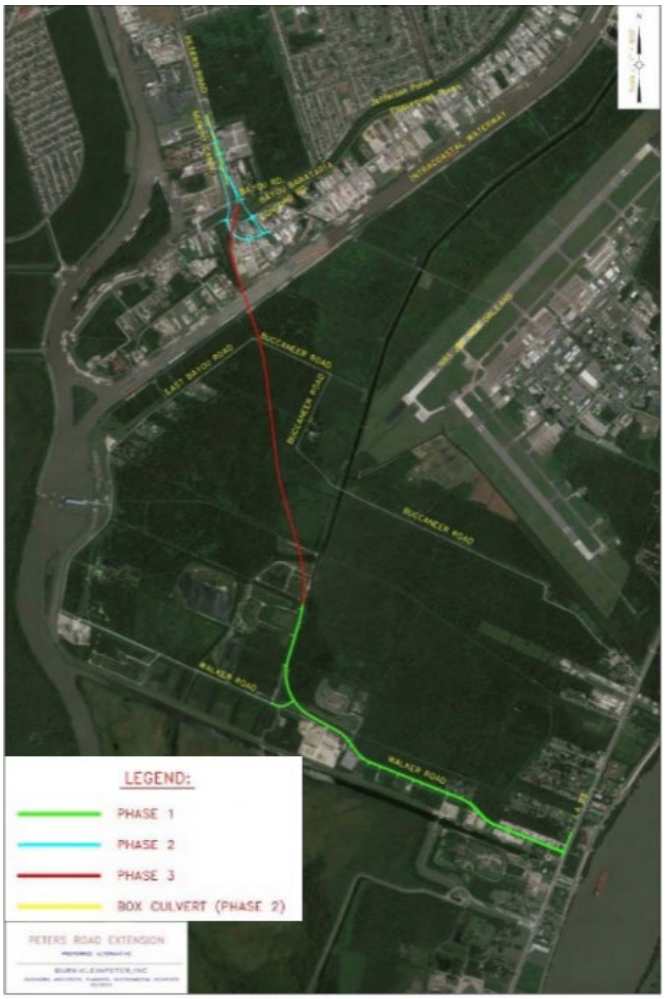


Figure 1 Peters Road Bridge and Extension Phases

Project Benefits: The proposed bridge and road extension to be planned are expected to reduce crashes related to traffic congestion and will serve as an additional emergency response route. The new bridge and road extension will also serve as an alternate route to the Belle Chasse Bridge during hurricanes. In addition, the project addresses climate change by incorporating the 2023 Coastal Master Plan recommendations in the design. The planning process has and will continue to solicit input from local elected officials, residents, and community base organizations to identify and address gaps in the existing network.

LOWER LA HWY 1 RESILIENCY PLAN

Recipient	Lafourche Parish
Location	Lafourche Parish, LA: Louisiana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$328,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the development of a comprehensive resiliency plan for approximately 7-miles of LA Hwy 1 along the Gulf of Mexico from Port Fourchon to the parish border at Thunder Bayou. The plan will consider risk management through traditional and nature-based solutions, flood protection measures, evacuation route planning, climate change predictions, as well as conduct stakeholder and public outreach.

Project Benefits: The plan will identify vulnerabilities in the transportation system and develop mitigation strategies against current and future vulnerabilities. The approach will incorporate nature-based solutions and innovative hardening approaches to enhance durability and reduce the need for scheduled maintenance. It will identify the locations of high-risk pedestrian areas and prioritize safety improvements such as pedestrian pathways and protective barriers in the underserved communities within the project area. The plan will give priority to inclusive mobility options that incorporate ADA-compliant features, including parking spaces, pathways, and signage.



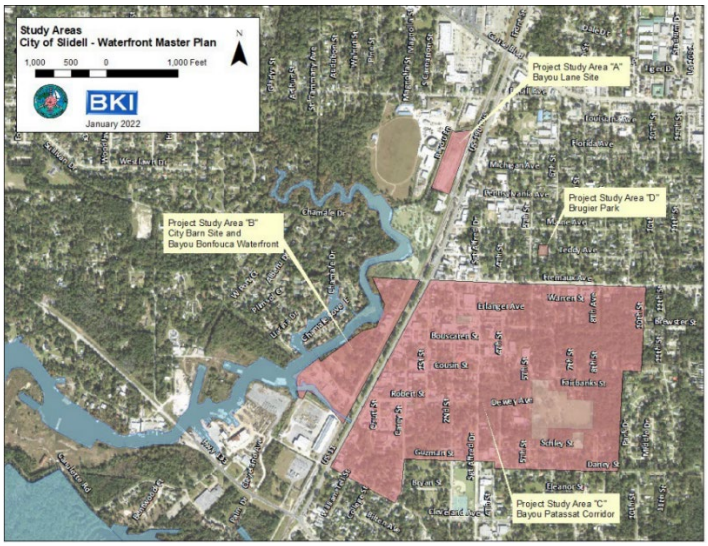
BAYOU PATASSAT GREEN CORRIDOR PROJECT - PHASE II

Recipient	City of Slidell
Location	City of Slidell, LA: Louisiana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$2,450,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will include planning, feasibility, and design activities that will ultimately design an interconnected network of facilities within four study areas of the Olde Towne Slidell Waterfront Masterplan. These include ADA accessible sidewalks/crosswalks, new bicycle and pedestrian paths, a boardwalk design along Bayou Bonfouca, consolidated parking along the corridor, waterway transport options, and micro-transit options.

Project Benefits: The new bicycle and pedestrian paths, as well as traffic calming measures will protect non-motorized travelers from safety risks. The design and planning process will be aligned with the safe system approach found in the National Roadway Safety Strategy plan. Environmental Sustainability will be addressed by aligning with key strategies outlined in the U.S. National Blueprint for Transportation Decarbonization, expansion of active transportation options through land-use planning, expansion of affordable and accessible transportation options to reduce greenhouse gas emission through modal shift to active transportation, and the transition to zero-emission vehicles for city departments. Quality of Life and Mobility and Community Connectivity are addressed by providing transportation options where they are non-existent or the infrastructure is inadequate, especially in underserved communities, lending themselves to increased public health outcomes.



GARDNER DOWNTOWN MOBILITY PLAN

Recipient	City of Gardner
Location	City of Gardner, MA: Massachusetts
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,253,500
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning activities for a Downtown Mobility Plan. The effort will address active transportation infrastructure, multimodal transit options, neighborhood scaled mobility hub, last-mile connectivity, and parking infrastructure. The project will also include the planning and engineering of a 4-story parking garage on West Street located in the Downtown area.

Project Benefits: Safety will be improved by protecting non-motorized travelers from safety risks while also aiming to reduce fatalities and serious injuries. The plan will reduce transportation-related air pollution and greenhouse gas emissions in a disadvantaged community through the incorporation of the State Carbon Reduction Strategy and NEVI deployment plans. The project to be planned includes elements that will support electric vehicle (EV) charging and will explore plans for rooftop solar panels at a downtown parking garage. Quality of life will increase with more affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence. The project aims to provide better system-wide transit connectivity through safe and efficient pedestrian walkways and curb ramps, which will bridge the last mile gap for residents who often rely on transit connections for larger distances.



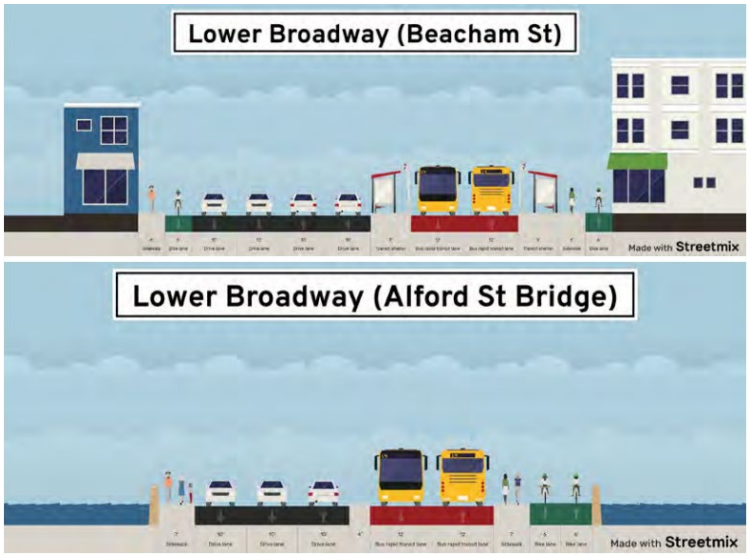
LOWER BROADWAY EVERETT TRANSIT PRIORITY CORRIDOR PROJECT

Recipient	Massachusetts Bay Transportation Authority
Location	Suffolk and Middlesex Counties, MA: Massachusetts
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$22,400,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct an approximate 1.2-mile separated on-street busway along lower Broadway from Sweetser Circle in Everett and Alford Street to the Alford Street Bridge in Boston to support three MBTA bus routes. The project also includes bicycle and pedestrian facilities along the route, transit signal priority (TSP), and boarding platforms.

Project Benefits: The project will improve safety with the construction of dedicated and protected bike lanes, as well as the design of access to bus boarding platforms in a way that protects pedestrians from traffic. Environmental Sustainability is addressed by a substantial reduction in greenhouse grass emissions through mode shift and eliminating 430K Vehicle Miles Traveled (VMT) per year within a community that is underserved and has been a focus for remediating disproportionate environmental impacts. The project will increase affordable transportation choices by facilitating seamless connectivity between multiple modes of local and regional transportation, while also providing alternatives to vehicle miles traveled. The project will expand transportation options, with expanded accessibility and reconnect communities to affordable, convenient, safe, and environmentally friendly modes of travel.



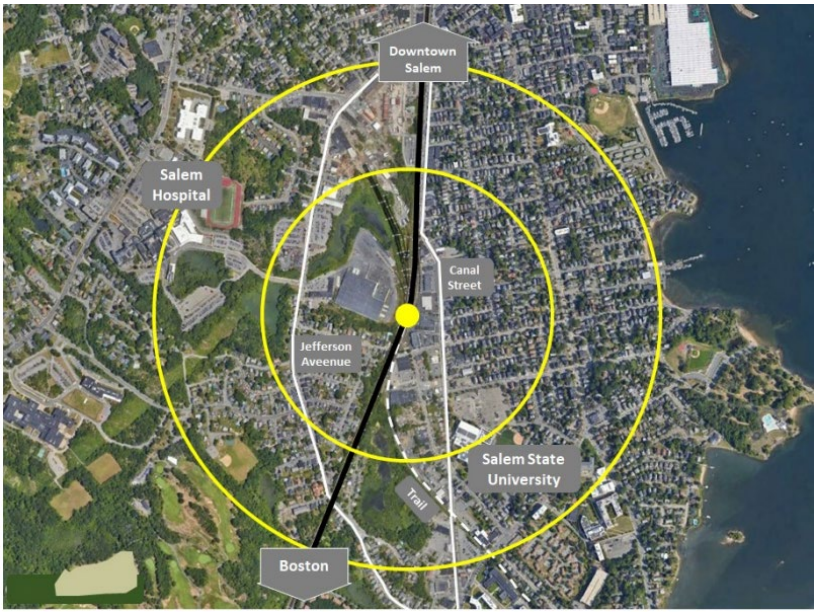
SOUTH SALEM COMMUTER RAIL STOP PROJECT

Recipient	City of Salem
Location	City of Salem, MA: Massachusetts
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$2,776,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This Project will fund the planning, engineering, and architectural design, environmental, and PS&E for a new commuter rail stop in South Salem between Canal Street and Jefferson Avenue.

Project Benefits: This project will increase safety for non-motorized travelers through the design of a new pedestrian bridge over the tracks, eliminating risks to those walking to the train. The project will also plan for the reduction of fatalities and/or serious injuries in underserved communities by creating a new commuter rail train stop and reducing vehicle dependance. The shift to alternative transportation modes will also reduce transportation greenhouse gas emissions and decrease roadway congestion. In addition, the new pedestrian foot bridge will connect key destinations within the city, as well as increase affordable transportation options.



REVITALIZE HANOVER STREET

Recipient	City of Baltimore
Location	City of Baltimore, MD: Maryland
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$15,500,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will complete planning, preliminary engineering, permitting, community engagement, and environmental analysis to improve the Hanover Street corridor with Complete Street enhancements, a road diet, and spot intersection improvements. The project will also plan improvements to the Vietnam Veterans Memorial Bridge.

Project Benefits: The project will evaluate preliminary design concepts to reduce travel speeds and safety conflicts along the corridor. Planning efforts will seek to increase affordable transportation choices by making active transportation a viable choice, especially for residents of the neighborhoods south of the bridge and Middle Branch. Improvements will be designed to preserve and enhance freight movement while supporting the community's vision for local complete streets.



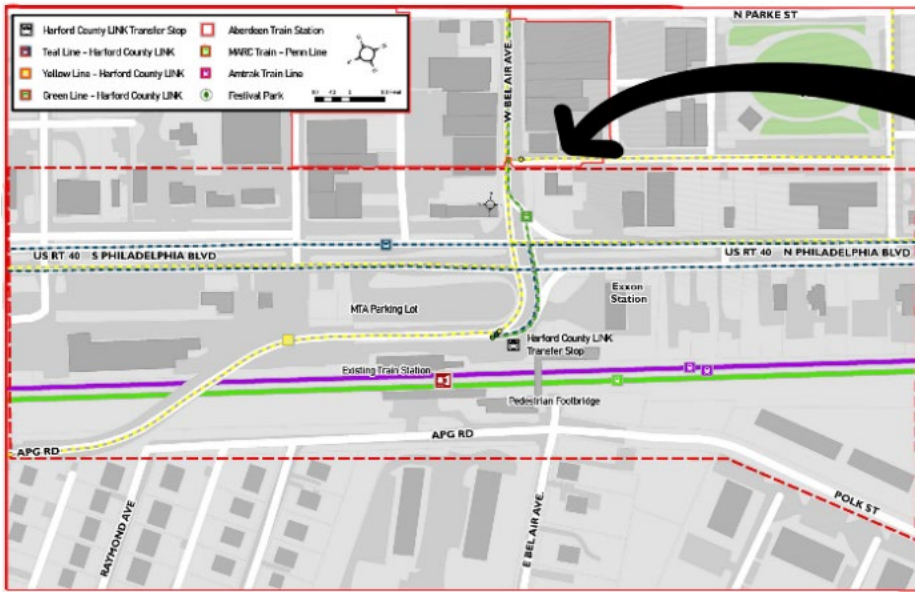
ABERDEEN TRANSIT ORIENTED DEVELOPMENT- STATION SQUARE PHASE II

Recipient	City of Aberdeen
Location	Harford County, MD: Maryland
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$800,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the second phase of pre-construction activities including 60% design and planning, environmental site analysis, and establishment of right-of-way needs for future improvements at the Aberdeen MARC/Amtrak Train Station. The project study will address rail and platform improvements, ADA accessibility, pedestrian and bicycle facilities, and other multimodal improvements.

Project Benefits: The project to be planned will include safety benefits through the creation of an underpass that is fully accessible and ADA compliant. The project will also increase multi-modal safety through redesigning streets to be safer for bicyclists. It is estimated that the project will reduce air pollution, improve stormwater collection, as well as use sustainable infrastructure and design. Quality of Life and Mobility and Community Connectivity will be addressed for this underserved population by creating a more accessible transportation center with more frequent transit service and expanded non-motorized infrastructure that incorporates mixed use development.



REISTERSTOWN PLAZA METRO STATION - MULTIMODAL ACCESS PROJECT

Recipient	Maryland Department of Transportation
Location	City of Baltimore, MD: Maryland
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$4,690,700
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the Preliminary Design & Environmental (PD&E) study for the Reisterstown Plaza Metro Station Transit Oriented Development (TOD). The study will also include Complete Streets and accessibility improvements between the station, the proposed TOD, and existing facilities.

Project Benefits: Safety will be addressed by introducing high-visibility crosswalks and implementing road diets and other Complete Streets enhancements along Wabash Avenue. These initiatives are in alignment with the National Roadway Safety Strategy Plan: Safer Roads and Safer Speeds and will result in a reduction of pedestrian and cyclist injuries. The project to be planned will aim to reduce transportation-related air pollution in disadvantaged communities by encouraging mode shift to transit. It will increase affordable transportation choices by transforming Wabash and Patterson Avenues into complete streets, creating new trail connections, and facilitating at-grade access to the transit hub. The project will function as a crucial transit hub, connecting various modes of transportation, and addressing priorities identified by residents for closing gaps in walkability and bicycle access.



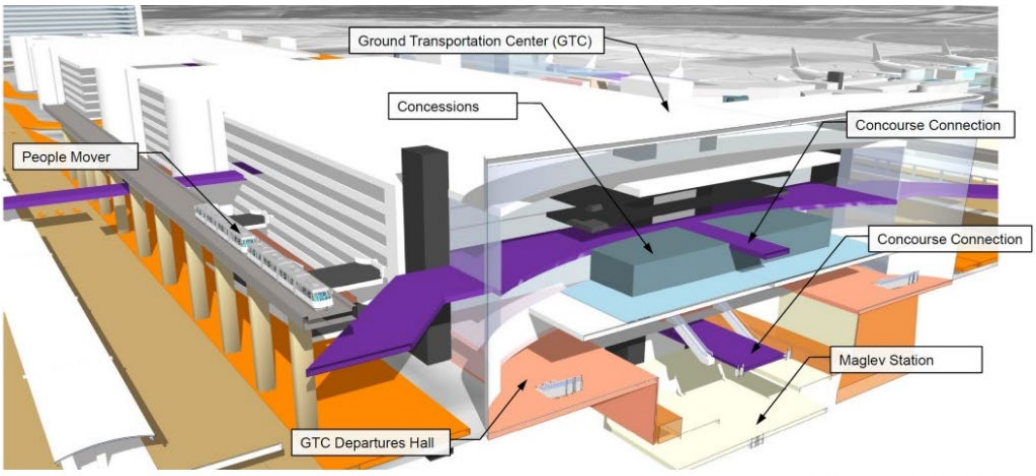
BWI MARSHALL AIRPORT MULTIMODAL GROUND TRANSPORTATION CENTER (GTC) AND AUTOMATED PEOPLE MOVER (APM) PLANNING STUDY

Recipient	Maryland Aviation Administration
Location	Anne Arundel County, MD: Maryland
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$800,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will evaluate the feasibility of a multimodal Ground Transportation Center (GTC) at the airport terminal core, as well as an Automated People Mover (APM) connecting on- and off-airport functions. The project includes stakeholder engagement, identifying, refining and evaluation of concepts, a funding plan, and implementation steps.

Project Benefits: The project will study how to improve the airport's multi-modal ground transportation access safer for pedestrians and cyclists. The study will provide recommendation for the airport's decarbonization such as modal shifts and the increased use of electric vehicles. This planning will focus on how to reduce vehicle miles traveled in the project area as well as how to create green energy power sources for the airport. The project will implement transit-oriented development that helps existing residents and businesses, low-income and underserved communities, and minimizes displacement. The project will improve system-wise connectivity with access to transit, as well as micro-mobility and mobility on-demand for employees and airport travelers.



Preliminary rendering depicting functional components of a GTC and APM

EAST DEERING: PATHWAYS TO BRIDGE THE GAP PROJECT

Recipient	Maine Department of Transportation
Location	City of Portland, ME: Maine
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	July 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct active transportation and roadway infrastructure in the East Deering neighborhood of Portland. The project will construct a network of shared-use paths that include improved lighting and drainage. The project will also improve active transportation pathways on neighborhood roads and intersections, as well as modify the I-295 ramp system that feeds into the neighborhood.

Project Benefits: Safety will be addressed through improved intersection design, separated bicycle lanes, enhanced cross walks and medians, and lighting improvements to protect non-motorized travelers. The project aims to reduce transportation-related air pollution and emissions in an underserved community by supporting a reduction in vehicle miles traveled through modal shift towards active transportation travel. The project will increase affordable transportation choices by expanding access to active transportation in underserved communities, while also increasing access to daily destinations and improving public health.



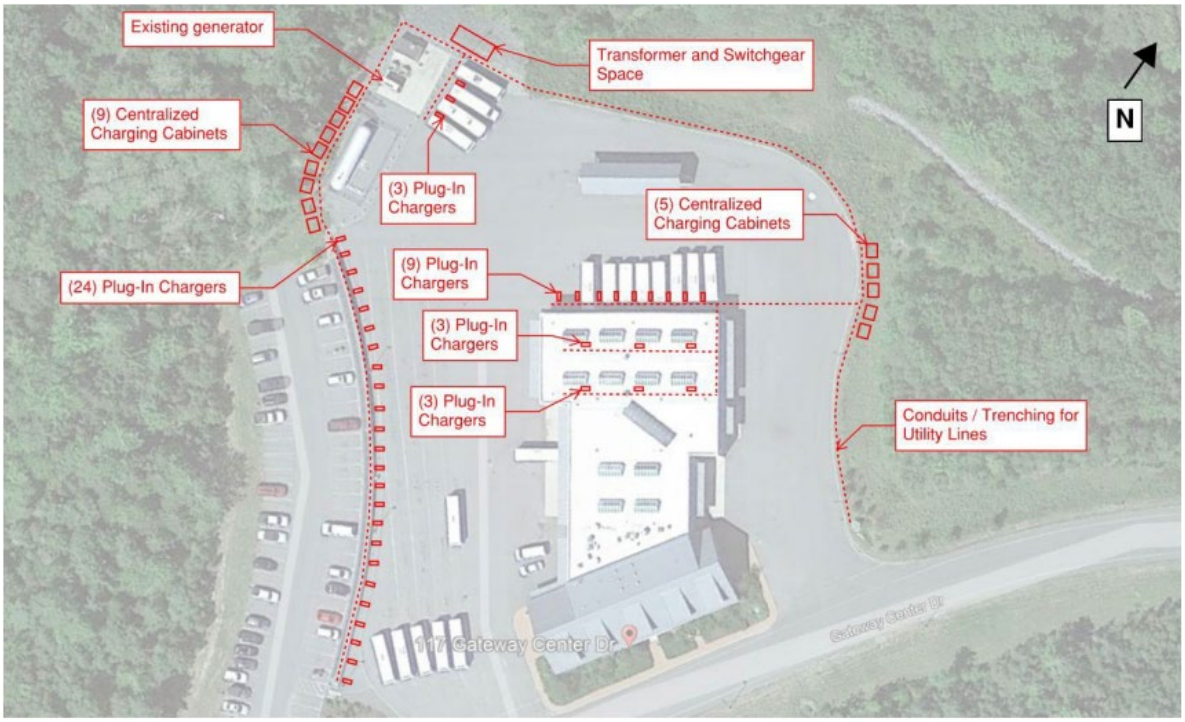
ELECTRIFY DOWNEAST ACADIA PROJECT

Recipient	Maine Department of Transportation
Location	Washington, Penobscot, and Hancock Counties, ME: Maine
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$23,529,000
Construction Start (estimate)	October 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the purchase of approximately 24 electric buses and the associated chargers and infrastructure to replace the existing bus fleet of Downeast Transportation Inc. (DTI).

Project Benefits: This project aims to modernize the existing bus fleet by integrating state-of-the-art vehicle safety features to mitigate bus-to-person collisions, particularly with vulnerable road users. The project aligns with the U.S. National Blueprint for Transportation Decarbonization, including the goal to reduce greenhouse gas emissions produced by vehicles by switching to zero emission vehicles and implementing charging infrastructure.



JOE LOUIS MEETS THE IRON BELLE: CONNECTING COMMUNITIES IN DETROIT

Recipient	City of Detroit
Location	City of Detroit, MI: Michigan
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$20,704,712
Construction Start (estimate)	October 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of two shared-use paths that will be part of the Joe Louis Greenway and Iron Belle Trail systems. Improvements will occur on Woodmere Street and will include a shared-use path that will be constructed within the right-of-way between Fort Street and Vernor Highway. Improvements will also occur on Dequindre Street including a shared-use path and a sidewalk that will be constructed within the right-of-way between Mack Avenue and Warren Avenue.

Project Benefits: Safety is addressed by protecting non-motorized travelers through the construction of protected non-motorized facilities, as well as through reduced lane and vehicle speeds. The improvements aim to reduce air pollution by reducing vehicle miles traveled. The project will implement nature-based solutions along the paths. Quality of life is anticipated to increase due to more affordable transportation choices via expanded active transportation opportunities, reduced vehicle dependance, and connections to existing transit corridors.

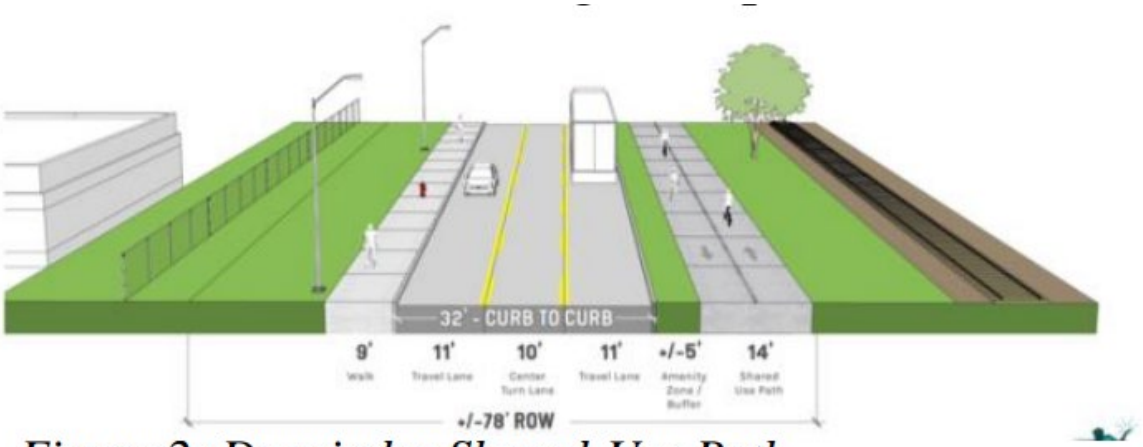


Figure 2: Dequindre Shared-Use Path

KKIL TERMINAL IMPROVEMENTS PROJECT

Recipient	City of Menominee
Location	City of Menominee, MI: Michigan
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$21,252,532
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will reconstruct a deteriorated dock wall, install approximately three rail spurs with switching capability, add covered storage, and purchase and install various cargo handling equipment to redevelop Menominee Harbor's general cargo transportation terminal.

Project Benefits: The project will reduce the number of heavy-duty trucks on roads which is anticipated to enhance safety for motorized and nonmotorized travelers. Environmental Sustainability is addressed through the reduction of transportation related air pollution and greenhouse gas emissions by shifting truck trips to marine and rail trips. The project will also increase freight movement by increasing maritime berthing and rail capacity at the KKIL Terminal.



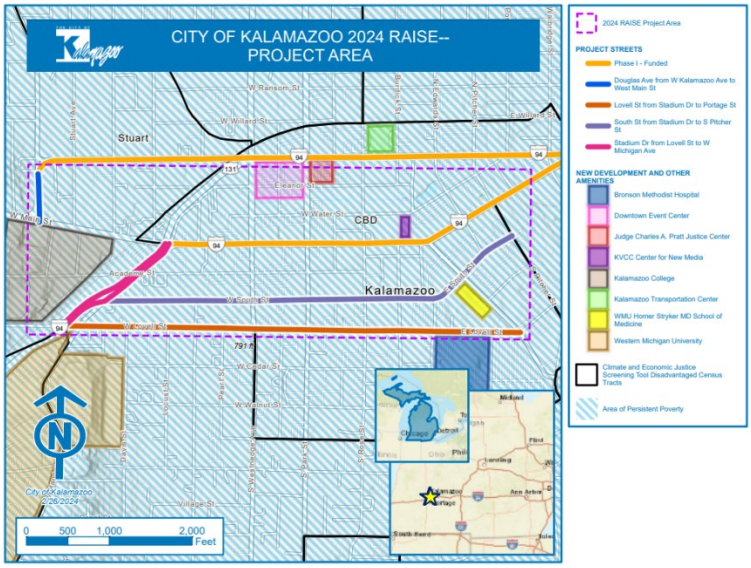
DOWNTOWN KALAMAZOO MULTIMODAL TRANSPORTATION NETWORK IMPROVEMENT PROJECT

Recipient	City of Kalamazoo
Location	City of Kalamazoo, MI: Michigan
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	August 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will rebuild and convert (from one-way to two-way) five segments of streets to create a connected multi-modal network. Segments include West Michigan from Douglas to Michigan, South from Stadium to South Pitcher, Lovell from Stadium to Portage, Stadium from Lovell to Michigan, and Douglas from Kalamazoo to West Michigan. In total approximately 3.5-miles will be improved with Complete Street enhancements.

Project Benefits: Safety will be addressed through the construction of new sidewalks, lighting, bicycle lanes, traffic calming measures, and improved traffic flows. The improvements aim to reduce transportation-related air pollution and greenhouse gas emissions. Quality of life will be addressed by providing more affordable transportation choices that reduce transportation cost burdens and improve public health. Project plans are based on community participation and aim to improve system-wide connectivity and integrate land use and transportation.



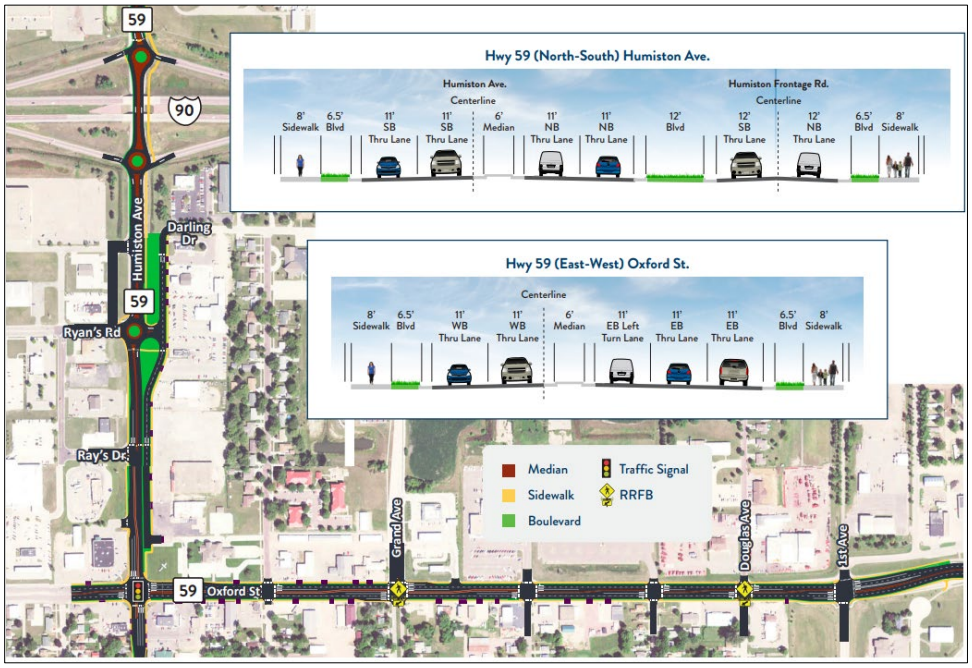
HIGHWAY 59 WORTHINGTON COMPLETE STREETS

Recipient	Minnesota Department of Transportation
Location	City of Worthington, MN: Minnesota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$15,140,000
Construction Start (estimate)	April 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will reconstruct Oxford Street and Humiston Avenue (Hwy 59) to include Complete Street enhancements including sidewalks, shared-use paths, roundabouts, and Rectangular Rapid Flashing Beacons.

Project Benefits: This project will protect non-motorized travelers from safety risks through improvements to sidewalks and crosswalks, installation of Rectangular Rapid Flashing Beacons, and grass boulevards. The improvements seek to reduce transportation-related air pollution and greenhouse gas emissions by promoting active transportation and reducing vehicle dependence. The project will remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options by rebuilding roads to include dedicated walking paths and ADA improvements.



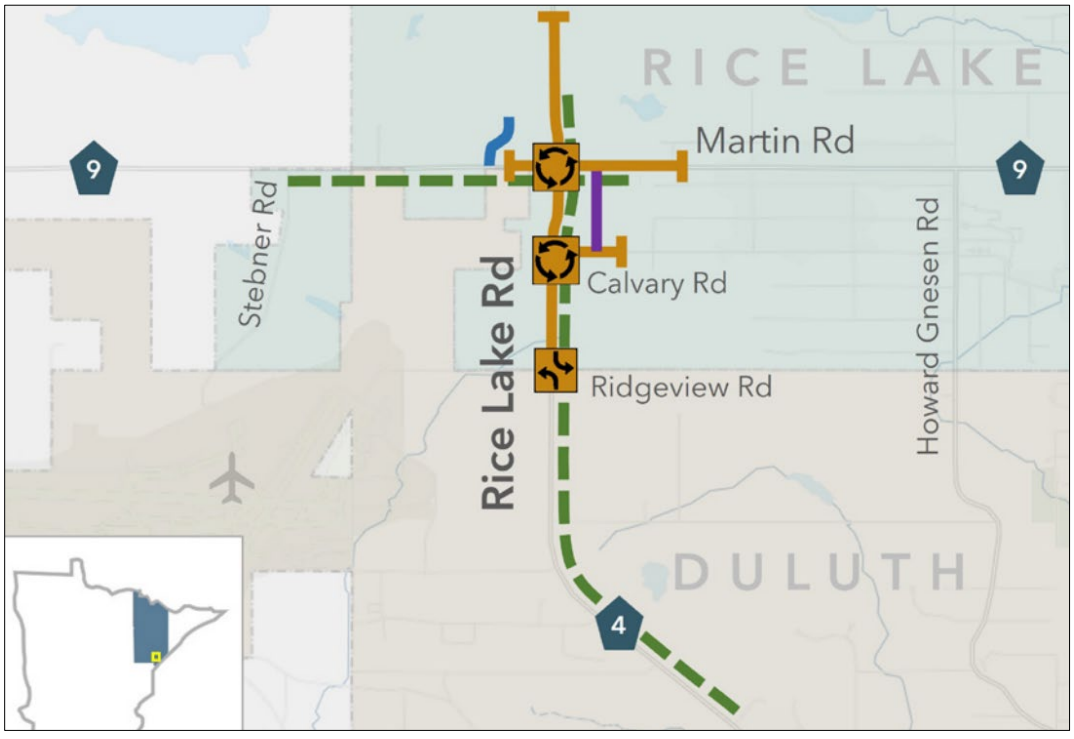
RICE LAKE ROAD CORRIDOR IMPROVEMENTS

Recipient	Saint Louis County
Location	St. Louis County, MN: Minnesota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	June 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct segments of Rice Lake Road, Martin Road, and West Calvary Road. It will also construct an approximate 0.1-mile extension of West Calvary Road, add turn lanes, and convert select intersections to roundabouts. Improvements also include the construction of approximately 5.3-miles of paved trails.

Project Benefits: Improvements are expected to reduce the risk of fatal and serious injury crashes by approximately 52 percent. The roundabouts will better accommodate future traffic capacity needs and reduce carbon emissions from idling vehicles. The project aims to create a multimodal gateway into the developing downtown Rice Lake, supporting Rice Lake's vision of a compact and walkable community.



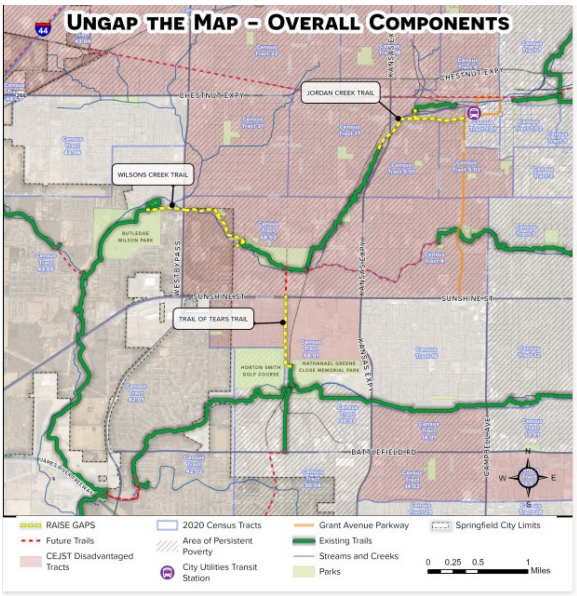
SPRINGFIELD UNGAP PROJECT

Recipient	City of Springfield
Location	City of Springfield, MO: Missouri
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$24,822,313
Construction Start (estimate)	August 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will construct approximately 3.1-miles of greenway trails connecting neighborhoods on the westside of Springfield. The project will eliminate at grade crossings, install approximately four pedestrian bridges, remove abandoned culverts, install traffic calming and green infrastructure, construct ADA accessible sidewalks, and provide dedicated bicycle paths.

Project Benefits: The greenway will allow for the separation of nonmotorized and motorized travel to minimize safety risks. The project will use green street designs to combine stormwater management with streetscape enhancements, including bioswales, rain gardens, and vegetated filter strips to capture and treat stormwater runoff. Improvements aim to connect historically marginalized neighborhoods and communities through a comprehensive trail network; and enhance accessibility to essential services, economic opportunities, and recreational amenities. Trail connections will remove physical barriers to mobility, increase system-wide connectivity, and increase accessibility for non-motorized travelers.



ENGLEWOOD ROUNDABOUT AND WINNER ROAD UPGRADES

Recipient	City of Independence
Location	City of Independence, MO: Missouri
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$7,379,648
Construction Start (estimate)	February 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a roundabout at the intersection of Winner Road and Northern Boulevard. Improvements also include the rehabilitation of Winner Road to include pedestrian safety and ADA improvements.

Project Benefits: The project will improve traffic flow at the intersection, improve pedestrian safety and access, and increase access to the arts district. The project aligns with the 2050 Regional Transportation Plan and Independence Comprehensive Plan 2040. Quality of life will be increased through the inclusion of accessible pedestrian infrastructure and enabling future opportunities for public transportation extensions. The improvements will feature ADA compliant sidewalks.



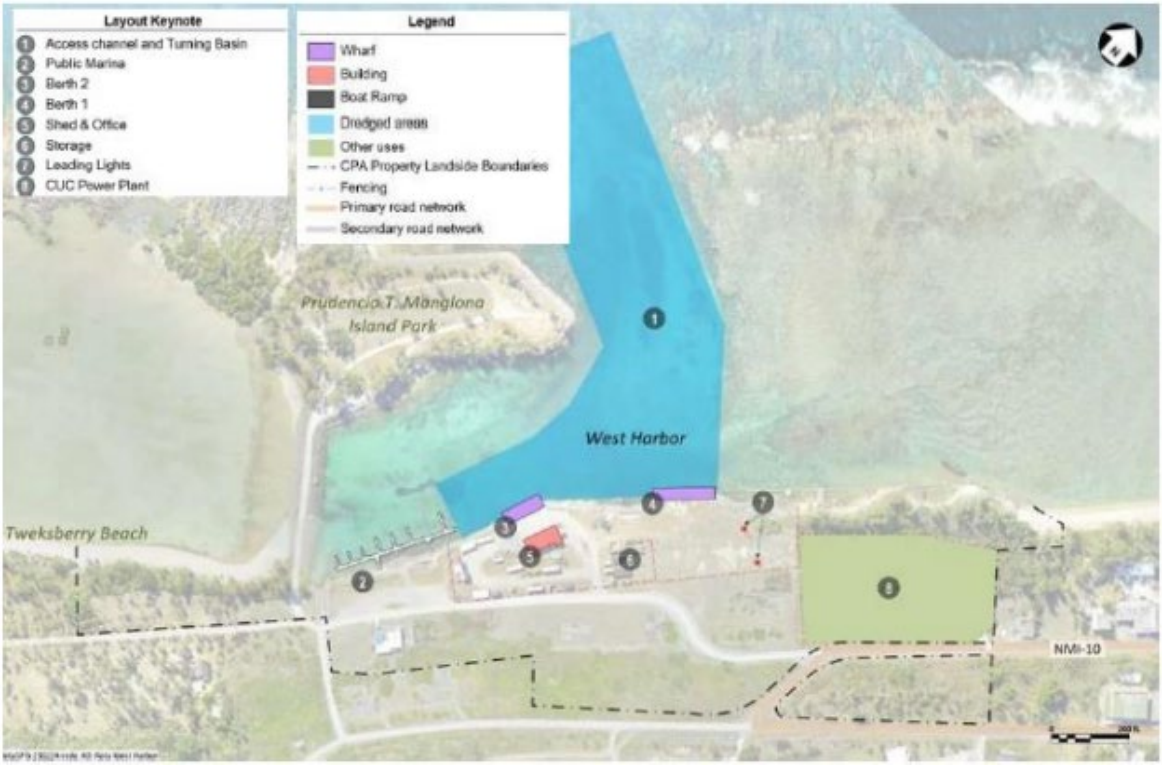
ROTA HARBOR NAVIGATION IMPROVEMENTS PLAN

Recipient	Commonwealth Ports Authority
Location	Rota Municipality, MP: Northern Mariana Islands
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,260,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan improvements for Berths 1 and 2 at the Rota West Harbor. Project activities include conducting a feasibility study, in-water biological surveys, public scoping, permitting, designs, equity analysis, and cost-benefit analysis.

Project Benefits: The condition of the current facilities at the Rota West Harbor harm transiting and docking vessels, as well as shore-side personnel. Planning efforts will focus on extending Berth 2 to allow for the safe securing of vessels. Efforts will also focus on repairing the cavity beneath Berth 2 to maintain the safety of the warehouse and pier.



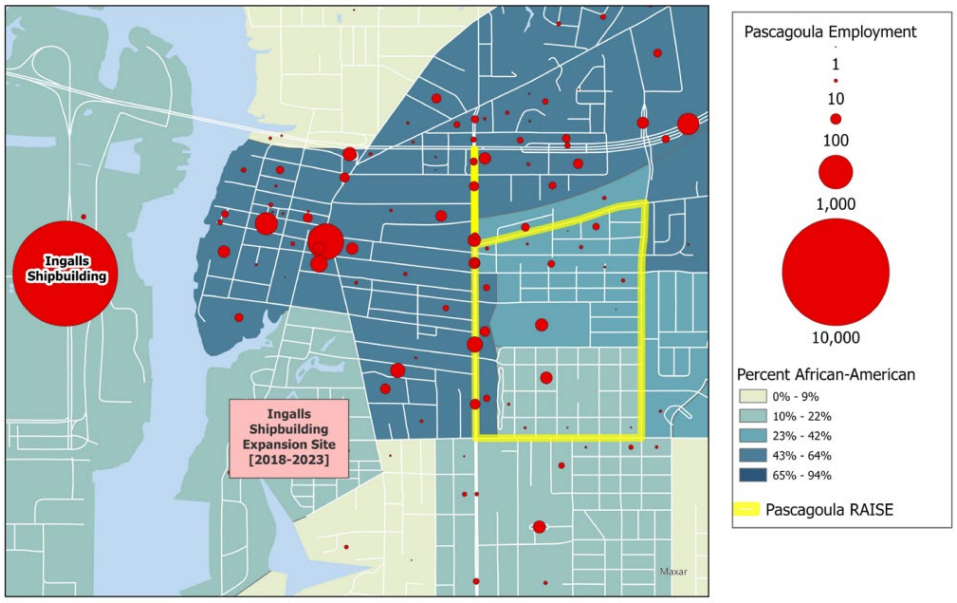
EXPLORING COMPLETE STREET APPROACHES FOR MARKET AND 14TH STREETS

Recipient	City of Pascagoula
Location	City of Pascagoula, MS: Mississippi
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan for Complete Streets along Market Street, 14th Street, Old Mobile Highway, and Ingalls Ave. It will plan for the addition of bike lanes, sidewalk network improvements, and other pedestrian amenities. Additionally, the project will plan for access management improvements and upgrades to water, wastewater, and broadband infrastructure.

Project Benefits: The project is anticipated to result in an approximate 25-31 percent reduction in crashes that result in injuries or fatalities. Improvements aim to reduce transportation-related air pollution and greenhouse gas emissions through a modal shift to active transportation. The project also aims to increase affordable transportation choices by improving and expanding active transportation usage to reduce vehicle dependence. Project plans are based on community participation and data that addresses gaps identified in the existing network.



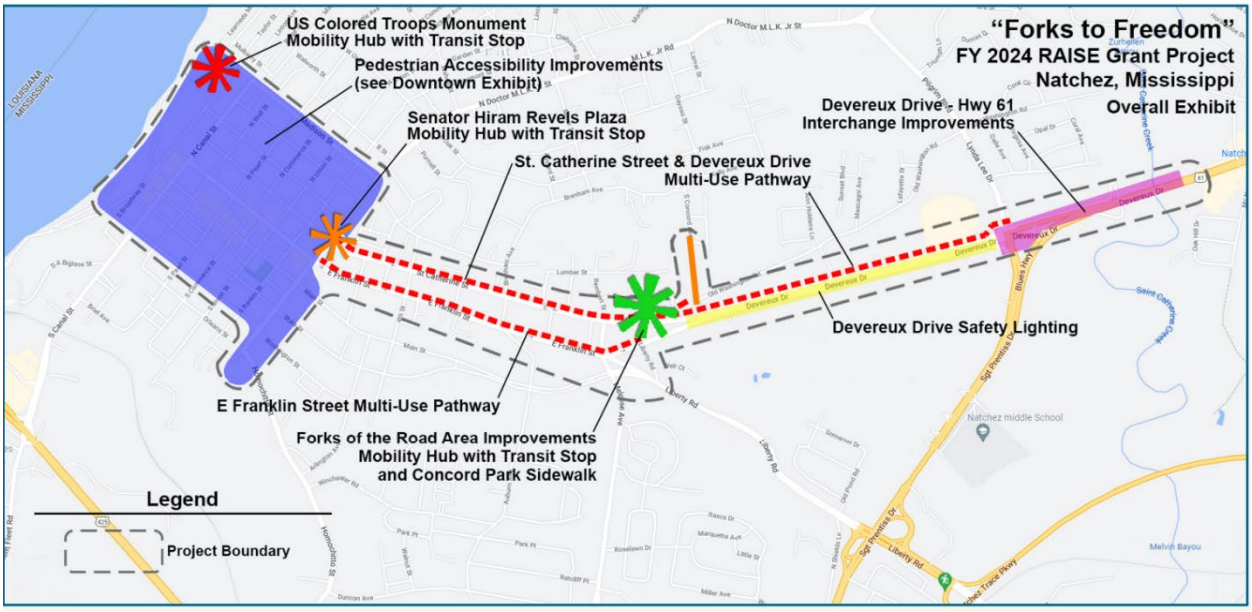
FORKS TO FREEDOM CORRIDOR COMPLETE STREETS

Recipient	City of Natchez
Location	City of Natchez, MS: Mississippi
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$24,570,000
Construction Start (estimate)	January 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will add sidewalks, wayfinding, traffic calming measures, urban trees, multi-use paths, improved lighting, and mobility hubs to several corridors near downtown Natchez.

Project Benefits: The current downtown street network is hazardous to pedestrians as it lacks delineated pedestrian areas. The project will increase the protection of non-motorized travelers by updating and adding pedestrian infrastructure. Green space and permeable pavers will be added throughout the downtown area to absorb and filter stormwater runoff. Shade trees will also be planted to mitigate heat-island effects. The project will improve public health by increasing active transportation trips. Improvements will also seek to increase accessibility and visibility in the most prominent areas of historic downtown.



MISSISSIPPI 182-MLK CORRIDOR REVITALIZATION PHASE TWO

Recipient	City of Starkville
Location	City of Starkville, MS: Mississippi
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$20,000,140
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete the construction of the larger MS 182/MLK Corridor Revitalization Project. The project will reconstruct the eastern end of the corridor from Old West Point to Jackson Street, complete a portion of the streetscape on the western end from Henderson to Long Street, and install pedestrian lighting and street trees for the entire length of the project area.

Project Benefits: Project plans grew out of a broad-based community supported transportation and revitalization plan. The project will address safety along the corridor by creating safe bicycle facilities and improving the roadway and intersection designs to increase pedestrian safety. The improvements reduce travel delays through the proposed intersection improvements and increase transportation choices through new ADA designed sidewalks and bike lanes. Improvements will also address aging and deteriorating stormwater facilities which have negatively impacted local businesses during flooding events.



BELGRADE URBAN IMPROVEMENTS

Recipient	City of Belgrade
Location	City of Belgrade, MT: Montana
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	July 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a new highway-rail grade separation, install a new signal at the intersection of Jackrabbit Lane and Main Street, widen Jackrabbit Lane from the existing three-lane configuration (two travel lanes with a center two-way left-turn lane [TWLTL]) to a five-lane configuration (four travel lanes with a center TWLTL) with new curbs, gutters, and non-motorized (pedestrian/bicycle) accommodations.

Project Benefits: The project targets a known safety problem and seeks to protect motorized and non-motorized travelers from the safety risks inherent with an at-grade railroad crossing. The project also aims to alleviate prolonged delays and congestion during peak hours and when the crossing is occupied by trains. The improvements will advance mobility and community connectivity by leveraging existing investments in active transportation to establish a robust, multimodal network for residents, employees, and visitors.



BROWNING STREETS COMMUNITY CONNECTIVITY PLANNING PROJECT

Recipient	Blackfeet Tribe of the Blackfeet Indian Reservation of Monta
Location	Blackfeet Reservation, MT: Montana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,906,652
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning and design activities to reconstruct streets in Browning. Activities will include survey, stormwater planning, preliminary engineering and final engineering, environmental analysis, stakeholder engagement, identification of utility impacts, and right-of-way analysis.

Project Benefits: The planning project will take a Complete Streets approach to address roadway and pedestrian safety issues. Planning efforts will seek to improve access to daily destinations while decreasing the dependency on motor vehicles for transportation. The project aligns with the Montana Climate Solutions Plan by planning for improved community resilience to climate change.



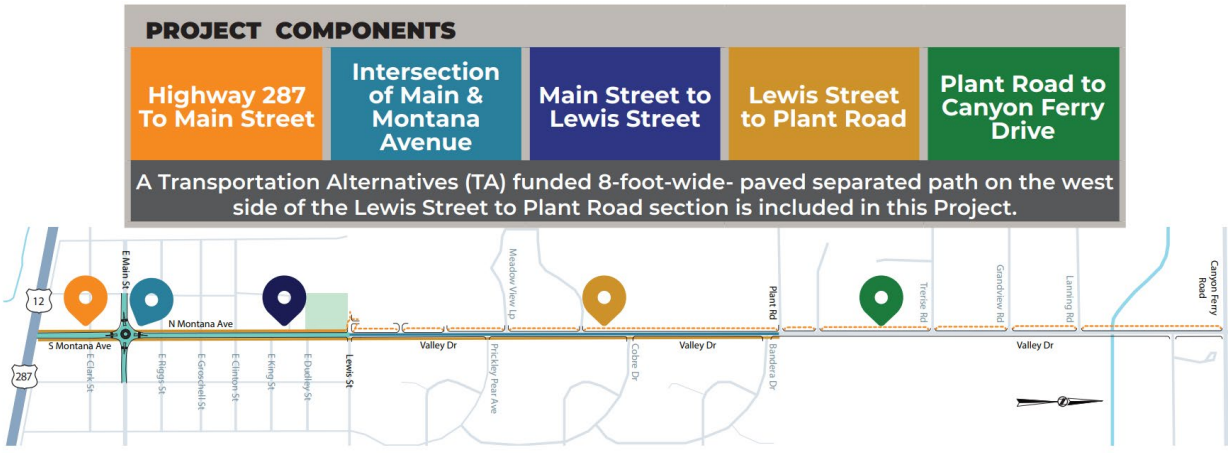
EAST HELENA VALLEY DRIVE MULTIMODAL CONNECTIVITY PROJECT

Recipient	City of East Helena
Location	City of East Helena, MT: Montana
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$10,227,189
Construction Start (estimate)	September 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will complete roadway improvements to Montana Drive/Valley Drive from Highway 12 to Plant Road. Improvements include safety features, sidewalks with ADA curb ramps, separated multimodal paths, a roundabout, curb and gutter, and improved conveyance of stormwater.

Project Benefits: The project aims to address safety concerns resulting from a lack of suitable active transportation infrastructure and increasing traffic congestion. Traffic calming measures and a two-way-left-turn-lane are anticipated to reduce motor vehicle crashes in the corridor. The project anticipates a reduction in greenhouse gas emissions resulting from increased active transportation trips. The project will improve all existing sidewalks and will complete sidewalk construction in areas that currently lack them, and ADA curb cuts will be added at each road crossing. A multimodal separated path will extend from the northern city limit and connect the recently constructed East Helena High School to residents located north of the school in Lewis and Clark County.



TRIANGLE MOBILITY HUB AND SPOKE PROJECT

Recipient	Research Triangle Regional Public Transportation Authority
Location	Durham County, NC: North Carolina
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: The project will construct a new multimodal transportation center in Research Triangle Park (RTP). The project includes approximately 10 new 40' battery-electric buses and charging infrastructure.

Project Benefits: Safety will be addressed by reducing fatalities and serious injuries below the statewide average for underserved communities by aligning with strategies from the Department's report on Improving Safety for Pedestrians and Bicyclists Accessing Transit, which recommends using mobility hubs and enhanced lighting to improve safety for non-motorized travelers. Environmental Sustainability will be addressed by reducing its environmental impact by decarbonizing its bus fleet, transitioning 10 existing diesel buses to zero emissions by 2040, and increasing the number of charging stations. Additionally, the project will utilize sustainable and recycled materials in construction and enhance community green spaces, improving air quality and public health while also contributing to a reduction in overall transportation-related greenhouse gas emissions. Quality of Life will be addressed by integrating land use, affordable housing, and multi-modal transportation planning. This approach promotes more livable communities with expanded travel choices and implements equitable transit-oriented development to improve public health and accessibility. Additionally, it emphasizes health improvements by adding new facilities and expanding pedestrian paths, including connectivity to a 17-mile bikeway, fostering active transportation options like walking and biking.



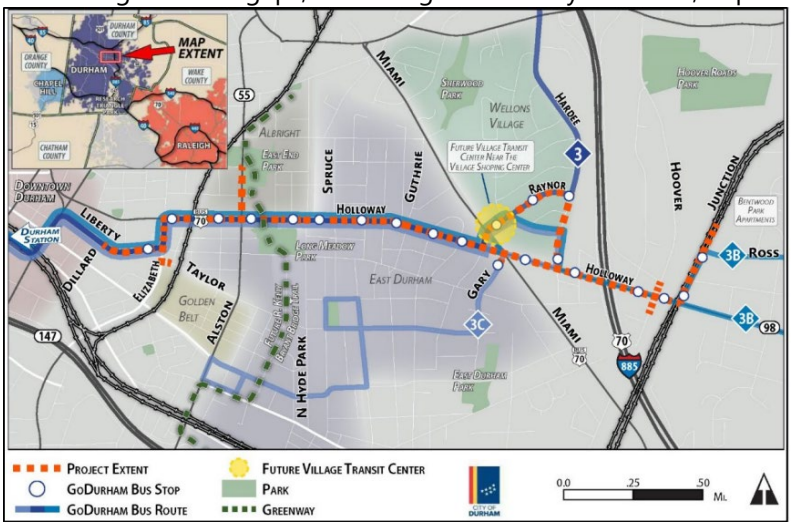
HOLLOWAY STREET: SAFE ACCESS TO DURHAM'S BUSIEST TRANSIT ROUTE

Recipient	City of Durham
Location	City of Durham, NC: North Carolina
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$12,044,800
Construction Start (estimate)	October 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will deliver improvements to approximately 33 intersections including the installation of ADA curb ramps and crosswalks. It will also tighten curb radii; upgrade bus stop amenities, and close approximately 1.19-miles of sidewalk gaps.

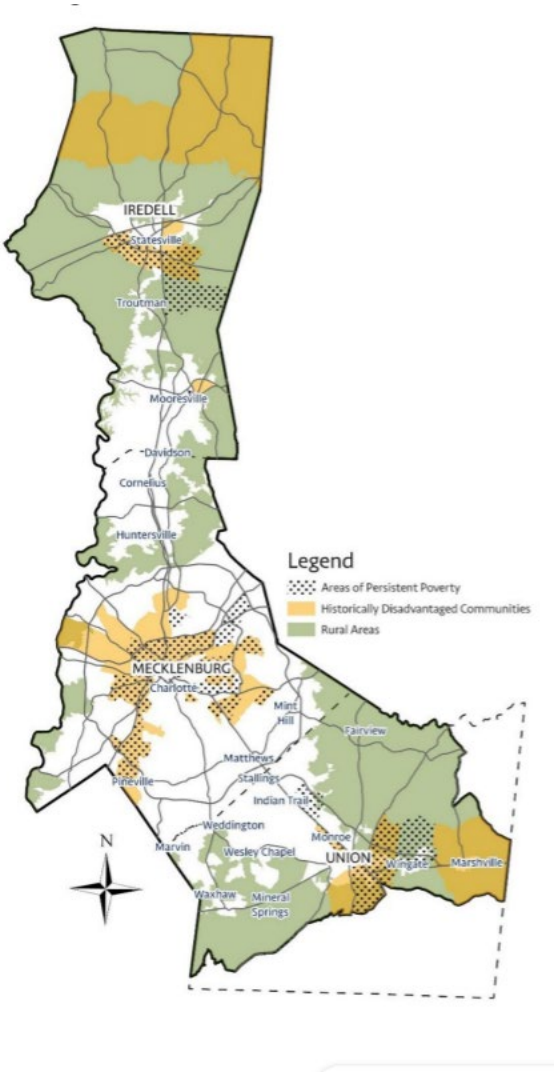
Project Benefits: Safety will be addressed by reducing fatalities and serious injuries below the state-wide average for underserved communities. The project will significantly decrease conflicts in the region, particularly for vulnerable road users, by enhancing roadway conditions along an approximate 3.2-mile corridor known for high pedestrian crashes. This project's comprehensive approach will enhance safety and connectivity for non-motorized travelers throughout the corridor, reflecting strategies from the Department's report on Improving Safety for Pedestrians and Bicyclists Accessing Transit. Environmental Sustainability will be addressed through the creation of new transit and pedestrian trips, reducing the community's reliance on vehicular traffic, and avoiding associated emissions. The project will include the addition of street trees to provide shade and mitigate urban heat island effects. These initiatives align with the City's Carbon Neutrality and Renewable Energy Action Plan, supporting the electrification of the vehicle fleet and including energy-efficient investments. Quality of Life will be addressed by introducing multi-modal transportation options increasing the corridor's walkability through new sidewalks, intersection upgrades, and better pedestrian infrastructure. These improvements are expected to significantly promote public health and address equity proactively. Mobility and Community Connectivity will be addressed by enhancing system-wide connectivity, particularly in an underserved area, by addressing sidewalk gaps, increasing accessibility to transit, improving bus stops, and creating links to multimodal facilities and various key destinations.



MAKING OUR ROADS SAFER: A CROSS-JURISDICTIONAL STUDY

Recipient	City of Charlotte
Location	Iredell, Mecklenburg, and Union Counties, NC: North Carolina
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$5,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Unsure	

* Estimated construction start date provided by Recipient



Project Description: This project will fund planning activities by comprehensively examining prevailing transportation issues throughout the MPO's planning area through extensive community engagement, road safety audits, and GIS analysis.

Project Benefits: Safety will be address by protecting non-motorized travelers from safety risks by comprehensively examining prevailing transportation issues in historically underserved and transportation disadvantaged communities in the planning area and identify locations to pilot innovative and sustainable improvements that enhance livability. Environmental Sustainability will be addressed by reducing transportation-related air pollution and emissions in disadvantaged communities and reducing vehicle miles traveled through modal shifts to public transportation and active transportation. The project plans to include nature-based solutions to increase climate resiliency, benefit stormwater management, and mitigate air pollution and will build on an existing "Sustainable Mobility Coordination Program." Quality of Life will be addressed by increasing affordable transportation choices by improving and expanding active transportation usage by promoting multimodal options over the sole use of private vehicles. Mobility and Community Connectivity will be addressed by relying on community participation and data to address gaps in the existing network and seizing on opportunities to improve system-wide connectivity.

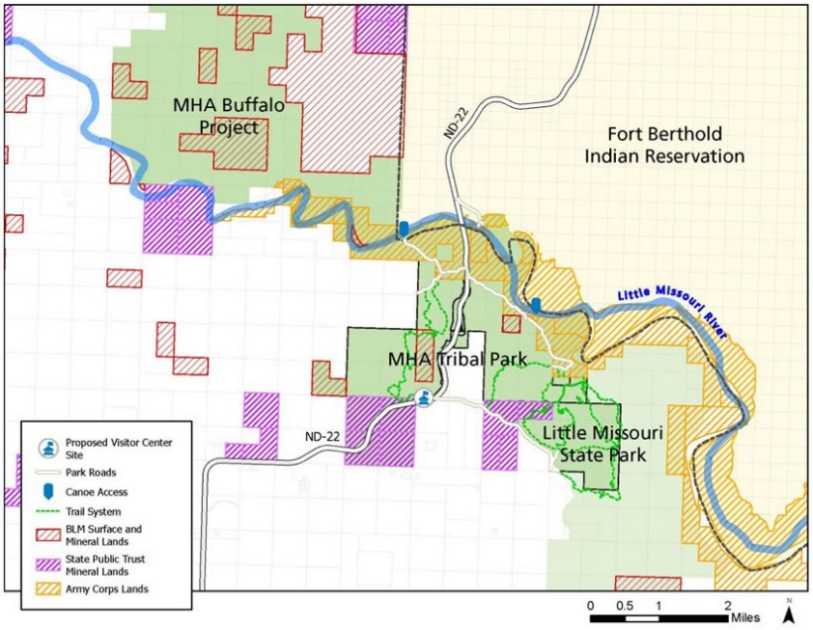
IMPROVING SAFETY AND WILDLIFE CONNECTIVITY IN NORTH DAKOTA'S FIRST TRIBAL NATIONAL PARK

Recipient	Three Affiliated Tribes
Location	Fort Berthold Indian Reservation, ND: North Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,000,726
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will identify and prioritize highway mitigation measures to improve the safety of the traveling public while maintaining and improving wildlife movement along the approximately 5-mile corridor of Highway 22, with a particular focus on the portion of this corridor where the highway bisects North Dakota's first Tribal National Park.

Project Benefits: Planning efforts will identify and prioritize wildlife safety countermeasures to mitigate fatalities and serious injuries in the corridor. Environmental sustainability will be addressed by identifying wildlife crossing solutions to restore landscape connections and enhance movement for wildlife. Efforts will also focus on increasing resilience of the existing infrastructure. Project outcomes will also aim to increase accessibility for non-motorized travelers.



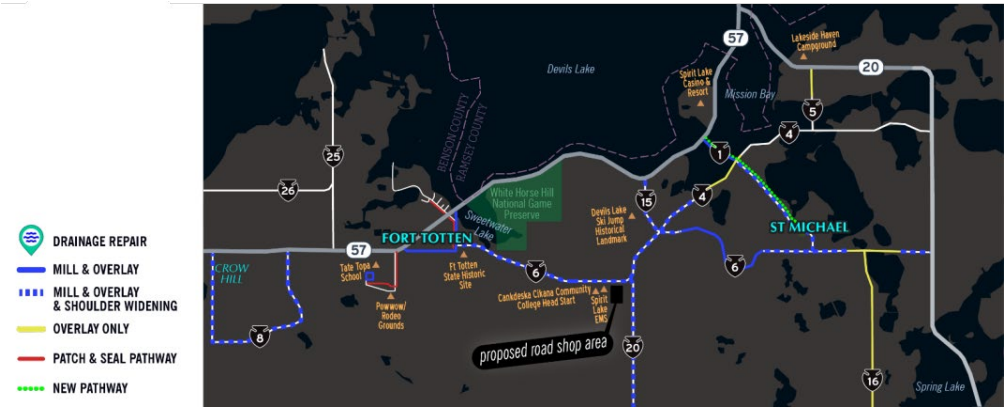
SPIRIT LAKE TRIBAL COMMUNITY REPAIR AND REHABILITATION PLANNING PROJECT

Recipient	Spirit Lake Tribe
Location	Spirt Lake Reservation, ND: North Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,999,564
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The Project will complete all planning and preconstruction activities to address deteriorating roadway infrastructure, drainage issues, shoulder widening, parking and driveway accessibility for residents, ADA accessibility, pedestrian lighting, and the addition of shared use paths and pedestrian trails. The Project will also design a road maintenance shop as well as a salt and sand storage space.

Project Benefits: Safety will be addressed through a variety of roadway safety and maintenance improvements to be made throughout the project area. As the primary hub for the Tribal Government, Fort Totten will see safer roadways and enhanced pedestrian accessibility. Across the project area, new access points will be created, existing facilities will be retrofitted, and ADA-related enhancements will be incorporated. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions and by applying a comprehensive approach to stormwater improvements to mitigate increasing flood risks. Quality of Life will be addressed by improving access to essential services, educational opportunities, employment, and recreation; increasing independence; and furthering transportation equity. Mobility and Community Connectivity will be addressed by removing barriers and addressing pedestrian gaps in the network by connecting the community, especially those who cannot currently afford transportation costs or who have no personal means of motorized travel, to direct and affordable transportation options.



9TH ST NE GRADE SEPARATION PROJECT

Recipient	City of West Fargo
Location	City of West Fargo, ND: North Dakota
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$23,816,550
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project involves the installation of a road-rail grade separation complete with pedestrian, bicycle, and ADA accommodations at the intersection of 9th Street NE and an existing transcontinental BNSF rail line.

Project Benefits: The grade separation will reduce the risk of collision and potential fatalities. The project aligns with the North Dakota carbon reduction strategy and addresses negative environmental impacts of transportation on disadvantaged communities. Improvements will result in more affordable transportation choices through the incorporation of non-motorized facilities. The project will improve flow of traffic, reduce idling time, and minimize congestion.



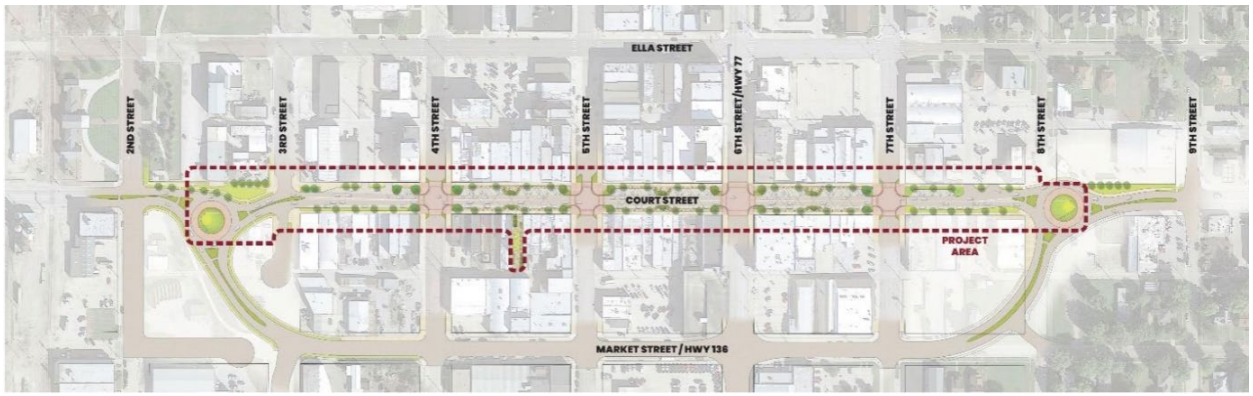
COURT STREET ACCESS AND SAFETY TRANSFORMATION (CAST) INITIATIVE

Recipient	City of Beatrice
Location	City of Beatrice, NE: Nebraska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$21,389,417
Construction Start (estimate)	September 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project includes the rerouting of Highway 136 one block south to Market Street. As a result, Court Street will be redeveloped as a pedestrian-focused corridor with improved seating, benches, bike racks, trash receptacles, sidewalks and sidewalk lighting, amenity zone elements, wayfinding monuments, intersection treatments, and the addition of some public outdoor space. The project will include the use of permeable pavers, mid-block bump outs, raingardens, and tree plantings to increase shade cover.

Project Benefits: Safety will be addressed through the implementation of safety measures pursuant to DOT's Vision Zero goal of eliminating traffic fatalities and severe injuries. By rerouting a busy State Highway and rebuilding Court Street, pedestrian and cyclist safety risks will be dramatically reduced in the downtown business area. Environmental Sustainability will be addressed through actions that align with the National Blueprint for Transportation Decarbonization. The project will add pedestrian and cyclist safety features and decrease idling time thereby substantially reducing emissions and fuel consumption. Quality of Life will be addressed by improving access to daily destinations, improving public health by adding new facilities that promote walking and biking, and increasing the availability and attractiveness of affordable transportation options. Mobility and Community Connectivity will be addressed by increasing efficiency, providing better local connectivity, and reducing the impact of bottlenecks in the local transportation system. Additionally, the creation of a complete pedestrian connection between downtown and the nearby trail system will create new recreational opportunities for pedestrians.



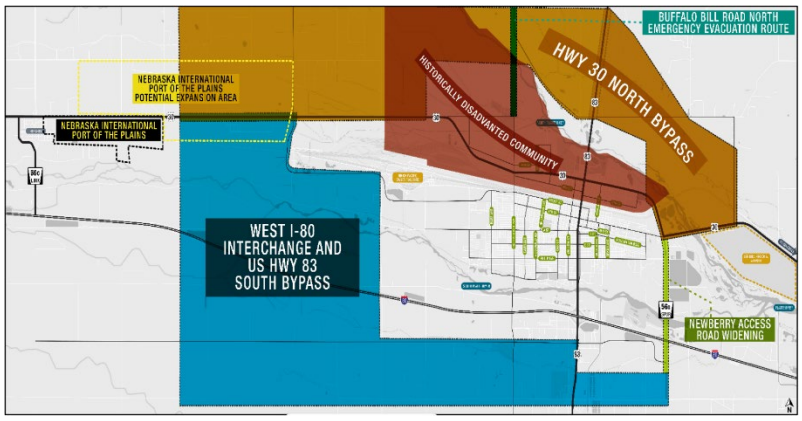
INVESTMENT INTO INTERMODAL MOBILITY AND COMMUNITY CONNECTIVITY

Recipient	Lincoln County
Location	Lincoln County, NE: Nebraska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$750,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will conduct planning activities including feasibility and engineering studies, environmental work, cost-benefit analysis, and community engagement. It will explore the development of an alternate route for freight traffic associated with transload facilities and intermodal connectivity, create active transportation infrastructure, and improve existing infrastructure, including the inland port designation of the Nebraska International Port of the Plains.

Project Benefits: Safety will be addressed by identifying alternative freight routes to redirect freight traffic from conflicting with non-motorized travelers in both residential and downtown employment centers. Environmental Sustainability will be addressed through the identification of locations for additional electric vehicle (EV) charging stations in the region. The project will also explore ways to incorporate EVs and EV charging for inland port activities. Additionally, the project will identify alternative truck routes that reduce traffic and vehicular idling in disadvantaged neighborhoods and downtown areas. Quality of Life will be addressed by coordinating the local transportation network with other developments in the area, particularly additional affordable housing, and workplaces. Mobility and Community Connectivity will be addressed by rerouting existing last-mile components of the freight network that currently preclude the implementation of Complete Streets approaches for non-freight traffic. The planning project will also utilize community participation and data to implement plans that will address gaps identified in the existing network.



SEACOAST GREENWAY HAMPTON MARSH TRAIL

Recipient	Rockingham Planning Commission
Location	Rockingham County, NH: New Hampshire
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,450,688
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning and engineering for Phase 3 of the New Hampshire Seacoast Greenway - New Hampshire's segment of the East Coast Greenway. The project to be planned will convert approximately 2.3 miles of former railroad corridor to rail trail extending from Drakeside Road in Hampton to the Hampton Falls/Seabrook town line.

Project Benefits: The project will be designed to provide a traffic-separated active transportation corridor running parallel to US 1 that reduces the highway's impact as a barrier to bicycling and walking through town or from neighboring towns into Hampton. The traffic-separated infrastructure will provide a safe facility for pedestrians and bicyclists that minimizes conflicts with vehicles. Planning efforts will also involve coordination and analysis to improve tidal flow and wildlife passage along the US 1 causeway.



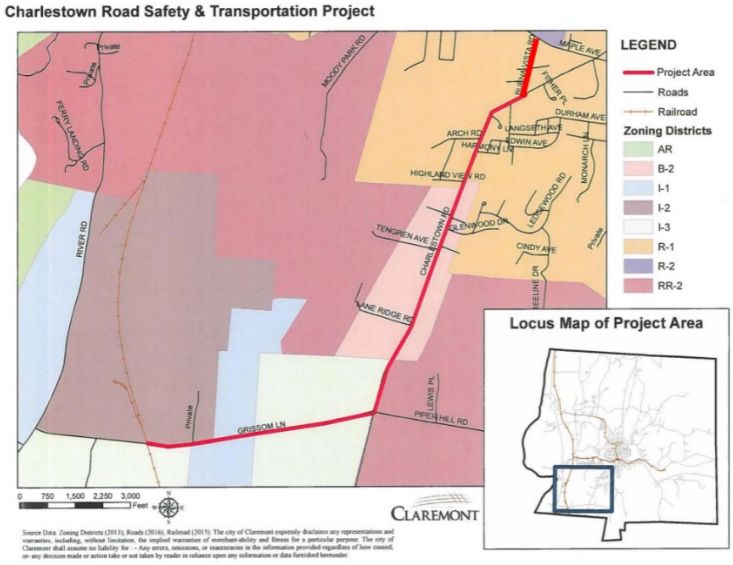
ACCESS, RESTORATION, DEVELOPMENT, AND SAFETY (CARDS) INITIATIVE

Recipient	City of Claremont
Location	City of Claremont, NH: New Hampshire
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,466,700
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will prepare for the reconstruction of targeted sections of Charlestown Road, including new pedestrian facilities, sidewalks, bicycle lanes, curbs, new storm drains, culverts, sewer lines, and water lines. Full-scale execution of the project will result in the reconstruction of Charlestown Road and NH Route 11/NH Route 12 from Maple Avenue to River Road.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks and reducing fatalities and serious injuries in underserved communities. Environmental Sustainability will be addressed through a reduction of transportation-related air pollution and greenhouse gas emissions in disadvantages communities and through the restoration of culverts to improve stormwater management during flooding events. Quality of Life will be addressed by significantly decreasing vehicle dependence, with a particular focus on underserved communities and increasing affordable transportation choices through the expansion and improvement of non-motorized facilities. Mobility and Community Connectivity will be addressed by the inclusion of transportation features that increase the accessibility for non-motorized travelers in underserved communities. The project will install sidewalks that are fully ADA compliant and provide the community with affordable transportation options.



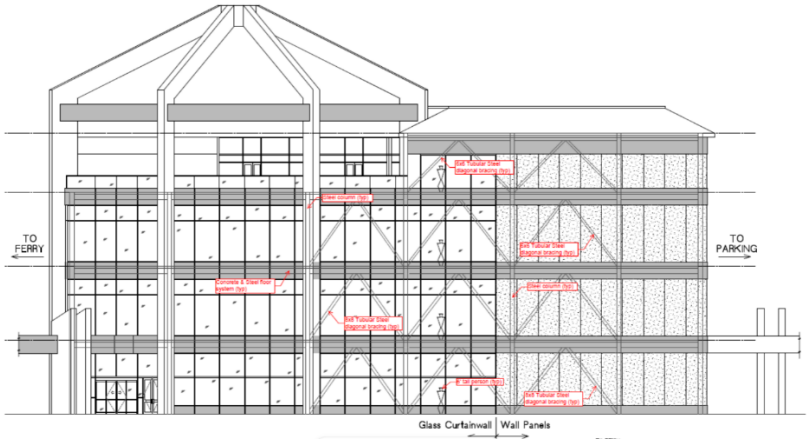
INTERMODAL TRANSPORTATION BUILDING PROJECT

Recipient	Borough of Carteret
Location	Borough of Cateret, NJ: New Jersey
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$5,613,489
Construction Start (estimate)	December 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of an approximate 50,000 square-foot intermodal transportation building with three full stories on approximately 8.67 acres at its waterfront. The project site will include a mixed-use intermodal transportation center consisting of a passenger terminal and Port Authority office space. The project site will also connect to a 20-foot-wide elevated pedestrian boardwalk, fixed pier, floating docks, wave screen, and handicap access ramp.

Project Benefits: Environmental Sustainability will be addressed by aiming to reduce transportation-related air pollution and greenhouse gas emissions, enhancing transportation-efficient land use, and decreasing vehicle trips. The project is also anticipated to improve regional air quality. Quality of Life will be addressed by increasing affordable transportation options and reducing vehicle dependence, especially in underserved communities, through the introduction of a ferry service that provides direct city access and eliminates the need to travel through neighboring areas for rail services. Mobility and Community Connectivity will be addressed by enhancing system-wide connectivity by providing access to transit and improving accessibility for non-motorized travelers. For the first time in over a century, it will free up waterfront access to the local community through the development of a new Ferry Terminal, envisioned as part of a broader plan to transform the waterfront with improved park access and connectivity for walkers, cyclists, and public transit users.



FOUR ROADS IMPROVEMENT PROJECT

Recipient	Taos Pueblo
Location	Toas County, NM: New Mexico
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$14,304,276
Construction Start (estimate)	March 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct four single lane dirt roads that are collector roads comprising the main thoroughfares through the Pueblo. The roads will be widened and paved, along with drainage improvements and pedestrian infrastructure added.

Project Benefits: Environmental Sustainability will be addressed by mitigating flood risk through the elevation of four roadways and the elevation of detention ponds. Quality of Life will be improved through the construction of sidewalks along Rotten Tree Road. The separated bicycle facilities proposed for the remaining three roads have the potential to promote active forms of transportation that will improve public health. The project will improve access to daily destinations for residents and enable faster emergency vehicle response. Mobility and Community Connectivity will be addressed through the improvement of connections between communities in the Pueblo. The roadway improvements will improve travel times for all road users, including school buses and those traveling without a vehicle.



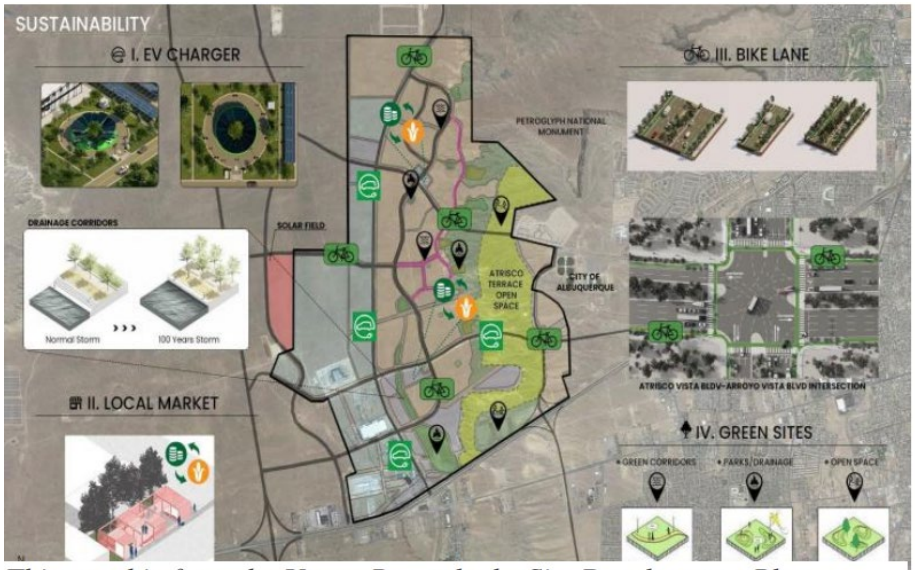
I-40 TRADEPORT CORRIDOR (I40TPC) PROJECT

Recipient	Bernalillo County
Location	Mohave & Navajo Counties: Arizona; Bernalillo County: New Mexico
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$15,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan the development of a regional multi-hub supply chain system stretching approximately 805 miles through California, Arizona, and New Mexico. Planning activities will focus on two hubs in Arizona and one hub in New Mexico.

Project Benefits: Planning efforts will focus on improving the supply chain system through connectivity and access, streamlining cargo flows, and the incorporation of clean energy. The project aims to leverage numerous technologies to improve freight mobility. Efforts will also aim to divert truck traffic from residential areas and enhance community connectivity through transit-oriented development.



This graphic from the Upper Petroglyphs Site Development Plan illustrates the sustainable incorporation of active transportation, public green spaces, green infrastructure, and EV charging within and adjacent to TradePort Albuquerque.

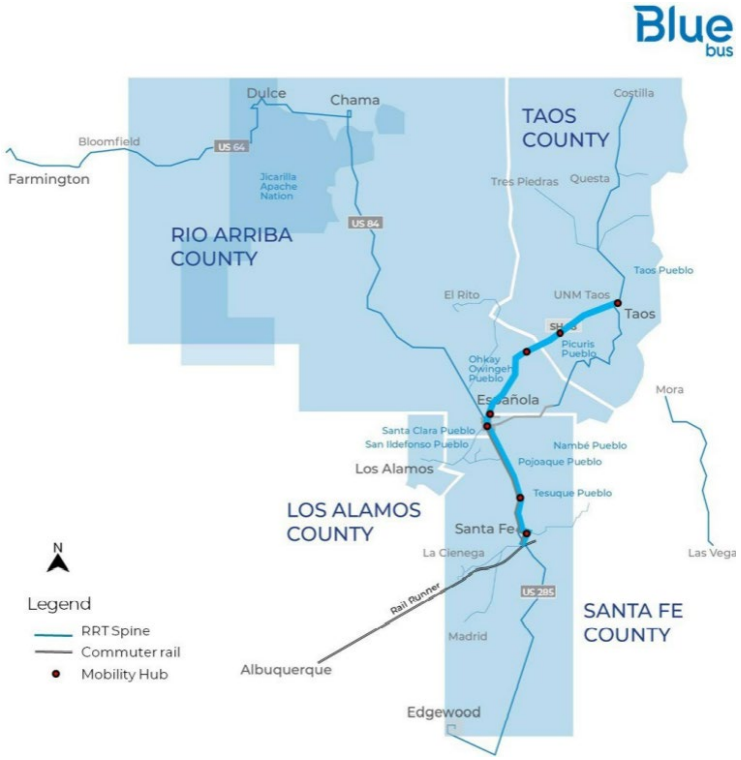
REGIONAL RURAL RAPID TRANSIT SYSTEM - PHASE ONE IMPLEMENTATION

Recipient	North Central Regional Transit District
Location	Taos, Rio Arriba, and Santa Fe Counties, NM: New Mexico
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$9,500,000
Construction Start (estimate)	October 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will complete final design, site acquisition, and site development for the seven mobility hubs between Santa Fe and Taos. The project will also purchase seven diesel electric hybrid buses for Phase One Implementation.

Project Benefits: The project will reduce transportation-related air pollution and greenhouse gas emissions by reducing single occupancy vehicle emissions and transitioning the transit fleet to low emission vehicles. The project anticipates a shift to active transportation and public transit that will result in a reduction of approximately 4.2 million vehicle miles traveled over a 30-year period.



THE PORT OF NEVADA – A SUSTAINABLE INTERMODAL DEVELOPMENT

Recipient	Northern Nevada Development Authority
Location	Lyon County, NV: Nevada
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$6,105,592
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will develop a master plan and complete preliminary design and NEPA to support the approximately 658-acre expansion of the existing 74-acre Western Nevada Transload. The expansion will include approximately 2.8 million square feet of industrial building space, approximately 80 acres of container storage yards, approximately 20,000 lineal feet of new rail, and approximate 10-acre commercial district to support the on-site workforce.

Project Benefits: Planning efforts aim to position the port at the forefront of sustainable industrial development, offering the benefits of long-haul modal shift to rail, combined with pioneering environmentally conscious facility design. Efforts will aim to reduce truck mileage because of the new facility's bulk and intermodal transloading capabilities. The expansion will alleviate pressure on coastal ports and address long-standing challenges within the Nevada business community, such as interconnectivity between transportation modes and infrastructure deficiencies.



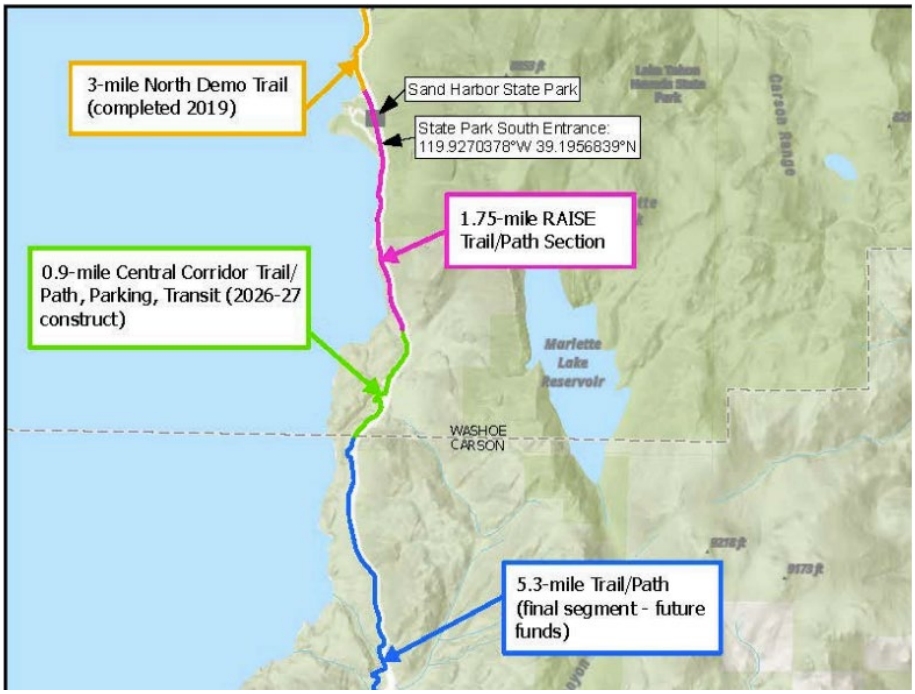
NEVADA STATE ROUTE 28 CORRIDOR SAFETY IMPROVEMENTS, SHARED-USE PATH, AND ENVIRONMENTAL SUSTAINABILITY PROJECT

Recipient	Tahoe Transportation District
Location	Washoe County, NV: Nevada
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$24,026,333
Construction Start (estimate)	May 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will complete final design and construction for a section of the Tahoe East Shore Trail, totaling approximately 1.75 miles of a multi-use path, which will meet Class 1 standards to maximize trail use. The path will have vista points, safety and wayfinding signage, and user access points.

Project Benefits: The trail will safely connect parking nodes with recreation destinations to reduce pedestrian and bicycle conflicts with vehicles on SR 28. Additional safety countermeasures such as walkways, crosswalks, ramps, and signage will also be implemented to further improve safe connections from parking nodes to the nearby recreation.



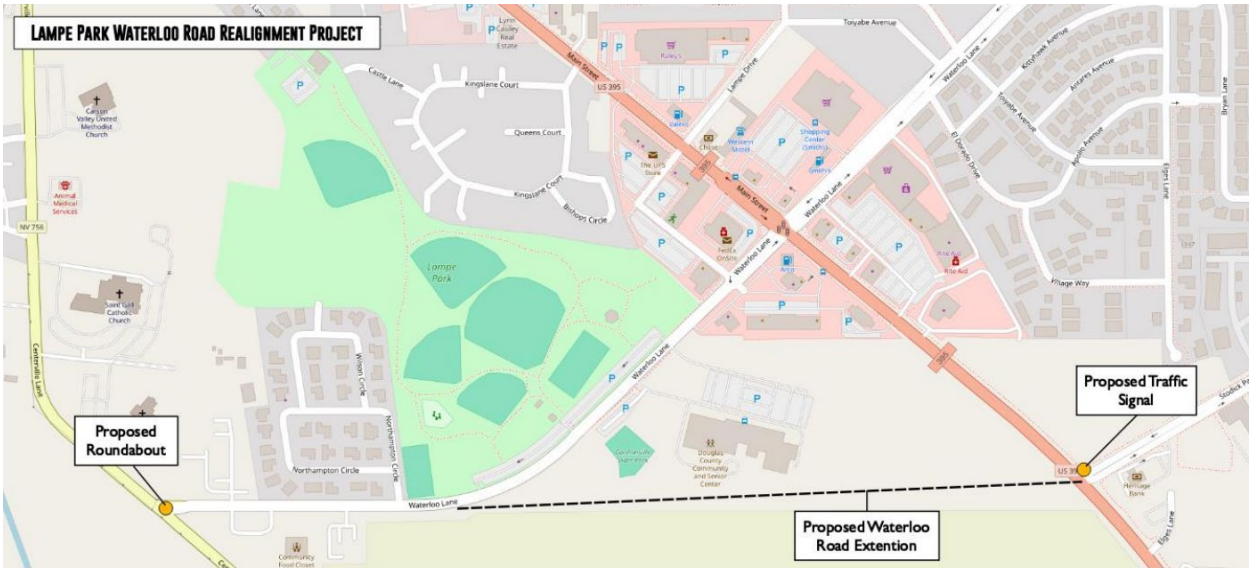
WATERLOO LAMPE PARK ROAD REALIGNMENT PROJECT

Recipient	Douglas County
Location	Douglas County, NV: Nevada
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning, design, engineering, community engagement, and environmental analysis of approximately 3,000 feet of new collector road in existing county right-of-way to realign the existing Waterloo Lane and connect it to US 395 at a new location on Stodick Parkway. The planning and design process will also include plans for a new roundabout at SR 756, a new intersection at US 395, and a feasibility study for traffic control measures, such as cul-de-sac, on the current Waterloo Lane near Lampe Park.

Project Benefits: Planning efforts will aim to reduce traffic along the current Waterloo Lane, implement safer crossings for pedestrians, and decrease conflict areas through the addition of a roundabout. The new road will divert high volumes of through-traffic away from Lampe Park and community centers. The project will plan a designated space for bicyclists and pedestrians to travel and seeks to promote active transportation within the vicinity of the park and community centers.



INTERBOROUGH EXPRESS LIGHT RAIL TRANSIT - CORRIDOR PROFILE PLANNING ASSESSMENT

Recipient	Metropolitan Transportation Authority
Location	City of New York, NY: New York
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$15,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will prepare a Corridor Profile Planning Assessment for the Interborough Express (IBX) project. The IBX is a high-capacity light rail transit link that would provide a critical direct public transit connection between the boroughs of Brooklyn and Queens in New York City.

Project Benefits: Safety will be addressed by decreasing safety risks to non-motorized travelers. The project will shift travelers from higher-risk modes of travel and make street-level improvements that will further improve safety for everyone. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions in disadvantaged communities. Quality of Life will be addressed by increasing affordable transportation choices in the project area. Additionally, improvements to the transit system in the area will increase access to daily destinations, enhance opportunities for TOD, and support location-efficient land uses. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit and increase accessibility for non-motorized travelers in underserved communities.



URBAN FREIGHT MOBILITY COLLABORATIVE

Recipient	New York City Department of Transportation
Location	City of New York, NY: New York
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$5,664,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Unsure	

* Estimated construction start date provided by Recipient

Project Description: This project will support the development of an Urban Freight Mobility Collaborative. Planning activities will include developing guiding principles and freight prioritization metrics, data collection, identifying pilot programs and strategies, and creating a stakeholder and community involvement plan.

Project Benefits: Safety will be addressed by exploring interventions to better protect non-motorized travelers from safety risks posed by urban freight vehicles. Environmental Sustainability will be addressed by reducing greenhouse gas emissions. The project will encourage the replacement of freight vehicles with cargo bikes, waterborne freight, and cleaner alternative fuel vehicles. The project will also work to hasten the adoption of zero-emission freight vehicles by identifying locations for EV charging infrastructure, cargo bicycle parking, and docking for zero-emission barges. Mobility and Community Connectivity will be addressed by exploring the implementation of last-mile freight plans using multimodal approaches that will not block the right-of-way or sidewalks thereby allowing more ADA curbside access.



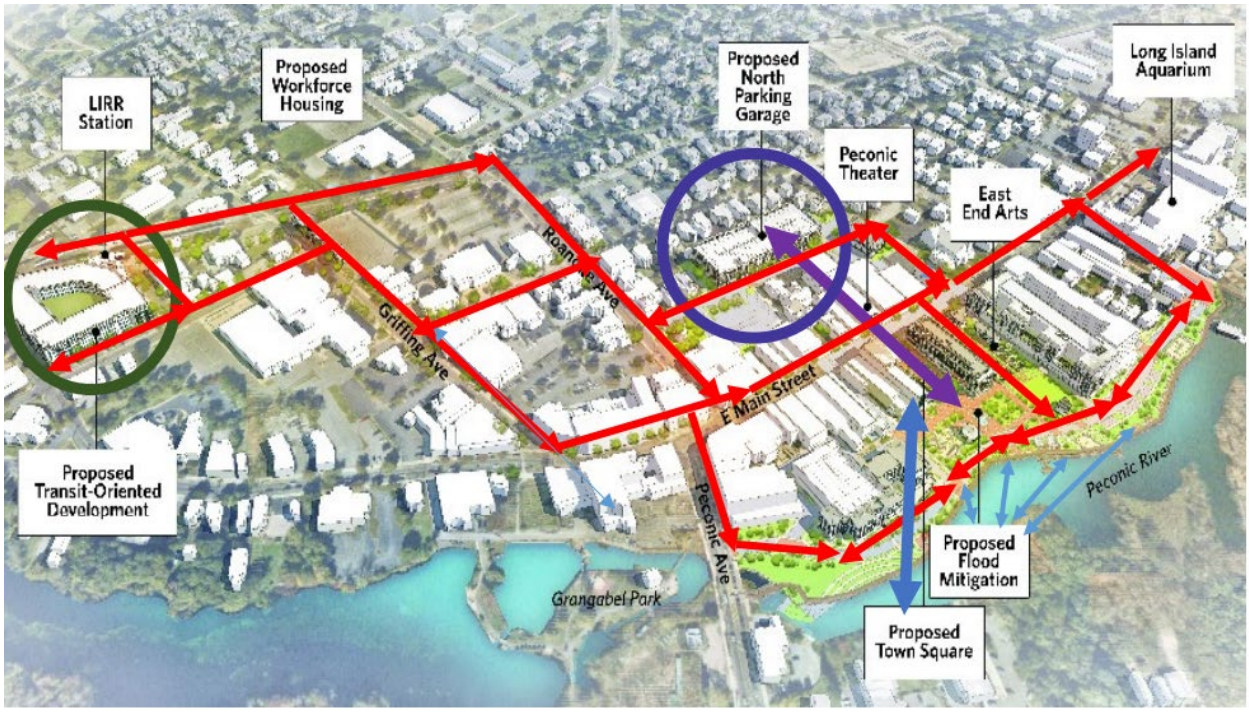
RECLAIMING THE DOWNTOWN RIVERFRONT THROUGH INTERMODAL TRANSPORTATION

Recipient	Town of Riverhead
Location	Town of Riverhead, NY: New York
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$24,123,369
Construction Start (estimate)	December 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the construction of an approximate 500-space parking garage and construct complete streets with pedestrian-bike-vehicular connectivity. Separately, the city will reclaim the downtown riverfront as public green space and create transit-oriented development with local and private funding.

Project Benefits: The Transit Oriented Development is anticipated to generate economic activity along the riverfront and in the region and provide high paying jobs to area residents. The project includes public-private partnerships, as well as the support from local businesses and civic leaders.



CUYAHOGA GREENWAYS: EAST SIDE TRAILS

Recipient	Cleveland Metropolitan Park District
Location	City of Cleveland, OH: Ohio
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$19,500,000
Construction Start (estimate)	October 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct the Second Phase of the Slavic Village Downtown Connector, which includes the North and Morgana Run and Booth Avenue Extension trail projects totaling approximately 2.7 miles.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks; reducing fatalities and/or serious injuries in underserved communities; and incorporating specific actions and activities identified in the Department's official reports and documents. Environmental Sustainability will be addressed by aligning with the Cuyahoga County Climate Action Plan and the City of Cleveland's Climate Action Plan. The project will support opportunities for greening and additional park space, while incorporating natural landscaping and the planting of approximately 364 street trees and connecting to current park facilities. Quality of Life will be addressed by improving and expanding active transportation usage and reducing vehicle dependence. The project mitigates urban heat islands to protect the health of at-risk residents, outdoor workers, and others by increasing the convenience of and adding new areas for active transportation. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit, micro-mobility, and mobility on-demand and implementing plans based on community participation and data that addresses gaps identified in the existing network.



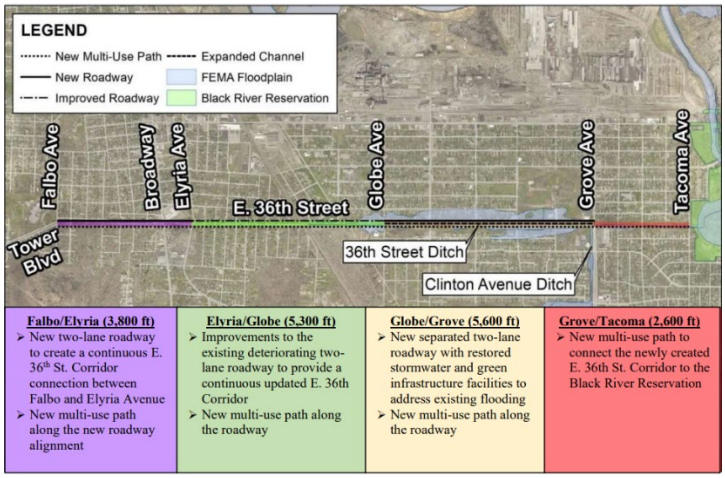
EAST 36TH STREET IMPROVEMENTS - PLANNING PROJECT

Recipient	City of Lorain
Location	City of Lorain, OH: Ohio
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,500,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will design approximately 3.3 miles of new and improved roadway and multi-use paths. It will also design roadside, green infrastructure and address approximately one mile of degraded stormwater channel running adjacent to E 36th Street in an area impacted by significant flooding.

Project Benefits: Safety will be addressed by protecting non-motorized travelers and reducing fatalities and serious injuries in an underserved community. Environmental Sustainability will be addressed by reducing transportation-related air pollution and emissions by decreasing vehicle miles driven while improving traffic flow. The construction of new multi-use paths will also create active transportation options, helping to reduce vehicle dependence, and as a result, transportation-related emissions. Additionally, the project plans to improve the resilience of the infrastructure by improving stormwater management and reducing the impacts of major flooding events. Quality of Life will be addressed by increasing affordable transportation choices, reducing vehicle dependency in an underserved community, and improving access to daily destinations with improved walking and biking options. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit and micro-mobility, increasing the accessibility for non-motorized travelers in underserved communities, and removing physical barriers for walking and biking.



RECONNECT TOLEDO'S HISTORIC NEIGHBORHOODS

Recipient	Metroparks Toledo
Location	City of Toledo, OH: Ohio
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$19,108,645
Construction Start (estimate)	April 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will construct approximately 4,184 feet of a one-mile multi-use path as part of the Glass City Riverwalk project.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks. This project provides for an off-road, shared-use facility that will allow cyclists and pedestrians to travel a safe distance away from vehicles, reducing the number of accidents. Environmental Sustainability will be addressed by addressing the disproportionately negative environmental impacts of transportation on local communities such as by reducing exposure to elevated levels of air, water, and noise pollution, improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change. Quality of Life will be addressed by improving public health by adding new facilities that promote walking, biking, and other forms of active transportation.



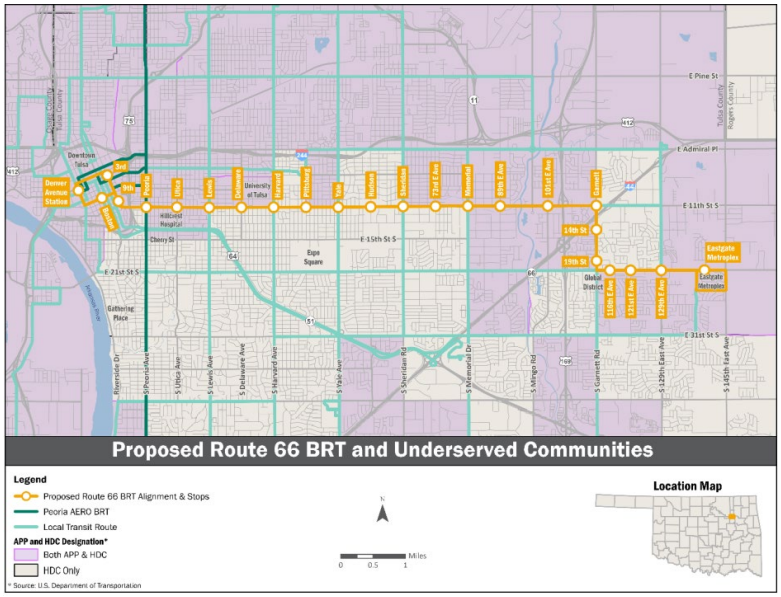
ROUTE 66 BRT: REVIVING ROUTE 66 WITH MULTIMODALISM AND JOB ACCESS

Recipient	Metropolitan Tulsa Transit Authority
Location	City of Tulsa, OK: Oklahoma
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$12,728,889
Construction Start (estimate)	April 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately 44 Bus Rapid Transit stations along the historic Route 66 corridor extending from the City of Tulsa's main transit center Downtown to an eastern terminus at 145th Avenue. Station features shall potentially include level boarding platforms, custom-designed shelters, distinctive station markers, real time arrival signs, wireless and fiber communications, and sidewalks to connect station areas to existing sidewalks and pedestrian crossings.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks in an underserved community. The project will provide enhanced transit service, which will reduce crashes by reducing VMT along the project corridor. Environmental Sustainability will be addressed through the reduction of VMT and greenhouse gas emissions, both achieved through mode shift. Quality of Life will be addressed by increasing affordable transportation choices and promoting increased usage of active transportation through the introduction of a more rapid bus service line. Mobility and Community Connectivity will be addressed by improving system-wide connectivity through the addition of a new BRT line which will greatly increase frequency on this line and provide a second rapid bus service within the city. The new BRT service will have ADA compliant stations and facilities for micro-transit connections.



BRIDGING THE GAP: MULTIMODAL CONNECTIONS OVER THE OKLAHOMA RIVER

Recipient	Oklahoma Department of Transportation
Location	City of Oklahoma City, OK: Oklahoma
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$17,356,896
Construction Start (estimate)	January 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a multi-modal bridge west of the southbound I-35 bridge. The new bridge will connect both sides of the recently built Oklahoma River Trail system. The new bridge will be approximately 20-feet wide and 820-feet long with a primary span extending at least 360'.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks and reducing fatalities and serious injuries by adding a new multimodal path near the southbound I-35 bridge across the Oklahoma River. Quality of Life will be addressed by creating a dedicated and safe non-motorized pathway that connects the south side of the Oklahoma river to parks, new trails, jobs, medical facilities on the north side of the river as well as public transit, and other downtown destinations. The project will also provide a new affordable and accessible active transportation connection between two brownfield grant redevelopment sites. Mobility and Community Connectivity will be addressed by adding trails and bicycle paths that improve accessibility for non-motorized users in an underserved area. The project also incorporates Universal Design principles and ADA-compliant features to ensure safe and equitable access for people of all ages and abilities.



FRONT STREET REDEVELOPMENT TRANSPORTATION CORRIDOR PLAN

Recipient	City of Salem
Location	City of Salem, OR: Oregon
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$2,704,800
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will conduct an alternatives analysis and a preliminary engineering study for an approximate 3,700-foot section of Front Street between South Street NE and the Front Street NE Bypass. The project will identify improvements to Front Street to encourage and support redevelopment in the corridor.



Project Benefits: Planning efforts will seek to address safety risks for all road users due to high-speeds, numerous unsignalized intersections, and at-grade rail crossings. The corridor features seven unsignalized intersections in less than one mile. Additionally, the nine at-grade rail crossings in the corridor do not have crossing gates or warning lights. The project aligns with the City's Climate Action Plan which focuses on improving environmental sustainability through land use and transportation systems that create walkable and bikeable neighborhoods.

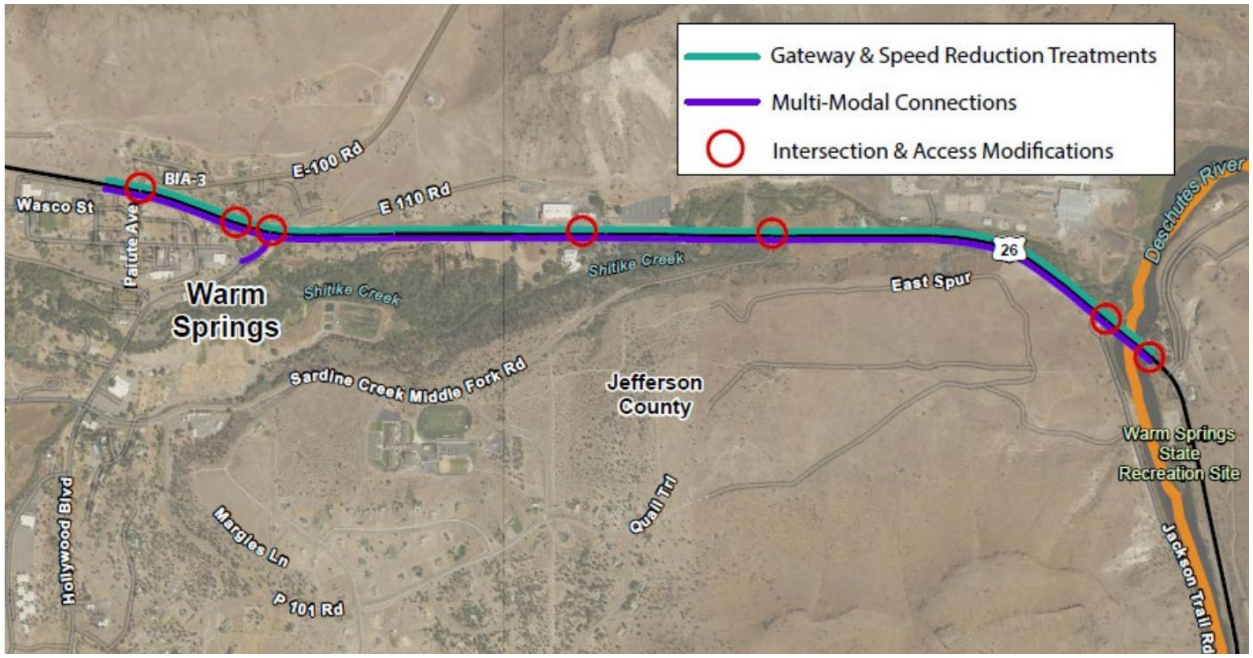
WARM SPRINGS COMMERCIAL CORRIDOR SAFETY PROJECT

Recipient	The Confederated Tribes of the Warm Springs
Location	Warm Springs Reservation, OR: Oregon
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$15,000,000
Construction Start (estimate)	January 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will design and construct improvements to the US 26 corridor in Warm Springs. Improvements will include speed reduction treatments in downtown Warm Springs, a new roundabout at the intersection of US 26 and Paiute Avenue/BIA 3, a shared-use path on both sides of the highway, and access to existing transit stops.

Project Benefits: The project will improve safety and reduce crash severity on US 26 by improving intersection layout, reducing vehicle speeds, and providing separated bike and pedestrian facilities. The project anticipates that constructing shared-use paths and upgrading intersections with crosswalks, illumination, and signing will encourage more residents to walk or bike to destinations like jobs, healthcare, stores, and schools. Currently, the US 26 corridor acts as a barrier to many of these activities, and additional connections are needed to reduce gaps in the existing network.



COLUMBIA OPERATIONS FACILITY: BUILDING A REGIONAL ZERO-EMISSIONS BUS BASE

Recipient	Tri-County Metropolitan Transportation District of Oregon
Location	City of Portland, OR: Oregon
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	March 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will design and construct a facility to store, fuel, and maintain TriMet's hydrogen fuel cell electric bus fleet.

Project Benefits: Safety will be addressed by reducing the number of pedestrian conflicts within the project area. The project will also include a risk reduction strategy in the development of the new center, ensuring both pedestrian and employee safety. Additionally, the project adheres to a Safe System Approach by incorporating specific items from FTA's Safety Advisory 23-1: Bus to Person Collisions. Environmental Sustainability will be addressed by allowing the applicant to meet the State's climate goals, which necessitate a zero-emission bus fleet. Mobility and Community Connectivity will be addressed by improving system-wide connectivity through the addition of more frequent service enabled by the project's expansion of storage facilities, which will improve accessibility for non-motorized users in underserved areas.



WESTPARK REDEVELOPMENT INFRASTRUCTURE PROJECT

Recipient	Philadelphia Housing Authority
Location	City of Philadelphia, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$21,395,555
Construction Start (estimate)	December 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct an extension of the existing street grid in West Philadelphia to connect the Westpark campus to a rail station and park space.

Project Benefits: The Westpark campus is separated by the surrounding community due to a substantial grade change, physical walls, and an auto-oriented design. The reconnection of Westpark will improve economic access and opportunity for returning residents and increase the supply of affordable housing that is connected to existing rail, bus, bike, and pedestrian infrastructure.



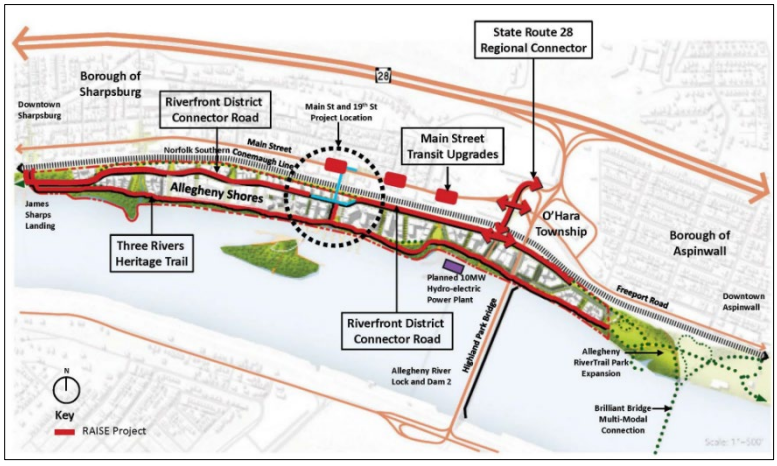
RECONNECTING THE ALLEGHENY RIVERFRONT TO ECONOMIC OPPORTUNITY PROJECT

Recipient	Borough of Sharpsburg
Location	Borough of Sharpsburg, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$24,944,683
Construction Start (estimate)	October 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and construct an approximately 300-foot bridge over the Conemaugh rail line; approximately 0.71 miles of road that connects to the riverfront district; approximately 1.19 miles of multi-use trail on the shoreline of the river; and improvements to approximately 6 bus stops along Main Street.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks through the construction of sidewalks and rail crossing where there currently are none. This project also incorporates Objective 2 of the Department's National Roadway Safety Strategy Plan and implements specific strategies in a county that has a crash rate five-times the national average for similar counties. Environmental Sustainability will be addressed by redeveloping a brownfield site thereby delivering significant environmental benefits. Additionally, the Borough of Sharpsburg Climate Plan aims to make the corridor environmentally friendly by supporting active and public transit and to be carbon neutral by 2050. Quality of Life will be addressed by increasing affordable transit options by improving access to Pittsburg Regional Transit's Route #1 and Route #91. The project will also reduce transportation and housing cost burdens. Mobility and Community Connectivity will be addressed by bridging an impassable section of rail line that divides the Borough of Sharpsburg. Removing this barrier will result in a continuous active transportation facility that connects to neighboring towns and provides a direct link to the Three Rivers Heritage Trail which had one million users in 2022.



REGIONAL OPERATIONS AND MAINTENANCE FACILITY AND TRANSIT CENTER

Recipient	Susquehanna Regional Transportation Authority
Location	City of Harrisburg, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	September 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a new Compressed Natural Gas (CNG)-compliant maintenance and operations transit facility for the Susquehanna Regional Transportation Authority. The project will also construct a new transfer center that includes approximately 16 bus berths; ticket and pass sale booths; real-time passenger information; and canopies, seating, and weather protection for passengers.

Project Benefits: The new facility will address safety issues associated with the existing transit center, such as insufficient sidewalks and conflicts between motorized vehicles and pedestrians. The new facility will allow the conversion to a Compressed Natural Gas fleet to reduce greenhouse gas emissions. The new facility will be relocated out of the flood plain, includes energy efficiencies, and features a stormwater management system.



CODORUS GREENWAY

Recipient	Redevelopment Authority of the County of York
Location	City of York, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$15,000,000
Construction Start (estimate)	January 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately one mile of waterfront trail and includes upgrades to flood control infrastructure along Codorus Creek.

Project Benefits: The new trail will separate bicyclists and pedestrians from vehicles to reduce dangerous conflicts. The trail will also serve as a new north-south route connecting marginalized communities to important destinations via a non-motorized facility. The project anticipates the greenway trail will enhance connections to Codorus Creek and provide green space amenities. The greenway is anticipated to draw new urban development and redevelopment of brownfield site to clean up areas that have been contaminated.



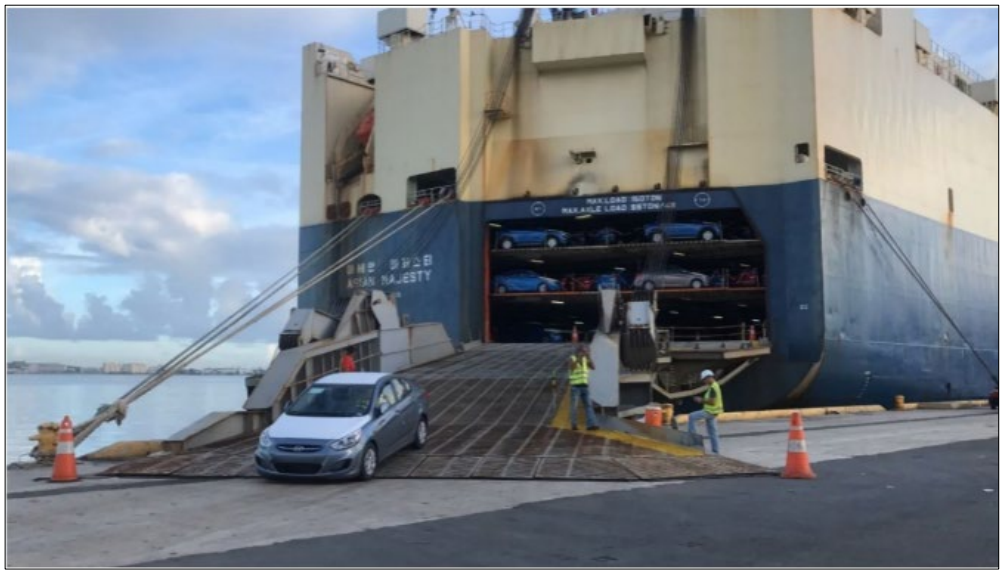
WHARF D RECONSTRUCTION AND RESILIENCY PROJECT

Recipient	Puerto Rico Ports Authority
Location	San Juan County, PR: Puerto Rico
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$21,224,804
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and reconstruct Wharf D of the Puerto Nuevo Docks. Project activities will include demolition and disposal of the existing concrete platform, underwater inspection and debris removal, reconstruction of the concrete platform, and installation of a new fender systems and bollards.

Project Benefits: The project will provide safer working conditions and improve quality of life for terminal workers. By reconstructing Wharf D health benefits for employees and the surrounding communities will be realized with operational efficiencies and the community will experience a decrease in emissions caused by idling vessels. The project will also include proactive public participation and community engagement following the Equity Actions included in the U.S. DOT Equity Action Plan, Power of Community focus area.



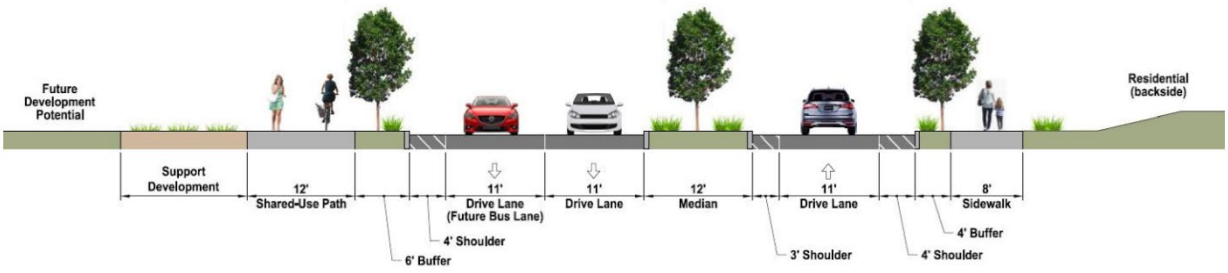
HENDERSON PHASE 2 MULTIMODAL CONNECTIONS

Recipient	Rhode Island Department of Transportation
Location	Providence County, RI: Rhode Island
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	December 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will convert Henderson Parkway into a low-speed facility and includes non-motorized facilities, as well as demolish an existing bridge, loop ramp, and approximately two traffic signals. The project will also construct a roundabout, approximately two miles of non-motorized facilities, and approximately two scenic overlooks on the Henderson Bridge over the Seekonk River.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks by adding two miles of dedicated, separated multi-use paths. Additionally, the project will incorporate actions from the National Roadway Safety Strategy, such as converting a major expressway into a complete street along with traffic calming measures. Quality of Life will be addressed by increasing affordable transportation choices and implementing transit-oriented development with targeted goals for affordable housing near transit areas. Mobility and Community Connectivity will be addressed by directly supporting multimodal transportation options, including transit connections along several critical transit routes and connections to both Amtrak and Massachusetts Bay Transportation Authority (MBTA) commuter rail systems.



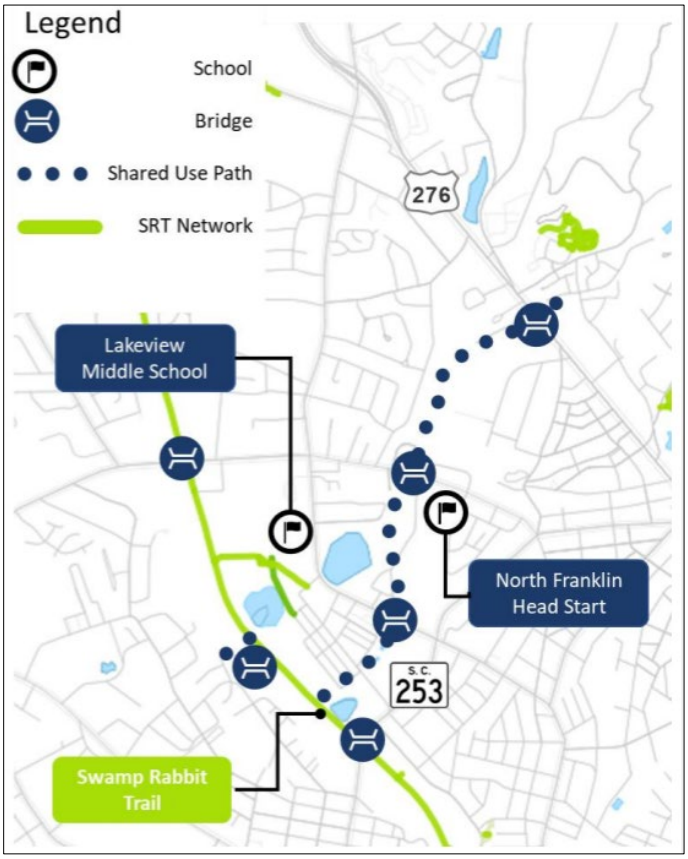
SANS SOUCI CONNECTER

Recipient	Greenville County
Location	Greenville County, SC: South Carolina
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$20,335,170
Construction Start (estimate)	February 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately 2.2-miles of shared-use path with approximately five grade separations and e-bike charging stations.

Project Benefits: Safety will be addressed by increasing safety for pedestrians and bicyclists in underserved communities through the installation of grade-separated crossings at several roads and creating a separate connected network to the greater Swamp Rabbit Trail (SRT) system. Environmental Sustainability will be addressed through a reduction of vehicle miles traveled and a reduction in greenhouse gas emissions in underserved areas. The project also aims to repurpose existing rail infrastructure to create grade separated bridge segments for both pedestrians and bicyclists. The project will also add an e-charging station for e-bikes. Quality of Life will be addressed by expanding this underserved area's active transportation network by connecting to the SRT Network, which will connect to schools and other daily destinations. The trail will also improve public health by expanding and encouraging non-motorized transportation options. Mobility and Community Connectivity will be addressed by removing physical barriers by connecting underserved communities to the SRT network and create above grade crossings with grades less than 5 percent and have other ADA-compliant features. The project directly connects communities and schools and supports local and regional plans for improved connectivity and rail safety.



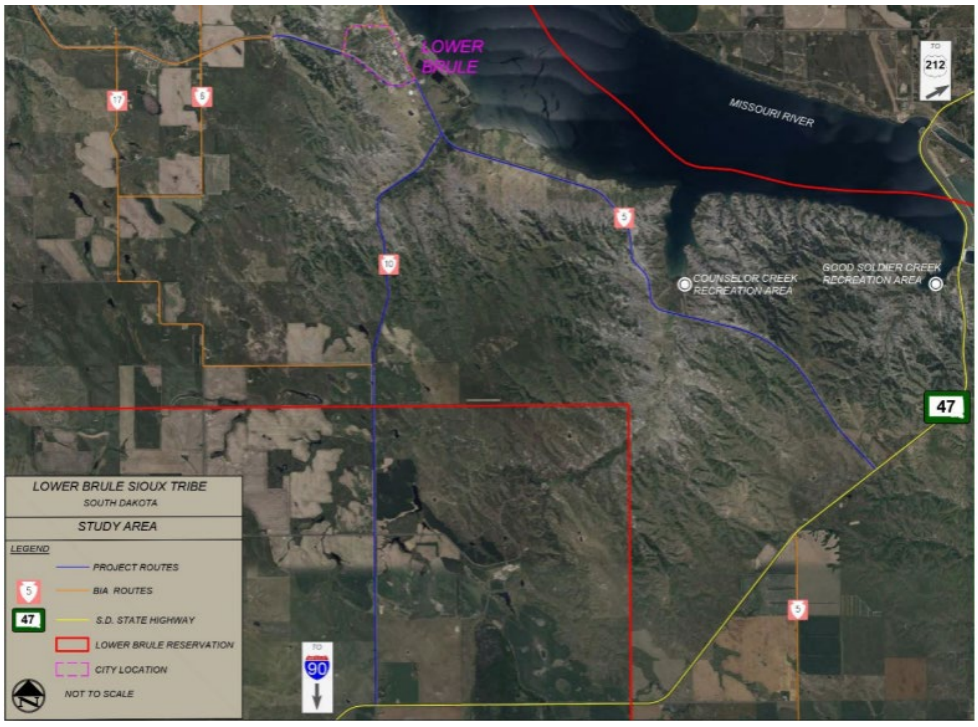
BIA 5 AND BIA 10 RECONSTRUCTION PROJECT

Recipient	Lower Brule Sioux Tribe
Location	Lower Brule Reservation, SD: South Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$2,308,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design the reconstruction of BIA Routes 5 and 10 between the Lower Brule Sioux Tribal headquarters, Town of Lower Brule, South Dakota Highway 47, and Interstate 90. Improvements will include roadway widening and resurfacing, rumble strips, flatter slopes, improved horizontal and vertical curves, signage, improved non-motorized paths adjacent to the BIA 10, and improvements to pedestrian road crossings.

Project Benefits: BIA 5 and 10 are currently signed to warn travelers of rough road conditions that my pose safety risks. The project will address these safety risks by planning the reconstruction of the road. The routes provide connections within the reservation and to the towns of Lower Brule and West Brule. The routes are also the main access points from other areas in South Dakota, with SD 47 providing the major roadway connection. The project will also look to incorporate pedestrian and bicycle improvements in select locations.



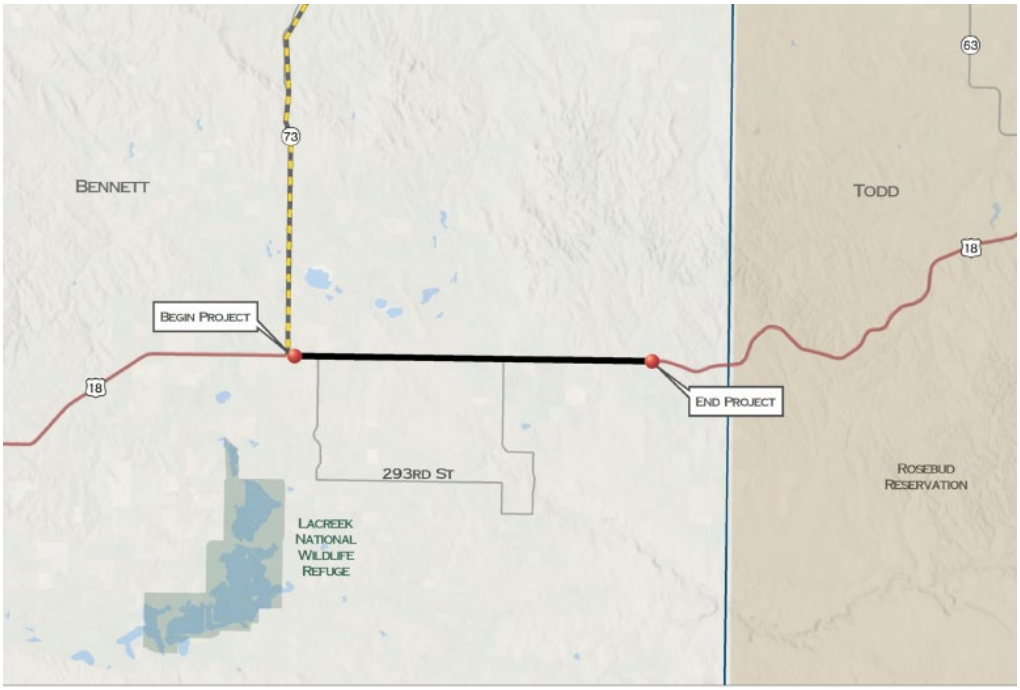
US 18 RECONSTRUCTION IN BENNETT COUNTY

Recipient	South Dakota Department of Transportation
Location	Bennett County, SD: South Dakota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct approximately 11 miles of US 18 from east of SD 73 to west of Antelope Road/242 Avenue. The reconstruction will include 6-foot shoulders and rumble strips.

Project Benefits: The highway's current lack of multi-use shoulders poses a safety risk as it forces motor vehicle to share the travel lanes with bicyclists and pedestrians. The construction of 6-foot shoulders will provide space to separate bicyclists and pedestrians from vehicle travel lanes. The project will also include edge line rumble strips and painted edge lines to provide a visual cue and alert drivers to the possibility of non-motorized users along the route. Improvements will also address geometric deficiencies and snow drift.



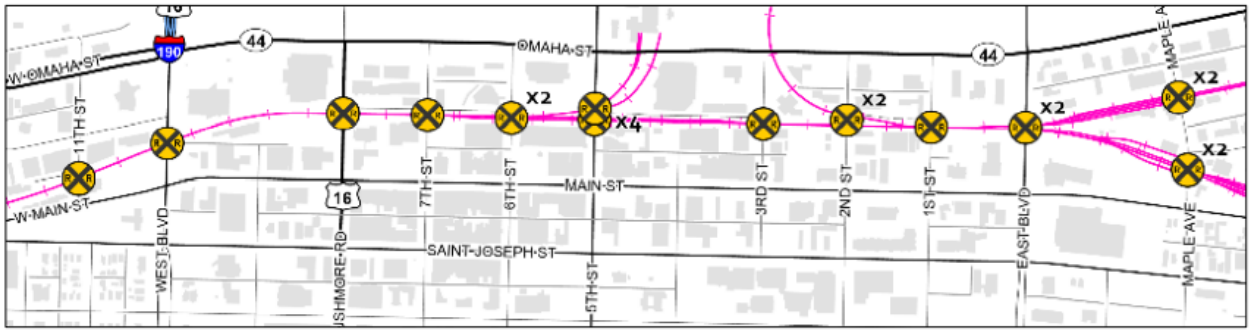
COMPREHENSIVE DOWNTOWN RAILROAD SAFETY SOLUTIONS

Recipient	City of Rapid City
Location	City of Rapid City, SD: South Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,100,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design safety improvements for at-grade rail crossings in downtown Rapid City. Project activities will potentially include a feasibility study, National Environmental Policy Act analysis, benefit-cost analysis, right-of-way survey, engineering design, and public engagement.

Project Benefits: Safety will be addressed by incorporating specific safety improvements that are part of a documented risk reduction mitigation strategy. Additionally, the project will examine potential multi-modal safety elements for pedestrians and cyclists. The deliverables from this project will align with the City's plans already being developed through a Safe Streets for All (SS4A) planning grant that Rapid City was awarded in 2023. Environmental Sustainability elements will address the disproportionate impacts of noise pollution through the establishment of a Quite Zone in an underserved area. Additional resiliency improvements would also be examined to prepare for flooding and other extreme weather events. Quality of Life will be addressed by integrating rail crossing improvements with affordable housing and mixed-use economic development efforts. Mobility and Community Connectivity will be addressed by the creation of alternate routes around the tracks given trains can create gridlock, and in the event of a stalled train or accident, can cut the city in half. Crossings will be made ADA compliant, with sidewalk connections.



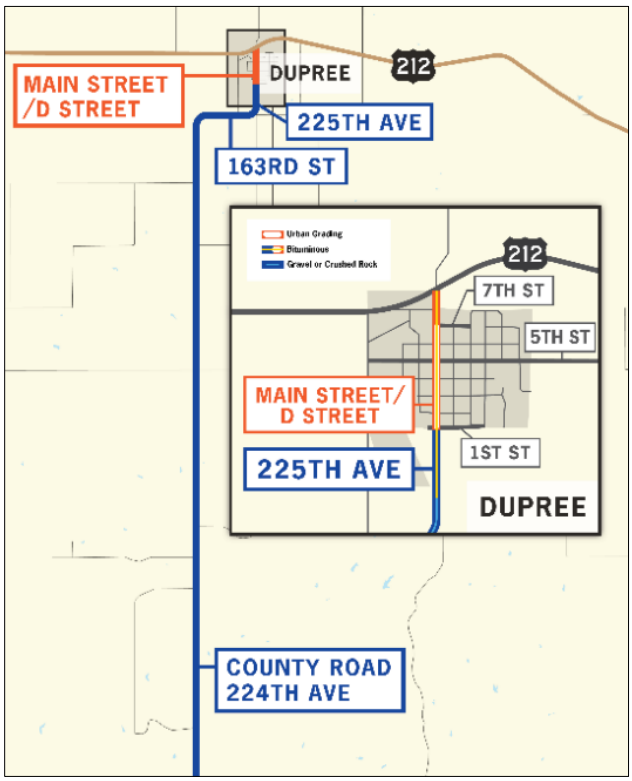
CHEYENNE RIVER-ZIEBACH COUNTY ROADWAY IMPROVEMENT PLANNING PROJECT

Recipient	Cheyenne River Sioux Tribe
Location	Cheyenne River Reservation, SD: South Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,206,500
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan and design the reconstruction of approximately 38-miles of roadway in the communities of Dupree and Cherry Creek. Project activities include survey, geotechnical investigation, NEPA, preliminary engineering and final design, public outreach, and utility and right-of-way analysis.

Project Benefits: Planning efforts will focus on the reconstruction of roads that were originally constructed decades ago and are generally unsafe, unstable, and becoming increasing difficult to maintain. The project aims to promote long-term economic growth in an underserved area and ensure goods can be transported efficiently. The project will include collaboration between the Tribe, Ziebach County, and the communities of Cherry Creek and Dupree.



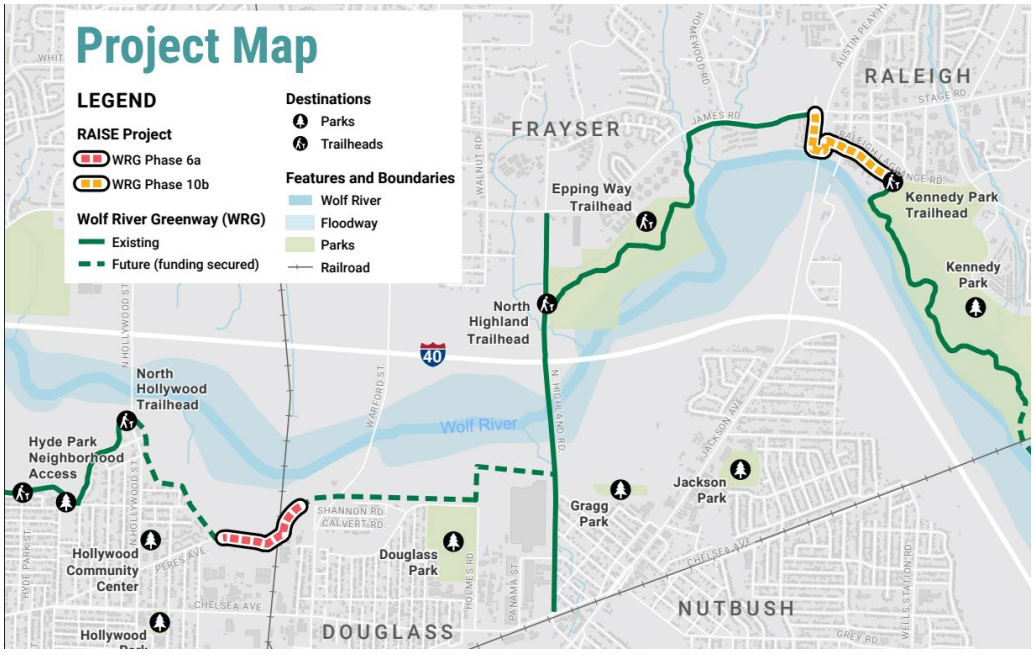
WALKING (AND BIKING) IN MEMPHIS: FILLING THE FINAL GAPS OF THE WOLF RIVER GREENWAY

Recipient	City of Memphis
Location	City of Memphis, TN: Tennessee
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$21,832,817
Construction Start (estimate)	October 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct approximately one mile of trail to complete the Wolf River Greenway in Memphis, which will require the construction of a bicycle/pedestrian bridge over a railroad and an underpass under Highway 14/Jackson Avenue.

Project Benefits: The project will provide safe routes for walking and biking to reduce serious and deadly crashes in an area with above-average traffic fatalities and low car ownership. The improvements will address inequities in health, transportation, and access by providing affordable transportation and exercise opportunities. The project implements community prioritized improvements that fill gaps in the transportation network, reduce barriers, and increase accessibility.



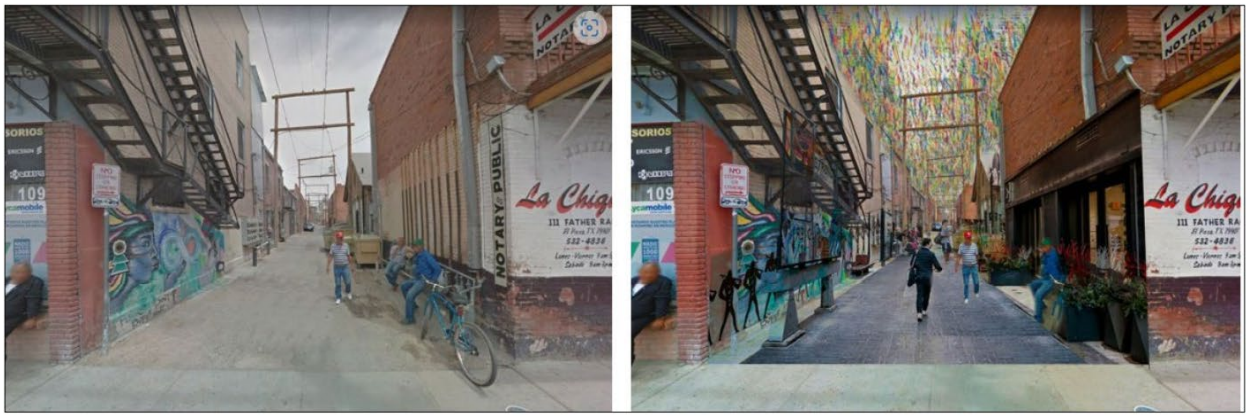
EL PASO COUNTY EQUITABLE MOBILITY PLAN

Recipient	City of El Paso
Location	El Paso County, TX: Texas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$900,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will develop a county-wide Equitable Mobility Plan that will address transportation challenges and inform future design and project implementation.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks and reducing fatalities and serious injuries in underserved communities by installing wider sidewalks for pedestrians and improving roadway intersection crossing designs. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions by promoting active transportation and mode shift to public transit. Quality of Life will be addressed by increasing access to daily destinations and promoting denser development patterns so residents have shorter travel distances and greater access to destinations. Mobility and Community Connectivity will be addressed by identifying gaps in the existing network, removing physical barriers, and using a Complete Streets approach. The project will also develop strategies to encourage residents to utilize public transit options including the Sun Metro Mass Transit.



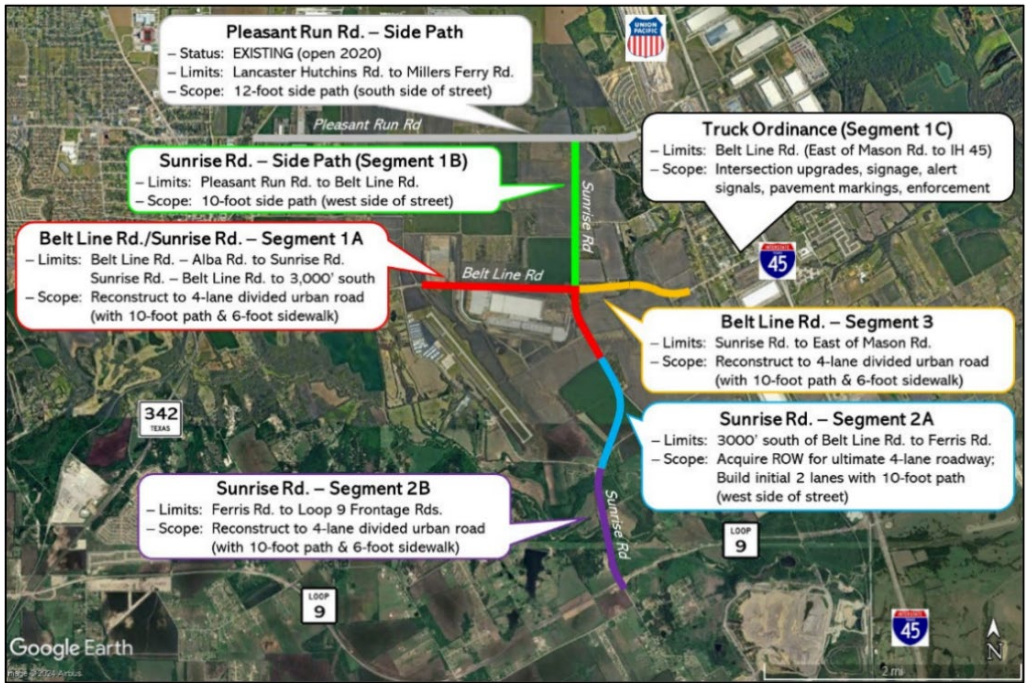
DALLAS COUNTY INLAND PORT (DCIP) MULTIMODAL CONNECTIVITY PROJECT

Recipient	Dallas County
Location	Dallas County, TX: Texas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	April 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will upgrade Belt Line Road from Alba Road to east of Mason Road and Sunrise Road from Pleasant Run Road to the Loop 9 frontage roads. The project will widen 2-lane roadways to 4-lane divided facilities with side paths and sidewalks.

Project Benefits: Safety will be addressed by protecting travelers from safety risks. The project will separate new sidewalks and shared used path from the roadway that is expected to increase comfort and security benefits for non-motorists. Environmental Sustainability will be addressed by improving the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change. Quality of Life will be addressed by increasing affordability for travelers, improving access to daily destinations, and increasing affordable transportation choices. Mobility and Community Connectivity will be addressed by increasing accessible transportation choices and improving system-wide connectivity with access to transit and mobility on-demand by expanding regional construction, infrastructure, and emerging technology opportunities.



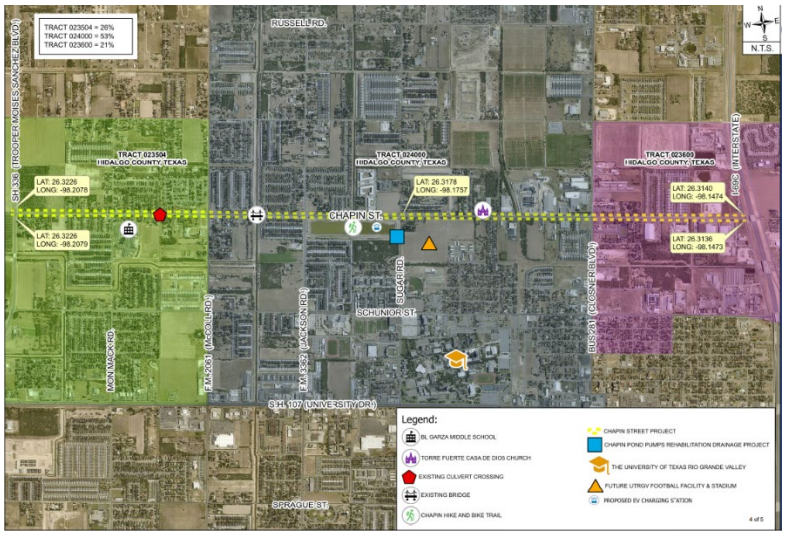
CHAPIN STREET CORRIDOR PLANNING PROJECT

Recipient	City of Edinburg
Location	City of Edinburg, TX: Texas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$5,081,700
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the preliminary engineering for the redesign of approximately 3.8-miles of Chapin Street from Trooper Moises Sanchez Boulevard (SH 336) to I-69C. The design work will address roadway upgrades including widening from 2-lanes to 3-5 lanes, a shared-use path, pedestrian crossings, traffic signal upgrades, bridge upgrade, infrastructure removal, drainage improvements, and an EV charging station. Other activities will include environmental, geotechnical, and drainage studies.

Project Benefits: Safety will be addressed by protecting non-motorized users from safety risks by including a shared-use path, pedestrian crossings, and traffic signal upgrades. Environmental Sustainability will be addressed by reducing vehicle miles traveled specifically through modal shift to active transportation. The project's implementation of sidewalks and bike lanes will contribute to the state's decarbonization plan by providing alternatives to vehicle miles traveled and reducing transportation related greenhouse gas emissions. Quality of Life will be addressed by improving access to daily destinations though active transportation by improving the connectivity of the corridor. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit, micro-mobility, and mobility on demand by providing more efficient accessibility and comfort for pedestrians and cyclists accessing Valley Metro stops.



CULEBRA ROAD IMPROVEMENT PROJECT

Recipient	City of San Antonio
Location	City of San Antonio, TX: Texas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$8,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning, design, and environmental work for safety and multimodal improvements along an approximately 5-mile segment of Culebra Road from I-410 (Loop 410) to General McMullen Drive. The project will include safety and multimodal complete streets improvements including ADA sidewalks, crossings, dedicated bicycle facilities, transit stops, street trees, traffic calming, and green infrastructure.

Project Benefits: Safety will be addressed by reducing fatalities and serious injuries by reconfiguring traffic lanes to increase sight distances and reduce driver confusion at intersections. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions by constructing ADA-compliant pedestrian facilities and dedicated bicycle facilities to encourage a mode shift to active transportation. The project will also incorporate nature-based solutions such as tree canopy and landscaping to reduce the heat island effect and filter air pollutants, as well as native vegetation to address stormwater capture and improve water quality. Quality of Life will be addressed by increasing affordable transportation options by improving and expanding active transportation usage in a community with 53 percent low-income households. The project will improve access to daily destinations and improve public health. Mobility and Community Connectivity will be addressed by addressing gaps identified in the existing network based on previous studies. The project will remove physical barriers and utilize the Complete Streets approach to mitigate non-ADA compliance in the project area and facilitate safe road crossings.



UTAH TRAIL NETWORK FOUR CORNERS PLANNING STUDY

Recipient	Utah Department of Transportation
Location	San Juan County, UT: Utah
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$9,600,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will conduct the planning activities for the construction of a paved separated shared-use trail along US-191, US-163, and SR-162 in southeast Utah and in the Navajo Nation. The project will perform approximately 160-miles of feasibility study on the entire corridor, and approximately 61-miles of design work on the highest priority segments. The feasibility study will focus on public outreach, alignment with upcoming UDOT projects, right-of-way investigation, identification of environmental concerns, cost estimates, and prioritization. The design work will identify exact trail alignments, perform survey work for exact cut/fill quantities, and deliver a complete design package.

Project Benefits: Safety will be addressed by designing a trail system that will provide safe dedicated non-motorized travel infrastructure along a major highway corridor which currently experiences vehicle-on-pedestrian conflicts. This project incorporates actions from U.S. DOT's National Roadway Safety Strategy and will help prevent up to 88 percent of "walking along the road" crashes. Environmental Sustainability will be addressed by reducing transportation-related air pollution and greenhouse gas emissions in underserved communities, reducing vehicle miles traveled specifically through modal shift to active transportation, and improving the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change. Quality of Life will be addressed by increasing affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities, improving access to daily destinations through active transportation, improving public health by adding new facilities that promote walking, biking, and other forms of active transportation, and proactively addressing equity. Mobility and Community Connectivity will be addressed by identifying gaps in the existing network, removing physical barriers for individuals by reconnecting communities to direct, affordable transportation options, and including transportation features that increase the accessibility for non-motorized travelers.



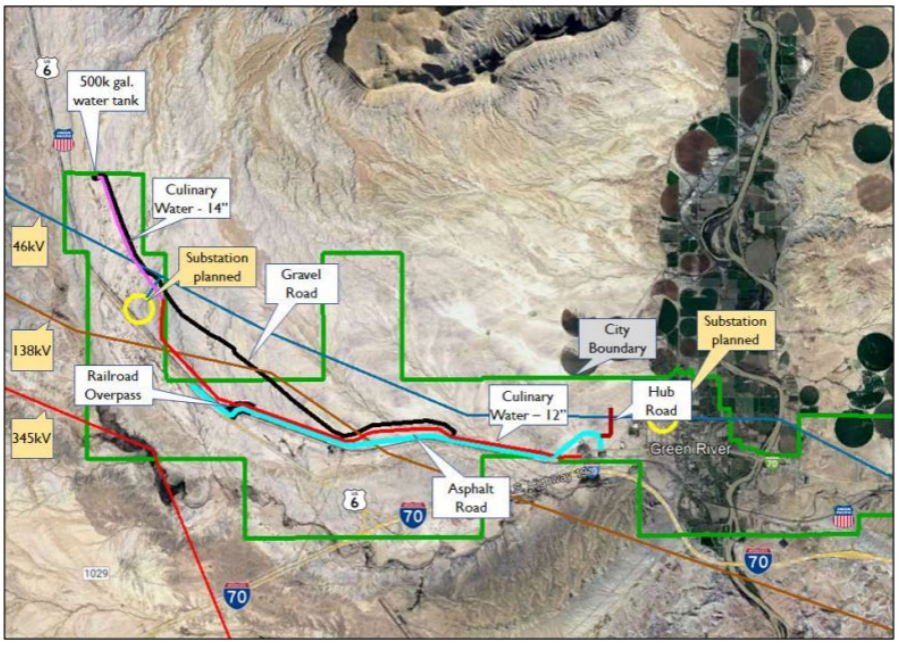
WEST INDUSTRIAL PARK ROAD AND UTILITIES PLAN

Recipient	City of Green River
Location	City of Green River, UT: Utah
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$3,615,080
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning activities for the construction of an approximate 6.3-mile roadway with utilities (water, sewer, power, and broadband) in the West Industrial Park located off I-70 at Exit 60. The project includes full engineering design and stakeholder outreach activities.

Project Benefits: Safety will be addressed by incorporating measures that will protect non-motorized travelers from safety risks especially in high traffic areas. The project will promote safe ingress and egress, completion of safety audits and risk assessments throughout the planning, design, and operational stages, as well as considerations for adequate lighting, clear signage, proper road markings, well-designed intersections, and visibility enhancements. Environmental Sustainability will be addressed by aligning with both the U.S. National Blueprint for Transportation Decarbonization, as well as the State of Utah's Resource Management Plan. Additionally, the project plans to incorporate nature-based solutions such as native vegetation and a new drainage system with detention basins, buried pipes, and culverts. Mobility and Community Connectivity will be addressed by creating more efficient freight routes that will facilitate increased intermodal and multimodal goods movements while diverting heavy truck traffic out of the area's downtown, which will also improve mobility in the city.

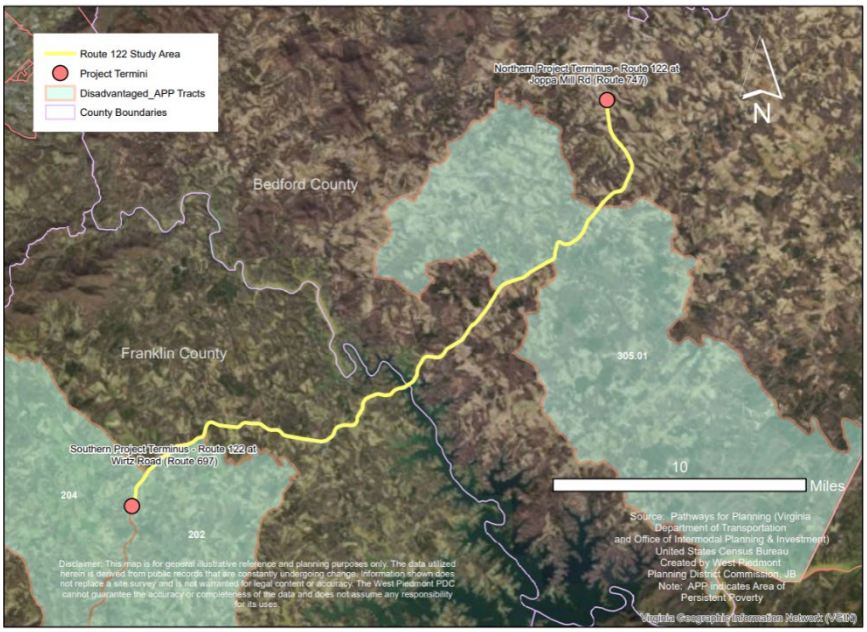


ROUTE 122 REGIONAL CORRIDOR PLAN

Recipient	West Piedmont Planning District Commission
Location	Franklin and Bedford Counties, VA: Virginia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,657,148
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the development of an approximately 24.2-mile corridor plan along Route 122 from Wirtz Road (Route 697) in Franklin County and Jopa Mill Road (Route 747) in Bedford County. The plan will recommend safety, capacity, and geometric improvements, as well as examine the feasibility of a corridor-wide multi-use trail, corridor-wide connectivity and redundancy - including multimodal options spanning the lake, a park-and-ride facility with EV charging stations, elements of Complete Streets where feasible, and a shuttle between the corridor and nearby Amtrak stations. The plan will also incorporate recommendations from one previous and one current planning effort in the Westlake Corner community of Franklin County.



Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks using Complete Streets improvements that are part of a documented risk reduction mitigation strategy. Environmental Sustainability will be addressed by implementing transportation-efficient land use and design and reducing transportation-related air pollution and greenhouse gas emissions in disadvantages communities. Quality of Life will be addressed by expanding active transportation options, coordinate and integrate land use, and increasing the supply of affordable housing for underserved communities. Mobility and Community Connectivity will be addressed by enhancing system-wide connectivity through the availability of transit, micro-mobility, and mobility-on-demand. The project will also incorporate principles of Universal Design, Complete Streets, and consider last-mile freight deliveries in a multimodal approach.

HIGHWAY 40 CORRIDOR MULTIMODAL ASSESSMENT AND MASTER PLAN

Recipient	Town of Rocky Mount
Location	Town of Rocky Mount, VA: Virginia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund planning activities to identify potential mobility and connectivity improvements along approximately 1.5-miles of Highway 40 between Booker Washington Highway (Route 122) and Main Street, as well as approximately 0.7-miles of Tanyard Road from Highway 40 to the North Main Street intersection. The plan will consider access management solutions, Complete Streets improvements, frontage roadways, bicycle infrastructure, existing park-and-ride lot improvements,

Project Benefits: Safety will be addressed by reducing fatalities and serious injuries. The project aims to identify essential road safety enhancements to address documented safety risks, especially with respect to pedestrians. Environmental Sustainability will be addressed by reducing transportation-related environmental impacts such as emissions, noise, and heavy particles in the planning and eventual implementation of this project which is routed through underserved and disadvantaged communities. Quality of Life will be addressed by improving access to daily destinations and improve public health through active transportation. It also provides alternative mobility options, improves accessibility, and increases housing variety. Mobility and Community Connectivity will be addressed by considering land use and transportation planning at the same time, planning the improvement of the sidewalk network, multi-use walkways, trails, etc., and last-mile freight movement.



SUFFOLK SEABOARD COASTLINE TRAIL - SEGMENT 3C

Recipient	City of Suffolk
Location	City of Suffolk, VA: Virginia
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$5,319,360
Construction Start (estimate)	October 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the engineering design, right-of-way, and construction for the approximate 2.2-mile Suffolk Seaboard Coastline Trail Segment 3C from the northern terminus of Segment 3B to Nansemond River High School, completing the gap between Segments 3A and 3B of the trail. The trail will consist of an asphalt path with gravel shoulders and approximately 1,800-feet of the alignment will consist of a raised boardwalk to over wooded wetlands.

Project Benefits: The project protects non-motorized travelers from safety risks by providing a multi-use path separated from vehicular traffic. High visibility crossings with rectangular rapid flashing beacons are proposed at two roadway crossings. Nearby pedestrian and bicyclist counts from previously completed Segment 4 have demonstrated that the trail system has increased biking and walking trips within the community. The improvements are based on community participation and data that identified gaps in the existing active transportation network.



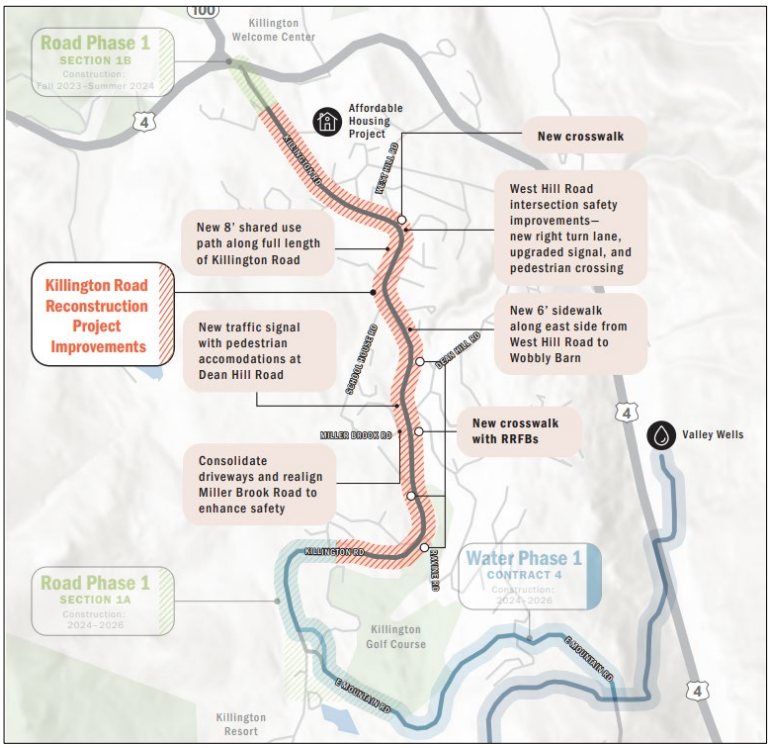
KILLINGTON ROAD RECONSTRUCTION AND COMPLETE STREETS

Recipient	Town of Killington
Location	Town of Killington, VT: Vermont
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will complete phases 2-4 of a four-part project to make safety improvements at key intersections and pedestrian crossings. Approximately 2.7 miles of shared use path and 1.4 miles of new sidewalk facilities will be constructed. New stormwater infrastructure will be installed in addition to a complete, full-depth reconstruction of the roadway.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks and reduce serious injuries along the roadway. Additionally, improvements will be made at several intersection and pedestrian crossings, including the removal of a high-speed right-turn slip lane and upgraded signaling. The improvements at the intersections and the consolidation of curb cuts will reduce the number of conflict points and result in fewer serious injuries. Environmental Sustainability will be addressed by incorporating nature-based solutions and potential for reduced vehicle miles traveled. The project will result in 100% of the storm water runoff being treated prior to entering nearby waterways. Quality of Life will be addressed by increasing affordable transportation choices by improving and expanding active transportation usage and reducing vehicle dependence. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit. By reconstructing the road to incorporate several complete streets elements, the project will significantly improve system-wide connectivity and support disadvantaged communities in the neighboring towns.



LAKEWOOD DOWNTOWN TRANSPORTATION FEASIBILITY STUDY

Recipient	City of Lakewood
Location	City of Lakewood, WA: Washington
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,100,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will examine the engineering and construction constraints for active and multimodal transportation improvements in the Lakewood Downtown Subarea Plan. The outcome of the feasibility study will be a strategic and prioritized implementation plan for the construction of transportation improvements based on environmental constraints, financially feasible and available grant funding sources, and partnerships with allied agencies, economic development opportunities, and safety improvements.



Project Benefits: Safety will be addressed by evaluating the downtown transportation network to come up with a plan to reduce and eventually eliminate motor vehicle collisions. Quality of Life will be addressed by enabling more people to live in a vibrant mixed-use community close to their daily needs, which will have environmental and societal benefits. This project will provide residents with travel options to get from home to work and other destinations without having to own or use a vehicle. Mobility and Community Connectivity will be addressed by improving system-wide connectivity and the downtown's pedestrian infrastructure with ADA sidewalks, separating bike paths, and active transportation connections to the transit system. In addition, bike and pedestrian lanes will active transportation travel and promote a healthier lifestyle.

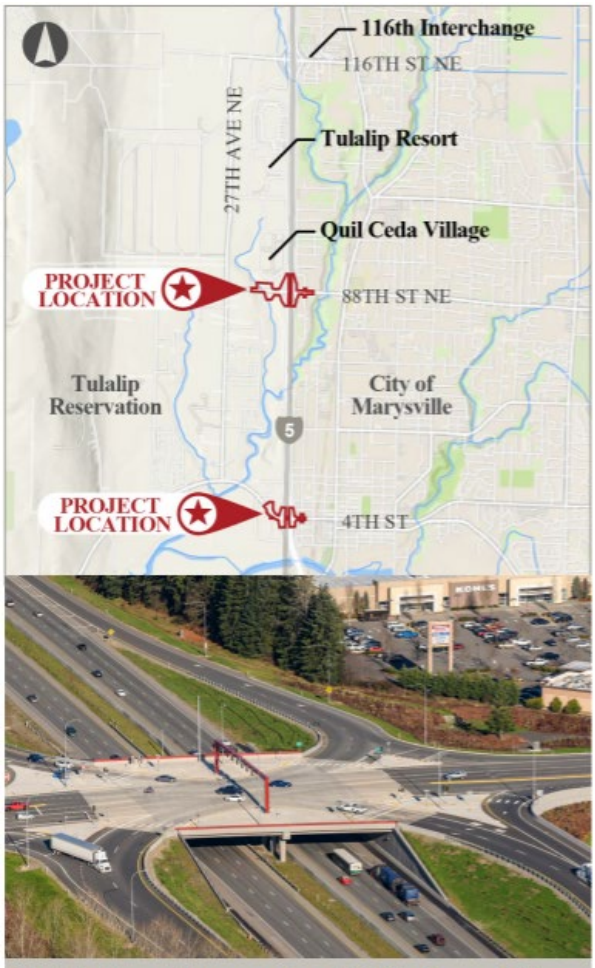
INTERSTATE 5, 4TH STREET, AND 88TH STREET NE CORRIDOR IMPROVEMENTS

Recipient	Tulalip Tribes of Washington
Location	Snohomish County, WA: Washington
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$4,975,909
Construction Start (estimate)	January 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will plan, design, and construct improvements to both the 4th Street and 88th Street NE crossings of Interstate 5.

Project Benefits: The current configuration of interchanges and local roads accessing the interchanges hinder commuters, residents, visitors, freight, transit, and nonmotorized connections between the Reservation and the City of Marysville. The improvements will improve connectivity and mobility for both motorized and non-motorized users. The project will also include fish passage enhancements and stream habitat improvements at the 88th Street NE crossing of Coho Creek, a perennial stream used by salmon, trout, and other wildlife.



Aerial view of the completed 116th Street NE interchange looking northeast.

NEAH BAY MULTI-USE BARGE LOADING FACILITY

Recipient	Makah Indian Tribe
Location	Makah Reservation, WA: Washington
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,303,628
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning, market analysis, feasibility study, engineering, design, and permitting for a multi-use barge loading facility.

Project Benefits: Safety will be addressed by planning an alternate supply chain route. State Route 112, the only roadway to the Makah Reservation, is frequently closed for hours, days, or months due flooding and landslides. The new barge loading facility will be designed to accommodate water-based transport of food, medicine, and emergency supplies. Environmental Sustainability will be addressed by transporting Makah logs through a modal shift from trucking to barge. Mobility and Community Connectivity will be addressed by increasing intermodal and multimodal freight movement by incorporating a barge facility to increase the output for the transportation of commodities. Community and agency stakeholder outreach will be an important part of the planning project to identify gaps in the current network that can be resolved by the new facility.



SHIPPING TERMINAL RAIL CONNECTION

Recipient	Port of Bellingham
Location	City of Bellingham, WA: Washington
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$17,931,000
Construction Start (estimate)	April 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the final design and construction of improvements that will reinstate on-dock and near-dock rail connections to the Port of Bellingham's shipping terminal. The project will also connect the terminal to the BNSF mainline to provide direct rail service in and out of the port.

Project Benefits: The new rail connections will improve safety by reducing truck traffic through densely populated residential neighborhoods near the port. The reduction in truck traffic due to a modal shift to rail will also reduce greenhouse gas emissions. This project aligns with the states' Carbon Reduction Strategy that moves Washington toward meeting its emission reduction goals.



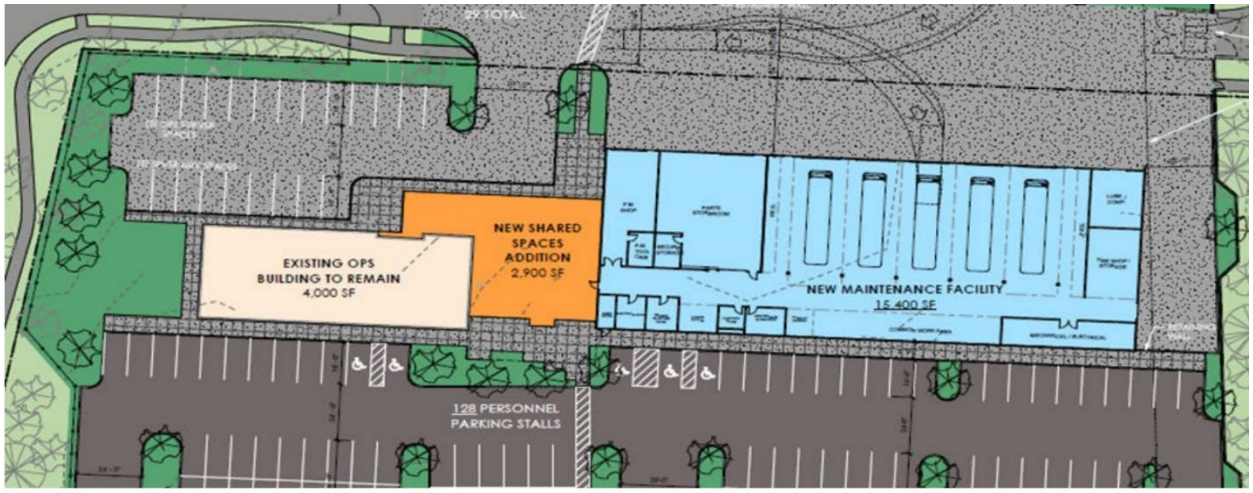
KITSAP TRANSIT MAINTENANCE FACILITY CONSTRUCTION AND FLEET MODERNIZATION

Recipient	Kitsap County Public Transportation Authority
Location	Kitsap, Jefferson, Snohomish, Clallam, and King Counties: Washington
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$17,000,000
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct a full-service maintenance facility and procure five double decker routed battery electric buses. The proposed maintenance facility will be a full-service facility. The facility will include updated maintenance workspaces with crane lifts, elevated walkways, and high voltage protective equipment. The facility will also incorporate designs for the inclusion of internal charging infrastructure and onsite green energy production.

Project Benefits: The project aligns with Kitsap Transit's Long Range Transit Plan which sets goals for the full electrification of its routed fleet by 2050. The project also aligns with the Puget Sound Regional Council's Vision 2050 which is focused on planning for high-capacity transit growth in the project area. The location of the new facility will also reduce greenhouse gas emissions due to a reduction in how far vehicles will have to travel to receive maintenance.



Conceptual design of full-service maintenance facility provided by TCF Architecture.

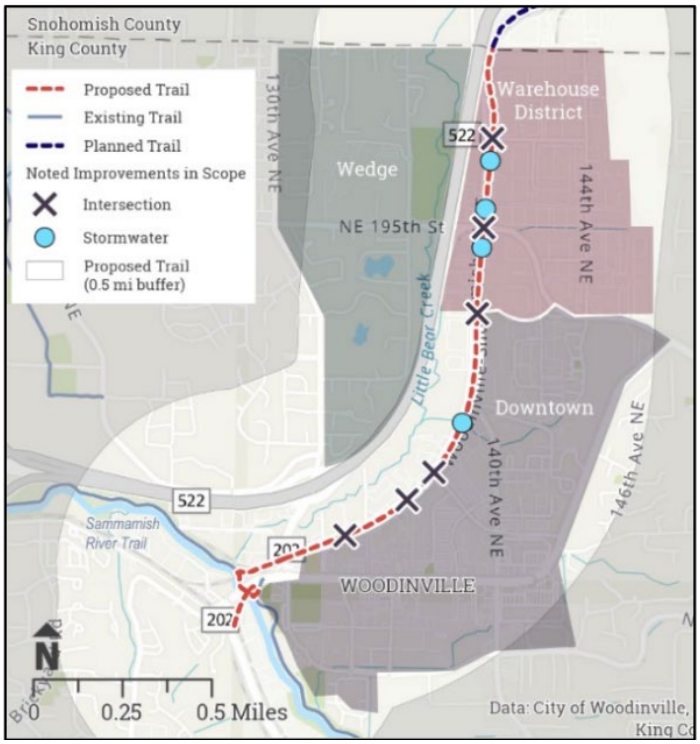
EASTRAIL MULTI-USE TRAIL PLAN

Recipient	City of Woodinville
Location	City of Woodinville, WA: Washington
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$5,000,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: The project will fund planning, public engagement, environmental review, permitting, and design of an approximately 1.7-mile multi-use trail and linear park.

Project Benefits: Safety will be addressed by addressing existing gaps in the regional multi-use trail network through numerous intersection improvements and reclaiming a portion of an abandoned rail line. The project will protect non-motorized travelers from safety risks by providing grade-separated infrastructure, as well as safety enhancements at intersections. Environmental Sustainability will be addressed by providing new transportation resources that encourage mode-shift to active transportation, as well as water quality improvements with drainage enhancements and renovating culverts to improve fish passability. Quality of Life will be addressed by coordinating and integrating land use, affordable housing, and transportation planning to create more livable communities and expand travel choices, as well as improving public health by adding activate transportation facilities that promote walking and biking. Mobility and Community Connectivity will be addressed by improving system-wide connectivity with access to transit, and implement plans, based on community participation and data, that addresses gaps identified in the existing network. The project will connect to 5 bus routes that provide transit access to the greater region, providing a way to travel outside of the community without the need for a car.



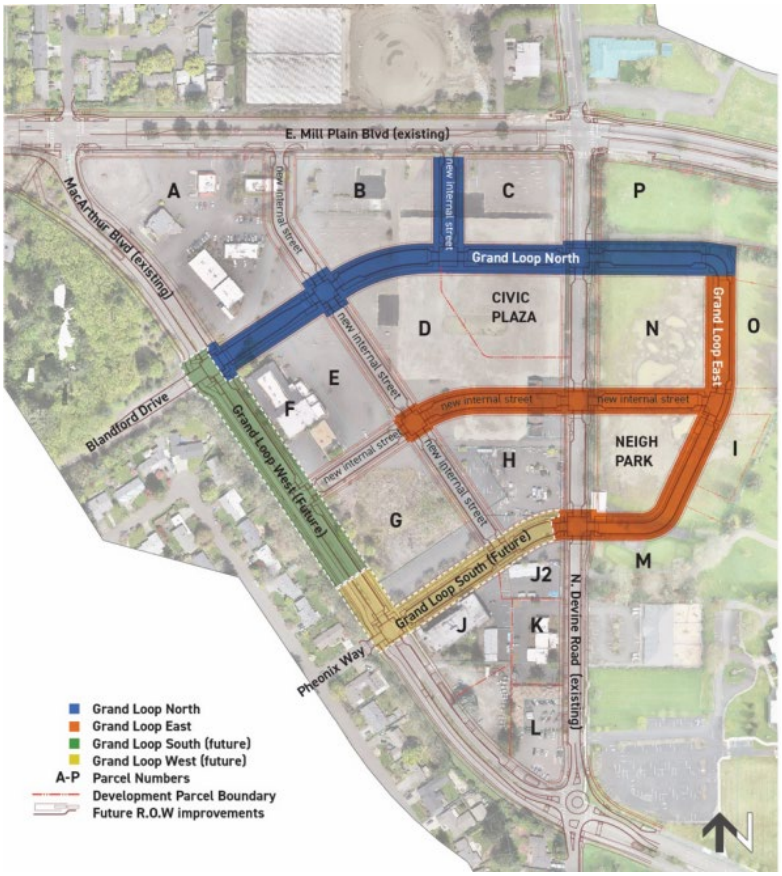
HEIGHTS DISTRICT INFRASTRUCTURE PHASE I

Recipient	City of Vancouver
Location	City of Vancouver, WA: Washington
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$17,463,128
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct Complete Street enhancements for two segments of the Grand Loop. The Grand Loop is a pedestrian-focused street and linear park that surrounds the central core of the Heights Redevelopment Area.

Project Benefits: The project will improve quality of life by expanding active transportation choice, reducing vehicle dependence, and co-locating housing with services and amenities. The project's transit-oriented design will allow for easy access to a new bus rapid transit line. Improvements will be focused on placing services and amenities within short walking distance of residents.



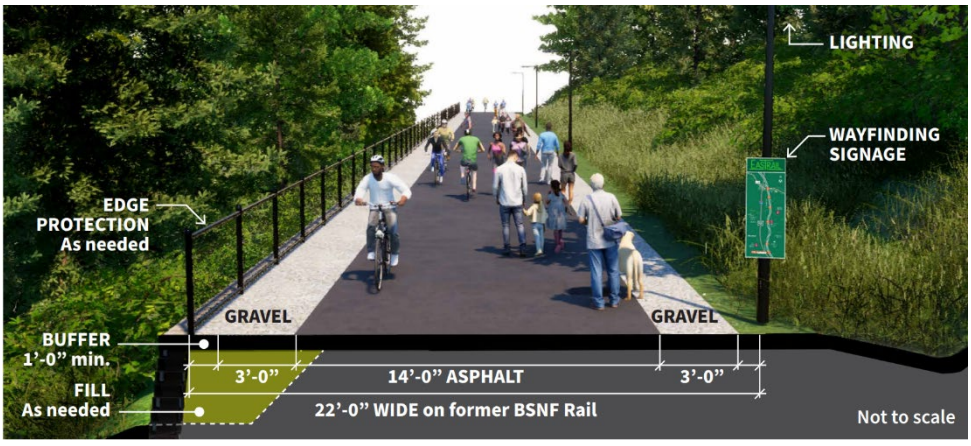
CLOSING THE EASTRAIL I-90 GAP

Recipient	King County Parks
Location	King County, WA: Washington
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	October 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will construct an approximately 1.7-mile segment of the Eastrail shared-use path. The project includes the retrofit of two existing bridges. The on-grade path is for non-motorized use only, and will be paved, lit, and ADA accessible.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks by closing an existing gap in the trail network and creating a safe passage over a major interstate highway that lacks safe crossings within one mile of the trail gap. It provides a separated, shared-use facility with particular benefit for low-income residents and underserved communities on the Eastside to walk, bike, and take transit to daily destinations. Environmental Sustainability will be addressed by reducing VMT and providing access to daily destinations that can be reached via active transportation. The project references the National Blueprint for Transportation Decarbonization, as well as the County's 2020 Strategic Climate Action Plan that called for investments to be made in multimodal transportation solutions that can help to reduce emissions. Quality of Life will be addressed by supporting previously designated Regional Growth Centers that include walkable communities and trail networks that connect with transit-oriented development and enable car-free transportation options to access daily destinations. The proposed project will address a critical gap separating Factoria and Eastgate from points north including Downtown Bellevue. Mobility and Community Connectivity will be addressed by improving the trail system's connectivity to transit (BRT, light rail) while removing an existing barrier by providing a safe crossing over the interstate.



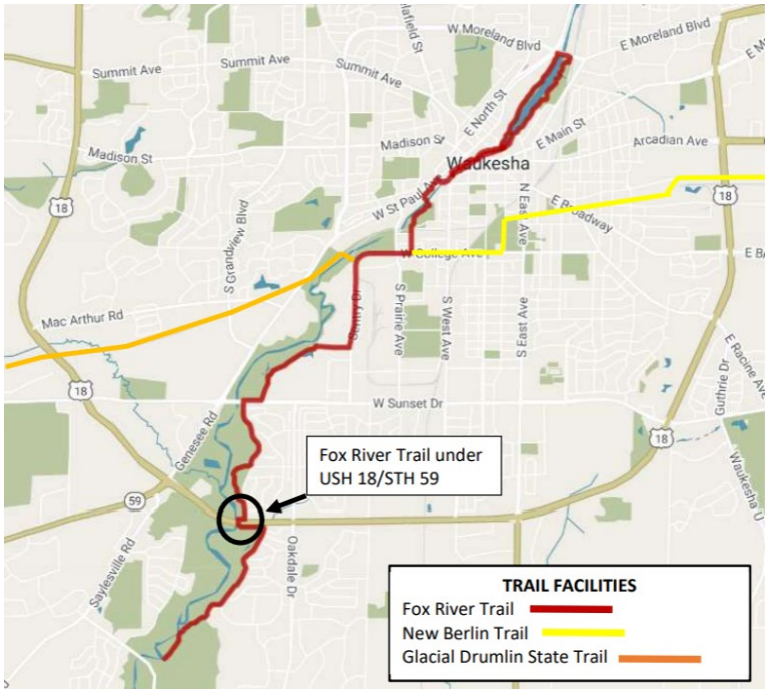
WAUKESHA BIKE AND PEDESTRIAN BRIDGES

Recipient	City of Waukesha
Location	City of Waukesha, WI: Wisconsin
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	$1,116,800
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will fund the planning and design of two bicycle and pedestrian structures over US Highway 18/State Trunk Highway 59 and US Highway 18/State Trunk Highway 59/State Trunk Highway 164.

Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks and incorporating elements from the National Roadway Safety Strategy to underpin the importance of the project's role in removing pedestrians or cyclists from the risk of higher-speed vehicular crashes. Environmental Sustainability will be addressed by encouraging modal shift toward active transportation modes, which will provide associated reductions in vehicle miles traveled and emissions. The project will also improve resilience of infrastructure to current and future weather and climate risks. Quality of Life will be addressed by providing safer access to several schools and local amenities, creating options for students to walk or bike to school. The project will increase affordable transportation options and expand access to active transportation and recreational opportunities, while improving access to daily destinations. Through increased access to non-motorized transportation, residents' overall health is likely to improve. Mobility and Community Connectivity will be improved by completing two known gaps in the bicycle and pedestrian trail network that currently presents challenges to residents and prohibits full use of the system.



DOWNTOWN APPLETON REGIONAL TRANSIT MULTIMODAL HUB

Recipient	Valley Transit
Location	City of Appleton, WI: Wisconsin
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	$25,000,000
Construction Start (estimate)	July 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: The project will reconstruct the Valley Transit Center with expanded passenger amenities, ADA accommodations, and transit facilities, as well as improve transit operations. The project also has plans to build affordable housing units above the new transit center in a future phase of the project.

Project Benefits: Safety will be addressed by realigning existing crosswalks to better match pedestrian travel patterns, condensing all bus routes into one convenient location with weather protection, reducing the risk of conflict between buses and pedestrians, reducing rider transfer distances, and keeping transit riders out of the elements reducing the risk of falls during inclement weather. Environmental Sustainability will be addressed by building low-emission bus infrastructure enabling conversion to cleaner energy sources. The project achieves this by integrating a hydrogen system to supply hydrogen for both fuel cell generators and hydrogen-fueled buses, facilitating the transition to low- and no-emission vehicles while offering refueling options. Additionally, the project utilizes solar power to energize the facility. Quality of Life will be addressed by adding market-rate and affordable housing options and improving the existing station to create a safer and more user-friendly traveler experience. Mobility and Community Connectivity will be addressed by exceeding ADA requirements with enhanced accessibility features at the facility including real-time arrival signage, on-demand audio announcements, and tactile paths, as well as reconstructed sidewalks and curb ramps that improve access from neighboring streets.



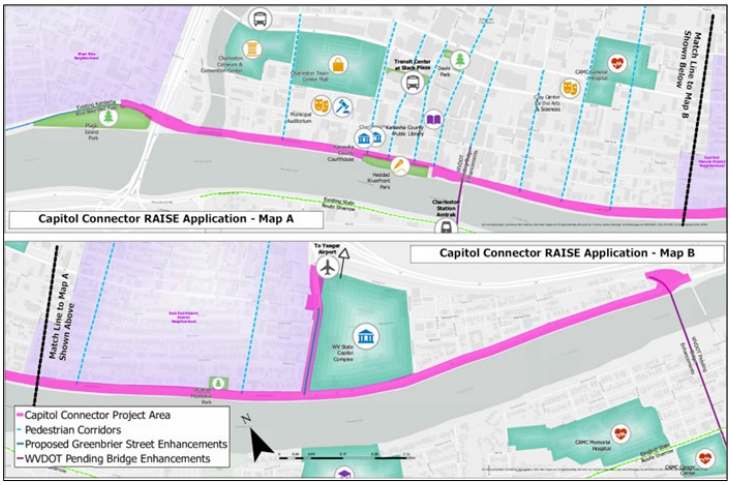
CAPITAL CONNECTOR

Recipient	City of Charleston
Location	City of Charleston, WV: West Virginia
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$24,995,250
Construction Start (estimate)	July 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will reconstruct Kanawha Boulevard and Greenbrier Street and eliminate approximately 5.6-acres of road surface. Key components of this complete street project include: the provision of approximately 3.5-miles of a 12'-wide minimum separated shared-use path for bicyclists and pedestrians; improved lighting; enhanced stormwater management; high-visibility crosswalks and pedestrian phasing at all signalized Kanawha Boulevard intersections; and new transit bus stops with shelters.

Project Benefits: Safety will be addressed by providing active transportation facilities and amenities, including bike lanes, sidewalks, crosswalks, and lighting designed to ensure safety for pedestrians within the project area. The proposal estimates that there will be a 10 percent increase in non-motorized transit and a 13 percent reduction in vehicle usage. These changes will lead to an estimated 40 percent reduction in crashes. Environmental Sustainability will be addressed by reducing vehicle miles traveled and emissions. Quality of Life will be addressed with the added sidewalks and bike lane facilities, where 25-48 percent of households do not have access to a private vehicle, thereby increasing access to daily destinations. The project also estimates it will reduce obesity rates due to the increase in active forms of transportation. Mobility and Community Connectivity will be addressed by utilizing complete street approaches with universal designs to improve connectivity between east and west Charleston. The sidewalks and bike lanes will also provide improved access to transit hubs including bus stops, airports, and Amtrak train stations.



CAMPUS COMPLETE STREETS IMPROVEMENTS

Recipient	West Virginia Department of Transportation Division of Highways
Location	City of Beckley, WV: West Virginia
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	$10,475,200
Construction Start (estimate)	June 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

Project Description: This project will construct Complete Streets and traffic calming improvements on approximately 0.45-miles of West Virginia 210 (South Kanawha Street) between McCreery Street, Beaver Avenue, and Johnstown Road. It will also extend Minnesota Avenue approximately 200-feet to Beaver Avenue. Improvements include installing mini roundabouts at McCreery Street and Beaver Avenue; reducing West Virginia 210 to one-way northbound; reclaiming southbound West Virginia 210 as a median protected two-way cycle track; adding approximately 29 new crosswalks, installing photoluminescent pavement markings, adding approximately 540 feet of new sidewalks; repairing approximately 390 feet of existing sidewalks; installing solar powered LED streetlights; and relocating utility poles.

Project Benefits: Safety will be addressed by leveraging NRSS strategies in a project area that has a crash rate higher than the statewide average. The project will improve safety of non-motorized travelers. Environmental Sustainability will be addressed by reducing vehicle miles traveled and emissions because of this projects ability to shift travelers to more active modes of transportation. The project will plan to improve resilience of infrastructure by relocating utility poles from a ridgeline to a side street to better withstand weather events. Quality of Life will be addressed by increasing affordable transportation options by creating safe ADA compliant pedestrian and cycling paths. These options will provide non-motorized travelers with a way to access daily destinations without the need for a private vehicle. Mobility and Community Connectivity will be addressed by ensuring the pedestrian connectivity gap is filled and appropriated for all residents to use.



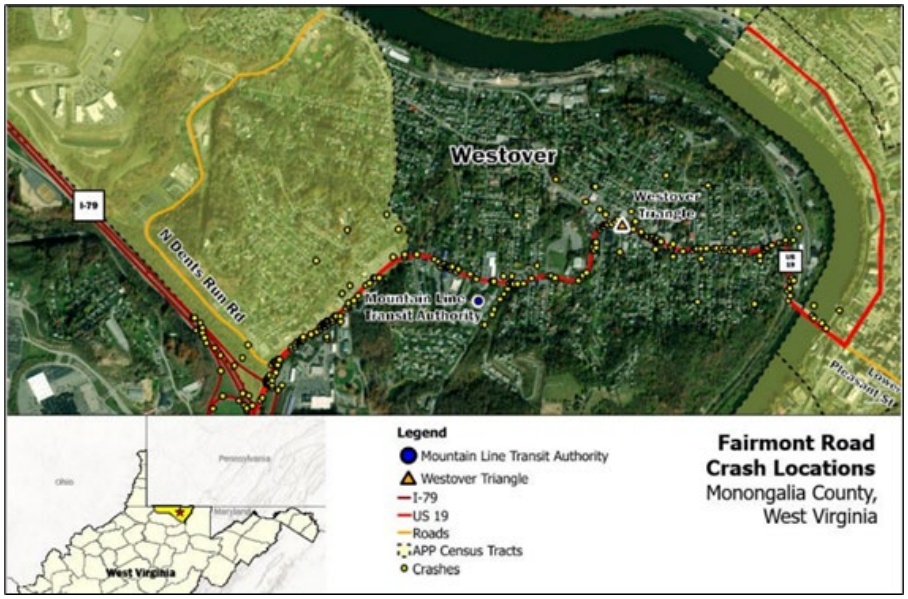
WESTOVER GATEWAY REVITALIZATION PLAN

Recipient	West Virginia Department of Transportation
Location	City of Westover, WV: West Virginia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,275,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will examine multi-modal corridor upgrades on a section of roadway along US 19. The project will focus on providing safe, efficient, and accessible pedestrian and bicycle facilities; and an improved roadway configuration on Fairmont Road and Holland Avenue, which run east to west along US 19 between North Dents Run Road and Westover Bridge.

Project Benefits: The project will improve the safety of the US 19 corridor for pedestrians, bicyclists, and motorists. The corridor currently poses a range of safety risks, which will be addressed with a combination of new sidewalks, bike lanes, repaired sidewalks, and enhanced traffic management. The project aligns with West Virginia's 2050 Multimodal Long-Range Transportation Plan's goal of building safe and connected active transportation networks. The project aims to reduce vehicle dependency by providing non-motorized connections to daily destinations. The improvements will also provide multi-modal connections to the Mountain Line Transit Authority Pifer Bus Terminal, which sits at the corner of Fairmont Road and DuPont Road. This bus terminal connects users to destinations across the north-central region of West Virginia and Pittsburgh.



WIND RIVER CANYON CORRIDOR RESILIENCE AND FEASIBILITY STUDY

Recipient	Wyoming Department of Transportation
Location	Towns of Thermopolis & Shoshoni, & Wind River Reservation: Wyoming
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	$1,620,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

Project Description: This project will develop a resilience and feasibility study to guide planning decisions for the Wind River Canyon Corridor along US Highway 20/State Highway 789. The study will address various closure and travel delay risks frequently affecting the corridor—from rock falls and landslides to inclement weather and crashes. The study will provide recommendations to improve the corridor's resiliency and examine the feasibility of establishing a new alternative route to US WY 20/789.

Project Benefits: The study will focus on methods and infrastructure updates to reduce safety hazards and fatal crashes that threaten the safety, mobility, and access of travelers in the region, especially the Wind River Reservation. This at-risk corridor provides crucial north-south access to many key destinations, including the Wind River Reservation, multiple state parks, and Yellowstone National Park.

