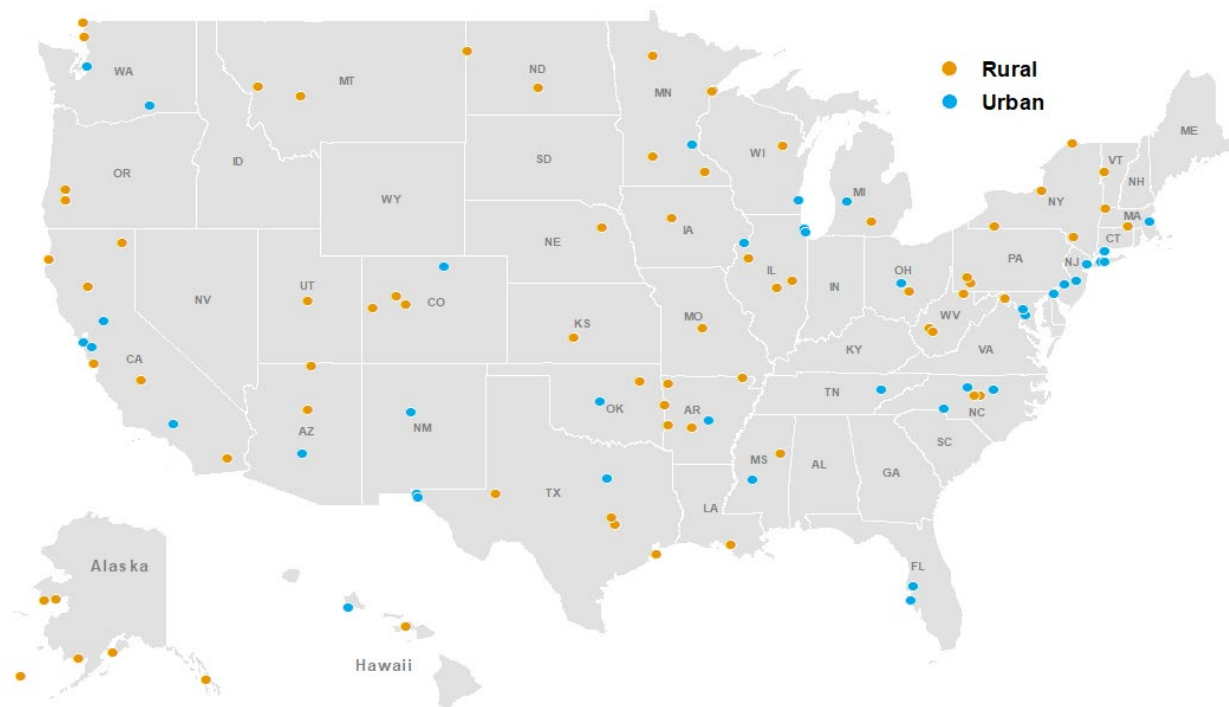


January 2025



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## SAINT PAUL HARBOR IMPROVEMENTS PLANNING PROJECT

Recipient	City of Saint Paul
Location	City of Saint Paul, AK: Alaska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$4,052,760
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 improvements to the access road, docks, piers, mooring capacity, and harbormaster office at the Saint Paul harbor.

**Project Benefits:** The project will improve safety by upgrading mooring capabilities and cleats of the south dock and replacing the north dock with mooring dolphins. These upgrades will improve the ability of barges to reliably enter and moor at the harbor during weather events or in the case of emergencies. The project will also improve safety on the harbor's access road by incorporating safety improvements that are part of a documented risk mitigation strategy. Connectivity will be improved by redesigning and relocating the harbor road to help improve efficiency, ease the movement of goods, and add pedestrian infrastructure. Improved mooring capabilities will increase the number of barges able to move in and out of the port, allowing for more efficient mobility of people and goods.



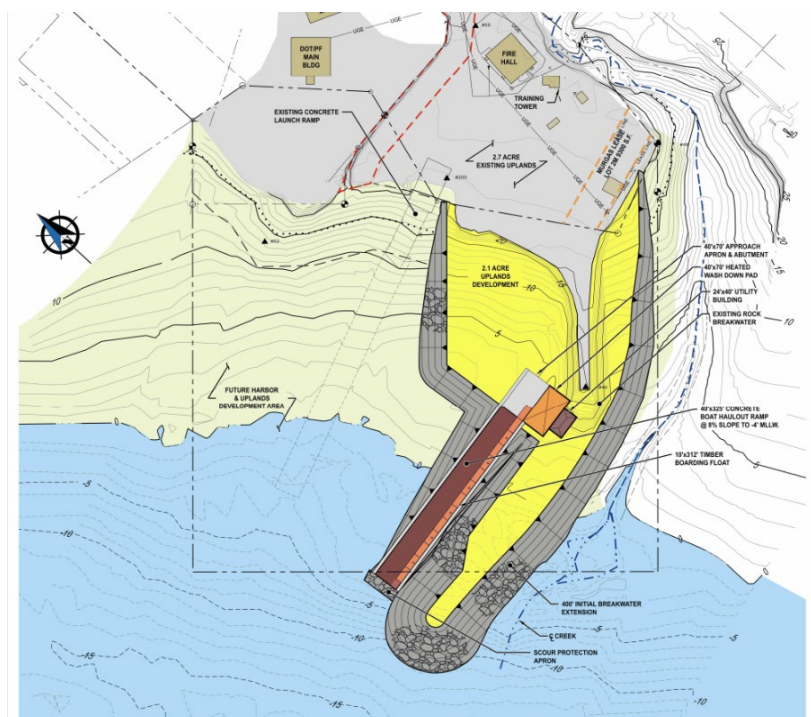
## SCOW BAY SMALL VESSEL HAUL-OUT

Recipient	Petersburg Borough
Location	Petersburg Borough, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$8,880,791
Construction Start (estimate)	May 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will improve a vessel haul-out by constructing a new ramp in deeper water, adding a dedicated boarding float, installing a wash-down pad, connecting utilities to the haul-out, and extending the existing breakwater.

**Project Benefits:** Environmental sustainability will be improved by reducing waterborne pollution through a dedicated vessel haul-out with a wash-down pad, filtration system, proactive storm water management, and pollution prevention systems. The new haul-out will be constructed at a previously filled shoreline location to minimize shoreline impacts.



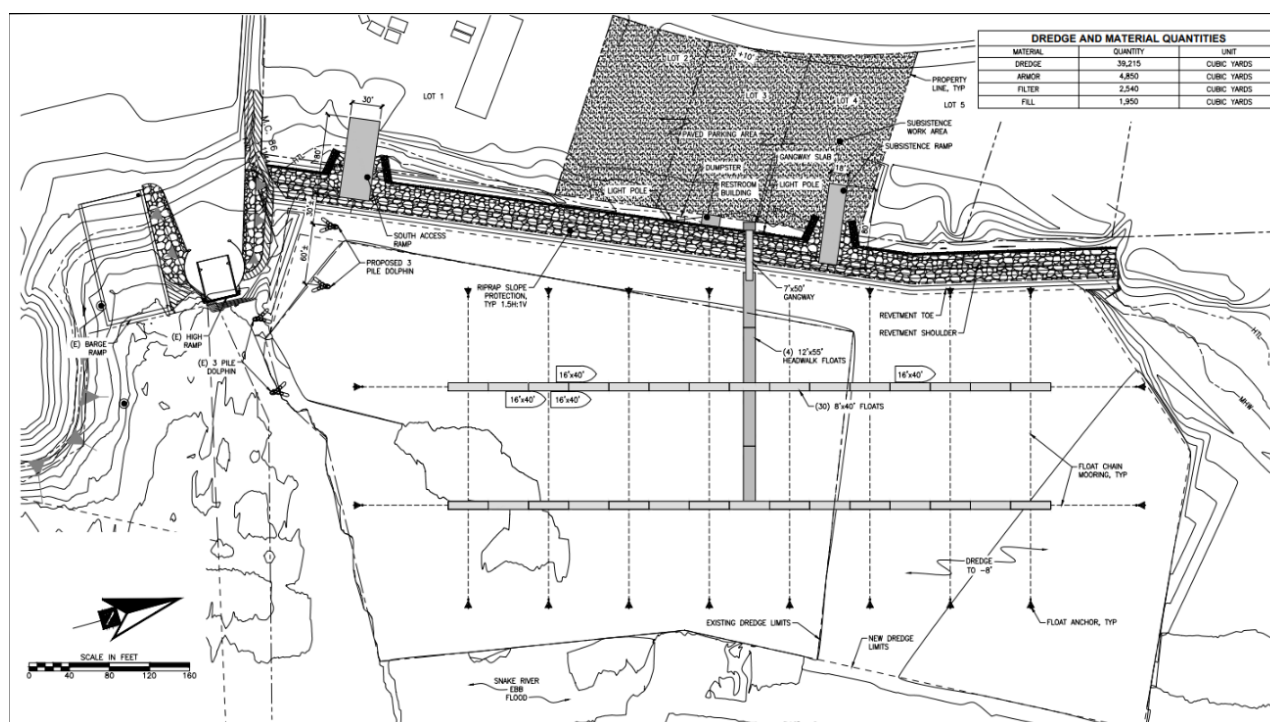
## Snake River Moorage Facility

Recipient	City of Nome
Location	City of Nome, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$13,208,450
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 dredge approximately 7 acres, add approximately 1,700 feet of floating dock, and develop a portion of the shoreline to include a bulkhead at the Port of Nome.

**Project Benefits:** Environmental sustainability will be improved by reducing vessel queuing within the harbor which will lead to reduced air pollution and emissions as well as mitigate incidents between vessels that may result in fuel spills or oil leaks. The project will also incorporate climate resilient infrastructure.





## BRISTOL BAY REGIONAL CONNECTIVITY STUDY

Recipient	Bristol Bay Native Association
Location	Bristol Bay Region, AK: Alaska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,075,124
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 evaluate the development of road, rail, and marine based transportation interconnections between 31 Bristol Bay Region communities, the Alaska Interstate Highway System, and the Alaska Marine Highway System. The community driven planning study will include: a desktop data review, geotechnical report, mapping and land status, environmental analysis, cost estimation, economic analysis, public involvement, alternatives analysis, and final project reporting.

**Project Benefits:** The current lack of established highway route causes severe transportation safety risks in this weather-susceptible region. The study will identify year-round travel routes to provide access for critical emergency services and decrease travel time for local responders. The project is anticipated to provide significant benefits that explicitly consider climate change and environmental justice by reducing transportation-related air pollution, decreasing greenhouse gas emissions, and by shifting freight to lower carbon travel modes. Proposed interconnections are anticipated to vastly improve access, mobility, and connectivity to daily destinations for residents in Bristol Bay, most of which are in isolated/remote areas and severely lacking essential services, job and education opportunities, healthcare, shopping, and recreation.



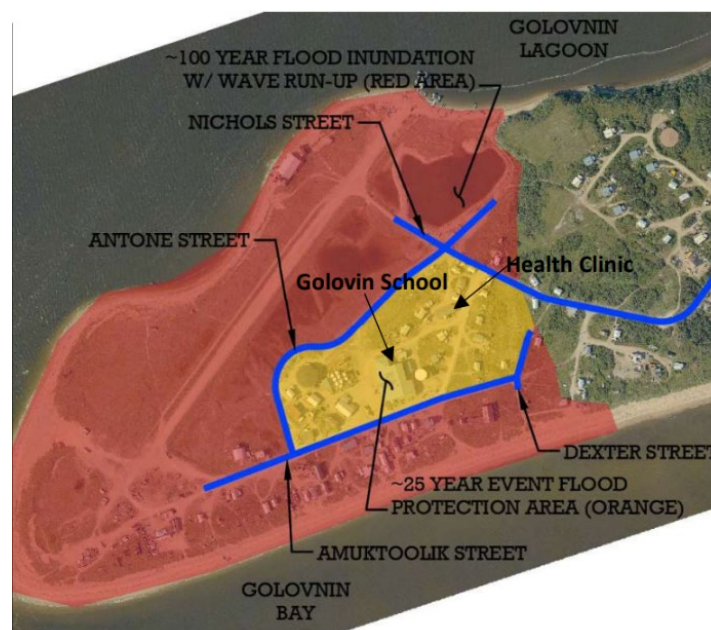
## GOLOVIN RELOCATION PROJECT

Recipient	Kawerak, Inc.
Location	Native Village of Golovin, AK: Alaska
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$16,116,454
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 construct roads for the future relocation of housing and community buildings that are frequently impacted by flooding in the Village of Golovin.

**Project Benefits:** The project will provide safety benefits by relocating the entire village out of the 500-year floodplain which is increasingly threatened by climate change impacts in both coastal and riverine locations with sea level rise, extreme weather events, and storm surge. The project will significantly improve the resilience of at-risk infrastructure due to flooding and erosion. The project will improve the quality of life for community residents by reducing climate-related threats to the local economy, essential infrastructure, public health, and general safety. The relocation site will be designed to promote multimodal transportation mobility by providing additional roadway widths and active transportation pathways adjacent to new roads.





## REALIZING EQUITABLE ACCESSIBLE CONNECTIVITY IN HOMER (REACH)

Recipient	City of Homer
Location	City of Homer, AK: Alaska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,050,000
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 a comprehensive network of non-motorized infrastructure including sidewalks, trails, bikeways, and mobility hubs along key streets including Ben Walters Lane, Svedlund Street, and Ohlson Lane. The project will include public engagement, system-wide planning and prioritization, environmental analysis, equity analysis, utility investigation, natural hazard risk assessment, benefit-cost analysis, 75 percent design for selected projects, and other pre-construction activities.

**Project Benefits:** Constructing a sidewalk network near Homer's schools will create a safer environment for non-motorized travelers including children walking or biking to school. The project will improve access and mobility, as well as provide affordable transportation options to daily destinations by connecting gaps in the existing, active transportation network.



## DOCK AT THE ROCK JOINT DEVELOPMENT PROJECT

Recipient	Rock Region Metropolitan Transit Authority
Location	Pulaski County, AR: Arkansas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$5,400,000
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 plan and design a replacement of Rock Region METRO's sole transit station with a joint development that includes bus bays, microtransit accommodations, improved pedestrian waiting facilities, real-time arrival information, wayfinding, a rideshare location, improved pedestrian circulation, covered platforms, green space, and complete streets improvements on four adjacent city streets. The development to be planned will also include a childcare center, health clinic, office space, and approximately 200 units of workforce housing.

**Project Benefits:** The project will improve environmental sustainability by reducing transportation-related air pollution and greenhouse gas emissions in disadvantaged communities. Quality of life will be improved by providing affordable public transportation and access to employment. The project will expand the existing transportation resources in the community and reduce transportation and housing cost burdens by integrating land use, affordable housing, and transportation planning. System-wide connectivity will be improved via increased access to transit, micromobility, mobility-on-demand, and by removing physical barriers.



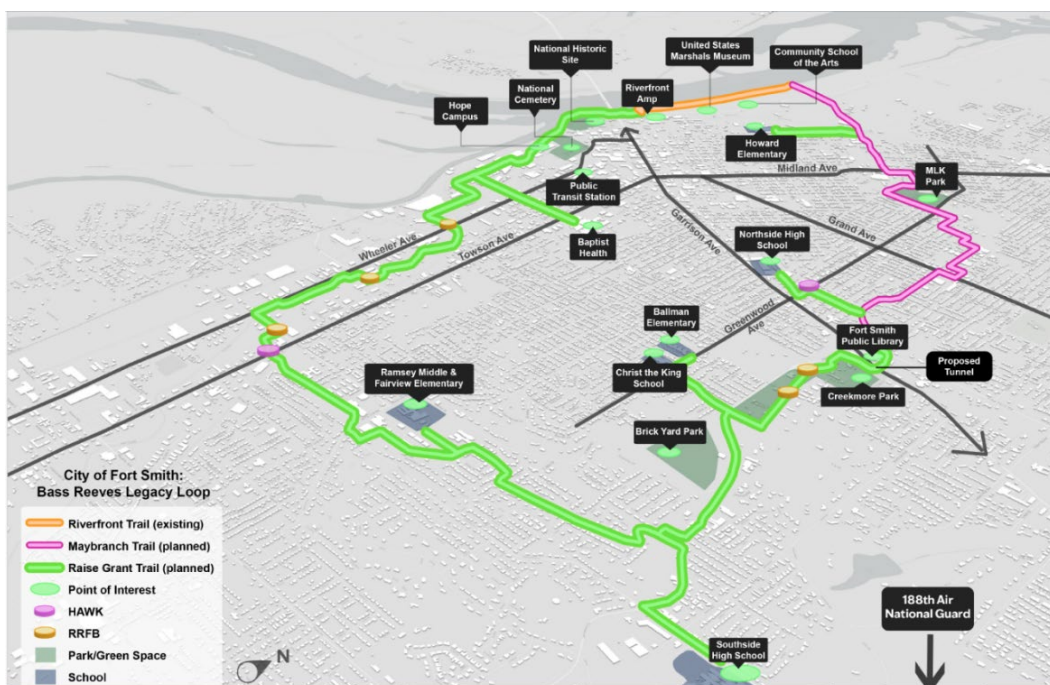
## BASS REEVES LEGACY LOOP GREENWAY INITIATIVE

Recipient	City of Fort Smith
Location	City of Fort Smith, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$24,987,098
Construction Start (estimate)	September 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct approximately 9.3-miles of active transportation facilities that connect to existing greenways to establish an approximately 14-mile loop around the core of Fort Smith. The project also includes approximately: 5 Rectangular Rapid Flashing Beacons, 2 High Intensity Activated Crosswalks, 7 modified traffic signals, 17 railroad track crossings, a bridge underpass, a new tunnel underpass, 3 active transportation bridges, and 3,300-feet of Segmental block retaining walls.

**Project Benefits:** By prioritizing affordable, active transportation facilities the project offers an economic alternative to costly vehicle ownership and ensures travelers have equitable access to daily destinations. The project will also improve traveler mobility and community connectivity by providing active transportation access to nearly 30 bus stops.



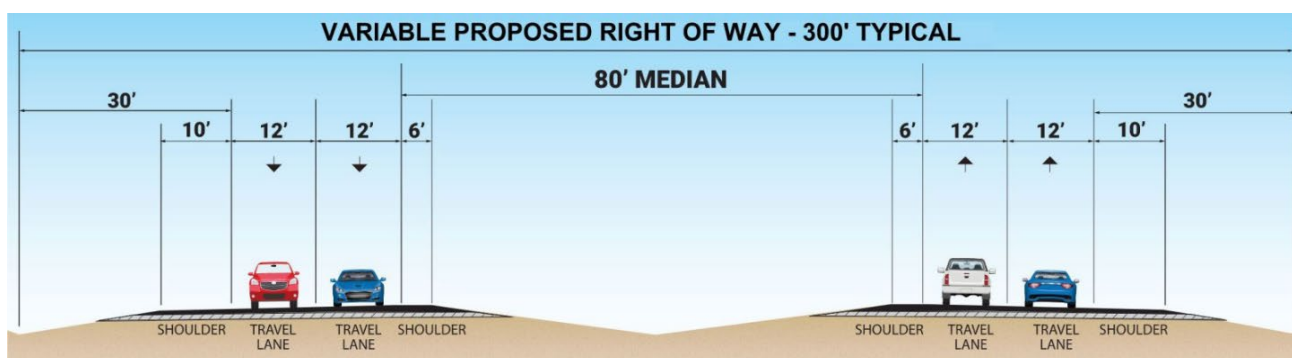
## CORNING BYPASS

Recipient	Arkansas Department of Transportation
Location	City of Corning, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$24,900,318
Construction Start (estimate)	May 2025
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 an approximately 4.1-mile bypass that carries US-67 around the west side of Corning. The project will also include two interchanges with US-67, one approximately 2.7-miles west of Corning at the southwestern terminus and the second interchange approximately 2.5-miles north of Corning at the northeastern terminus.

**Project Benefits:** The project will provide an alternate route for commercial trucks around the downtown business district and is expected to result in a significant reduction in crashes. Improvements will reduce the risks associated with large trucks operating on local streets such as reduced visibility, extended stopping distances, slow acceleration, and large turning radii. With US-67 carrying a higher percentage of through traffic, Corning's downtown will function more as a "Main Street," thereby improving safety and quality of life for residents. The bypass route will also reduce congestion, transportation-related greenhouse gas emissions, and noise pollution. In addition, the project will increase intermodal and multimodal freight movement as the bypass route is the first segment in a larger regional Interstate connectivity project.



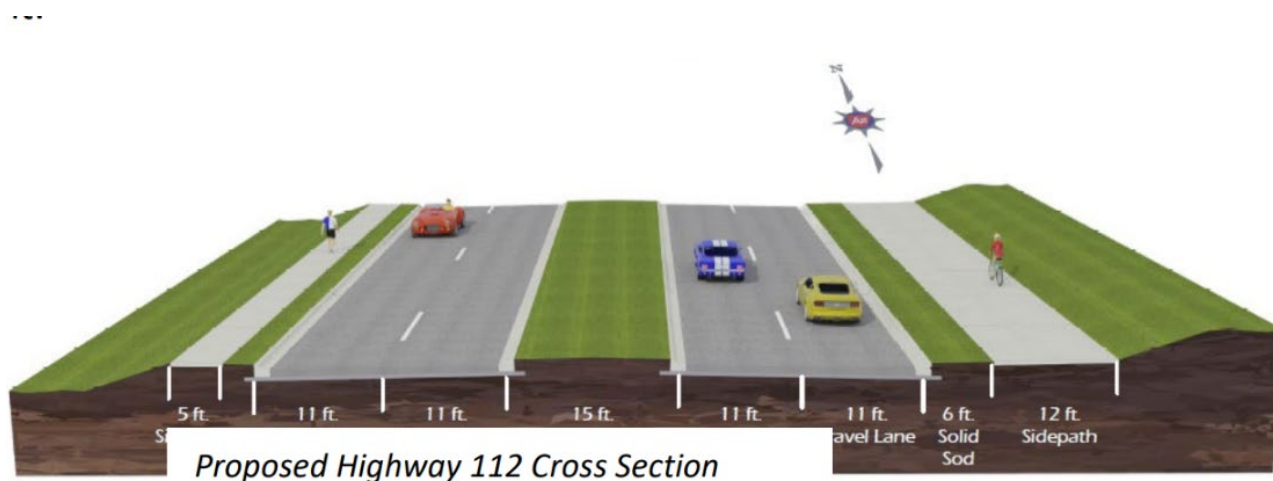
## HIGHWAY 112: COMPLETE STREETS CONNECTING COMMUNITIES

Recipient	Northwest Arkansas Regional Planning Commission
Location	Benton and Washington Counties, AR: Arkansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	June 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct complete streets improvements along approximately 17.5-miles of Arkansas State Highway 112 starting in the north at Arkansas Highway 12. The project will widen the roadway from 2-lanes to 4-lanes, construct: approximately 27 roundabouts, access management solutions, a raised center median, a sidewalk along one side of the roadway, and a separated multi-use path on the other side.

**Project Benefits:** The project will improve safety by accommodating active transportation users, decreasing the number of curb cuts, adding shoulders, eliminating signalized intersections and replacing them with roundabouts, which reduce the potential for crashes. The decrease in signalized intersections will also improve traffic flow, congestion, and travel times, thereby reducing greenhouse gas emissions and improving air quality. The added active transportation facilities will lead to improved public health through increased walking and biking and improved access to daily destinations located along the corridor.





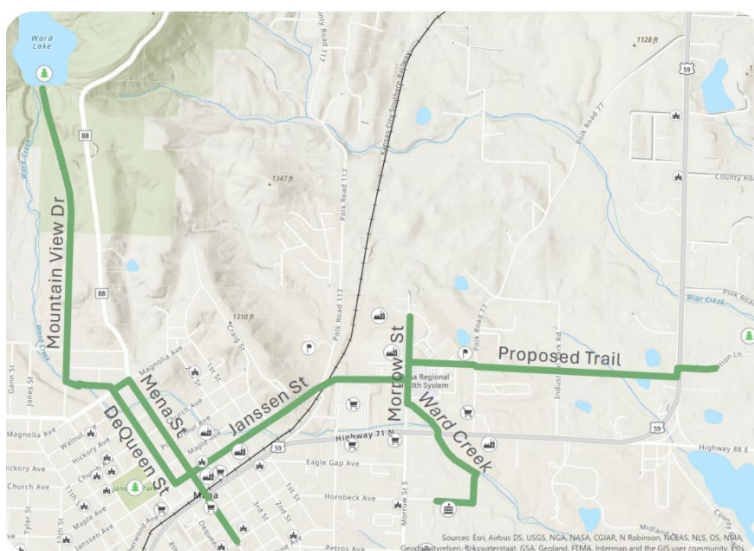
## MOVE MENA FORWARD

Recipient	City of Mena
Location	City of Mena, AR: Arkansas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,321,450
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 create an active transportation plan, a master street plan, an ADA transition plan, and a complete streets policy. The project will also produce design and construction documentation for a direct connection from Queen Wilhelmina State Park to downtown Mena. The project will minimize the railroad barrier and provide active transportation routes to major destinations and essential services.

**Project Benefits:** The project will improve safety by reducing fatalities and serious injuries for pedestrians and bicyclists by planning for approximately 5.5 miles of trails, side paths, and complete streets facilities. These active transportation facilities will improve non-motorized mobility and access to local schools, the community college, Mena Regional Health System, local parks, and area employers. The active transportation facilities will improve the quality of life for many of the area's college students who do not have access to a vehicle and therefore rely on sidewalks and bicycle lanes to get around the city. The new active transportation facilities will also encourage modal shift and reduce vehicle miles traveled, thereby reducing transportation related air pollution and greenhouse gas emissions.



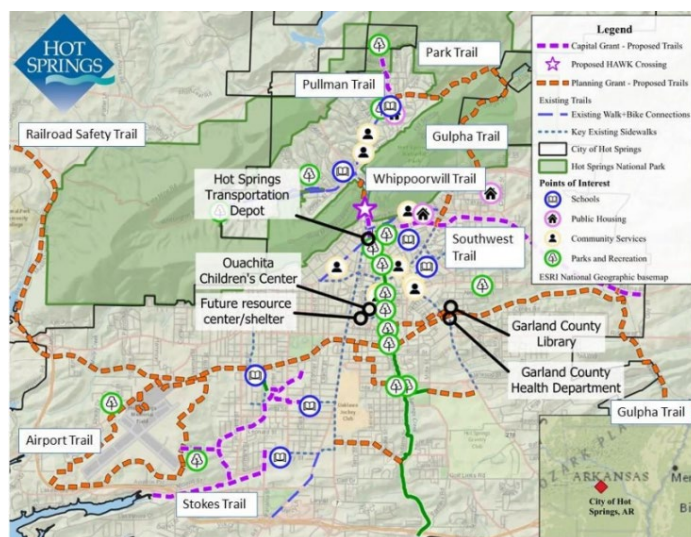
## MULTI-MODAL TRAIL NETWORK PLANNING

Recipient	City of Hot Springs
Location	City of Hot Springs, AR: Arkansas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,384,532
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 the route alignments and 30% design, right-of-way plans, and environmental permitting for approximately four (4) new multi-use trails and the extension of Belding Street approximately 0.25-miles from Lincoln Street to Malvern Avenue. The extension will include sidewalks and bike lanes. Trail segments include: Railroad Safety Trail, Airport Trail, Whippoorwill Trail, and Gulpha Trail South.

**Project Benefits:** The new trails and sidewalks will improve safety by separating bicyclists and pedestrians from motorized travel thereby removing existing hazards for active transportation users. The new active transportation facilities will also encourage modal shift and reduce vehicle miles traveled, thereby reducing transportation-related air pollution and greenhouse gas emissions. Expanding Hot Springs' trail network will improve residents and visitors' quality of life by improving health and greater connections to area destinations and services. These new active transportation connections will improve mobility and connectivity to public transportation across the city by linking the new active transportation connections to the existing bus transit and trail systems.



## UPSTREAM DAM BICYCLE AND PEDESTRIAN BRIDGE AND NORTH BANK SHARED-USE PATH

Recipient	City of Tempe
Location	City of Tempe, AZ: Arizona
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
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 construct the Upstream Dam Bicycle and Pedestrian Bridge across the Rio Salado River. The project also includes an approximately quarter mile shared-use path along the North Bank, which will provide a direct connection from the bridge to the Indian Bend Wash Path and McClintock Drive. In addition, the project includes rehabilitation of the existing Tempe Indian Bend Wash Path, lighting, ADA improvements, landscaping, and pedestrian amenities.

**Project Benefits:** Safety will be improved for bicyclists and pedestrians through the creation of an off-street facility separated from motor vehicles. Quality of life will be improved by creating active transportation access to: healthcare facilities along Tempe Town Lake, the university, parks, lakes, other paths, and other recreational facilities. The project improves system-wide connectivity through the addition of a bridge and dedicated bike lanes that will improve accessibility for non-motorized users in an underserved area. The new pedestrian bridge and shared-use path will provide a direct connection closing the gap for existing non-motorized travelers.





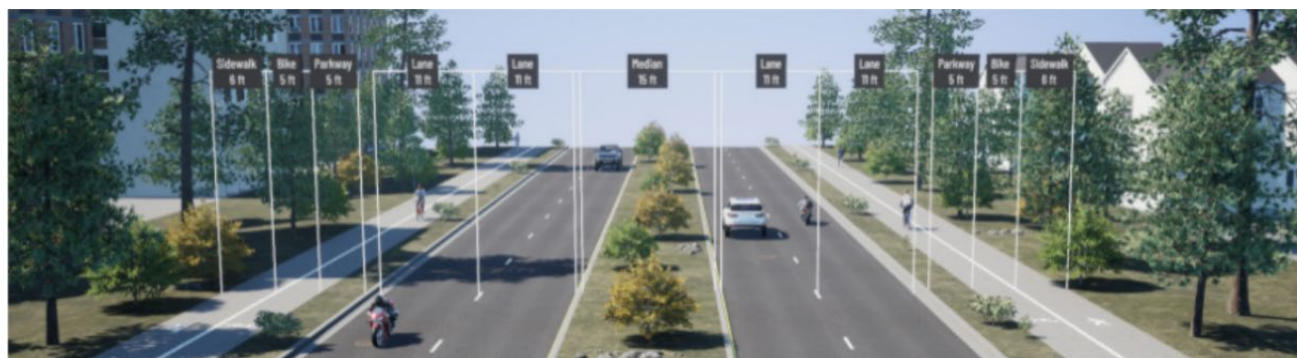
## BUTLER AVENUE AND FOURTH STREET SAFETY AND MULTIMODAL IMPROVEMENTS

Recipient	City of Flagstaff
Location	City of Flagstaff, AZ: Arizona
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$19,000,000
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 construct multimodal improvements along Butler Avenue from I-40 to Sinagua Heights Drive and along Fourth Street from Sparrow Avenue to Crest Stone. The improvements include off-street bike lanes, ADA-compliant sidewalks, mid-block crossings, roadway widening, corridor access management solutions with a raised median and two roundabouts, rapid flashing beacons, and drainage structures.

**Project Benefits:** The access management solutions with the raised median and roundabouts will provide physical and operational deterrents to reduce the existing crash rate and improve roadway safety. The project will improve the environment with added stormwater structures at the Butler and Fourth intersection. The intersection will also be raised to reduce flooding impacts, along with vegetated buffers and median space to support carbon dioxide extraction and improve corridor resiliency. The new pedestrian facilities will improve the quality of life for residents by providing active transportation connections and increased access to education, healthcare, grocery stores, basic services, jobs, recreation, and social connections.



## COPPERMINE ROAD ROUNDABOUT

Recipient	City of Page
Location	City of Page, AZ: Arizona
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$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:** This project will design pedestrian and vehicular safety enhancements at the intersection of Coppermine Road and Haul Road including a roundabout, traffic calming measures, sidewalk widening, and lighting. The project will also design a stormwater drainage system including a network of retention basins, underground culverts, and open channels.

**Project Benefits:** The project will protect non-motorized travelers from safety risks by designing a roundabout to replace the intersection, adding calming improvements, reducing road speeds, widening sidewalks, and installing street lighting. The project will address environmental sustainability through improving the resilience of at-risk infrastructure from flooding. Quality of life and mobility will be improved by expanding active transportation usage thereby significantly reducing vehicle dependence for pedestrian and bicycle traffic.



## DOS RIOS MULTIMODAL STATION ACCESS IMPROVEMENT

Recipient	Sacramento Regional Transit District
Location	Sacramento County, CA: California
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$9,586,497
Construction Start (estimate)	December 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 Dos Rios Light Rail Station along North 12th Street between Richards Boulevard and Sunbeam Street that will connect with the Blue line. The project consists of: the realignment of approximately 1,400 feet of track, replacement and relocation of the overhead catenary system, construction of station platforms and amenities, the addition of solar panels, and better Complete Streets integration.

**Project Benefits:** Safety will be improved through the construction of the new light rail station which will offer a safe option for individuals to access public transit. The new station will integrate with a protected bike lane and sidewalks to reduce vehicular conflicts. The project aims to reduce emissions by promoting a shift from driving to light rail. Quality of life will be improved through affordable light rail access that reduces household vehicle dependence, enhances travel options, and improves access to daily destinations in Sacramento. The new station will connect with the larger Sacramento transit system, eliminating the need for residents to walk over half a mile to reach the nearest station.



## TRAIN CONTROL MODERNIZATION PROGRAM (TCMP) 5B

Recipient	San Francisco Bay Area Rapid Transit District
Location	Alameda County, CA: California
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	January 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will replace the existing train control system with a new moving-block signaling system known as a communications-based train control (CBTC) system. BART D-Cars will be outfitted with processor-based controllers, transponders, communication equipment, and location sensors necessary for using the new system.

**Project Benefits:** Modernizing the existing train control system with a CBTC system will improve the reliability and safety of the BART system. Improvements will target documented safety issues such as emergency braking and station crowding. The project will also improve safety for the community by increasing transit ridership. Due to the project's goal of reducing traffic-related emissions through mode shift, the project aligns with both regional and national decarbonization efforts, such as the Plan Bay Area 2050 and the U.S. National Blueprint for Transportation Decarbonization.

### Fixed-Block Signaling System

Under BART's existing train control, distances are maintained with safety buffers between trains. Capacity can't be added, even with more trains.



### Communications-Based Train Control

In this modernized system, trains constantly communicate to maintain safe distances and allow more trains to run closer together.





## US 101 AND SUNSET AVENUE INTERCHANGE PROJECT

Recipient	California Department of Transportation (CALTRANS)
Location	City of Arcata, CA: California
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$14,934,000
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 reconstruct the existing US 101 and Sunset Avenue interchange with two roundabouts. The project will also provide pedestrian and bicycle access, new bus stops, signage, lighting, ADA improvements, and connections to the adjacent Class I trail system.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from vehicular conflicts and will reduce crash rates below the statewide average. Mobility and community connectivity will be improved by addressing gaps identified in the existing network and increasing accessibility for non-motorized travelers. The mobility improvements were identified during outreach efforts involving the community and their desire to improve connectivity across US 101.



## FAST TRACK HANFORD

Recipient	City of Hanford
Location	City of Hanford, CA: California
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$15,533,000
Construction Start (estimate)	March 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will fund engineering design, public outreach, and construction activities for corridor improvements along approximately 0.8-miles in Downtown Hanford between the Hanford Amtrak Station and Tenth Avenue; including Historic China Alley and around Civic Center Park. The project will include roadway and intersection safety improvements, ADA upgrades, two bus stop improvements, wayfinding signage, micromobility amenities, lighting, stormwater improvements, electric vehicle charging stations, and electronic informational displays.

**Project Benefits:** The project will improve safety by narrowing and reducing vehicular lanes, adding traffic calming measures, providing more space for pedestrians and bicyclists, converting on-street parking from parallel to angled, implementing curbless layouts in some areas to optimize walkability, and enhancing street lighting for nighttime safety. The electric vehicle (EV) charging stations in the downtown hub will encourage EV use, and stormwater improvements will address severe flooding brought on by climate change. Universal design will be incorporated in the downtown shared-use corridor, increasing accessibility for non-motorized travelers.



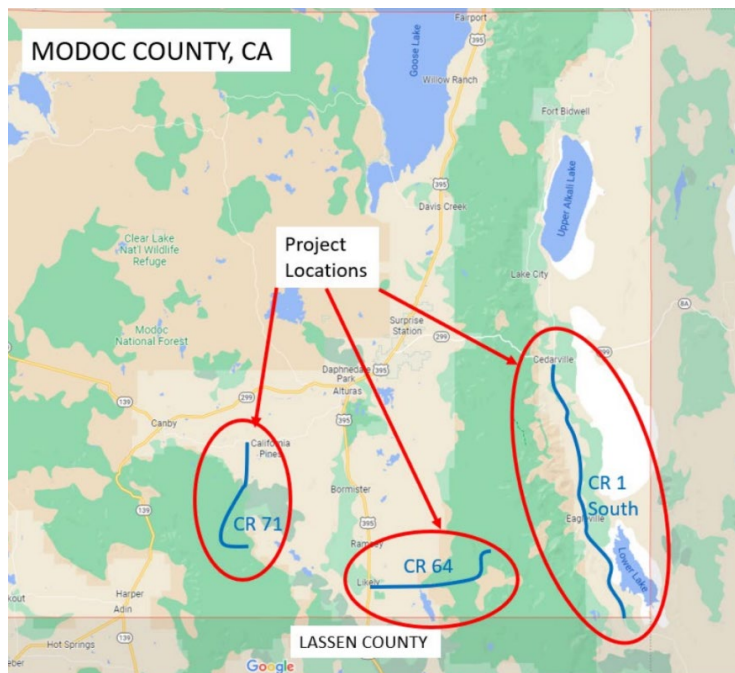
## MODOC EVACUATION ROUTE SAFETY AND RESILIENCE STUDY

Recipient	Modoc County
Location	Modoc County, CA: California
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$182,000
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 risk assessment, planning, and public outreach to identify vulnerabilities in the transportation system in response to emergencies and major disasters. The project will analyze the county's highest evacuation-risk corridors and develop a basis for future capital programming. The three corridors include: 1) County Road 1 from Cedarville south to the Modoc County Line; 2) County Road 71; and 3) County Road 64 from Highway 395 to Brooks Mill.

**Project Benefits:** The project will improve safety by enhancing the reliability and condition of evacuation routes, as well as emergency responders' access to high-risk fire areas. Improving the corridor's ability to handle the potential travel demand of evacuees and first responders will help avoid adverse environmental impacts to: air and water quality, wetlands, forests, and endangered species. These corridors are the only paved roadways connecting to larger population centers, state highways, or connecting corridors.



## NILAND COMPLETE STREETS PLANNING PROJECT

Recipient	Imperial County
Location	Imperial County, CA: California
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,472,020
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 conceptual planning, engineering, design, environmental clearance, and public outreach for the Niland Complete Streets Plan. The plan will consider and identify opportunities for added sidewalks, bike lanes, crossings, median islands, signals, curb extensions, lighting, streetscape treatments, drainage, broadband infrastructure, and electric vehicle charging infrastructure. This project will investigate how to increase accessibility and mobility for non-motorized travelers using a complete streets design approach that will plan for bike and pedestrian pathways.

**Project Benefits:** The project will plan for the implementation of traffic calming measures to help slow traffic and improve safety. The project will plan to improve the resilience of at-risk roads, which suffer from increased flooding events. The project will also improve quality of life by planning for the addition of sidewalks, pedestrian crossings, and lighting, which will promote transit usage, walking, biking, and other forms of active transportation.





## PASKENTA INTERSTATE 5 COMMUNITY TRAFFIC MANAGEMENT AND MITIGATION PLANNING GRANT

Recipient	Paskenta Band of Nomlaki Indians
Location	Tehama County, CA: California
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,935,203
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, engineering, and environmental compliance activities along Orchard Avenue, Liberal Avenue, Everett Freeman Way, State Highway 99, and I-5. The project will also include planning for Complete Streets enhancements along these roadways on the Paskenta Reservation.

**Project Benefits:** The project will reduce collisions in a community where many residents don't have access to a vehicle. It will improve emergency access and evacuation routes during natural disasters, expand access to daily destinations, and identify gaps in the existing transportation network; including for cyclists and pedestrians.



## PRESIDIO BUS YARD RECONSTRUCTION

Recipient	San Francisco Municipal Transportation Agency (SFMTA)
Location	City of San Francisco, CA: California
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$9,227,000
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 the planning, design, environmental, and procurement analyses related to the partial demolition and reconstruction of the century-old Presidio Yard bus maintenance facility, which will support the transit agency's electric powered trolleys and battery electric bus fleet. The project will also examine safety and connectivity improvements in the surrounding area.

**Project Benefits:** The project will support the city in transitioning to a zero-emission, all-electric bus fleet, which will reduce air and noise pollution. The project will include transit-oriented development and will provide mixed-use space adjacent to affordable transit access. The project will also improve system-wide connectivity by adding a mid-block pedestrian passageway that removes a physical barrier across the site.



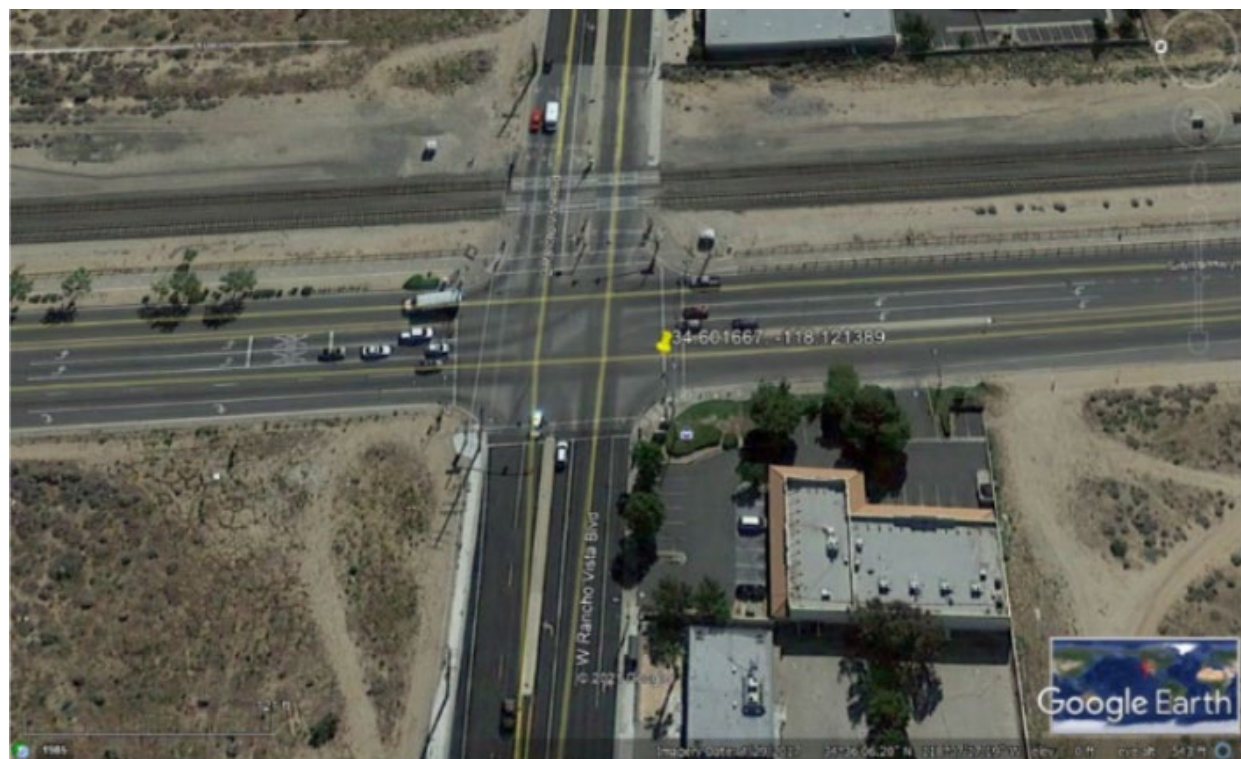
## RANCHO VISTA BOULEVARD GRADE SEPARATION PROJECT

Recipient	City of Palmdale
Location	City of Palmdale, CA: California
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$23,000,000
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 construct the railroad grade separation of Rancho Vista Boulevard at both Sierra Highway and the double-track, at-grade crossing of the Southern California Regional Rail Authority (SCRRA) Metrolink and Union Pacific Railroad (UPRR) tracks. This will consist of a six-lane grade separation and include access ramps to Sierra Highway.

**Project Benefits:** Safety will be improved by eliminating a dangerous crossing that has been the site of several fatalities and injuries. The project will reduce commuter travel times as well as improve emergency vehicle response times. It will also improve air quality in an area that is in the 89th percentile for ozone pollution. Once constructed, the project will improve infrastructure for non-motorized travelers, while also improving intermodal freight movement.





## SANTA CRUZ COUNTY COASTAL RAIL TRAIL - SEGMENTS 8 THROUGH 12

Recipient	Santa Cruz County Regional Transportation Commission
Location	Santa Cruz County, CA: California
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$19,500,000
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 fund construction activities for Segments 8, 9, 10, 11, and 12, which account for approximately 7.5 miles of the larger 32-mile Santa Cruz Branch Rail Line trail. These segments reach from the City and County of Santa Cruz to the Monterey Bay area. The multi-use trail will be fully accessible.

**Project Benefits:** This project will protect non-motorized travelers by creating a fully separated multi-use pedestrian and bike trail. It will increase affordable transportation choices by improving and expanding active transportation options. It will improve quality of life and access to daily destinations by creating a new active travel route. The project is supported by the State of California Climate Action Plan for Transportation Infrastructure, the Caltrans District 5 2021 Adoption Priorities Report, and the County of Santa Cruz Climate Action Strategy. It supports these decarbonization efforts by reducing transportation-related air pollution and greenhouse gas emissions.



## PITKIN COUNTY AIRPORT MULTIMODAL OPTIONS FOR DECARBONIZATION, EFFICIENCY, AND SAFETY (MODES) PLANNING PROJECT

Recipient	Pitkin County
Location	Pitkin County, CO: Colorado
Project Type	Planning
Urban or Rural	Rural
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 engage stakeholders and community members to establish plans for the transformation of the Aspen/Pitkin County Airport into a mobility hub that integrates with the regional transportation network.

**Project Benefits:** The project will reduce transportation-related air pollution by encouraging mode shift from single-occupancy vehicles to transit and active transportation. The project will increase affordable transportation choices by expanding multimodal infrastructure and supporting the connection of affordable housing to existing transit services. System-wide connectivity will be improved as the mobility hub will serve as a connection to various modes of transportation.



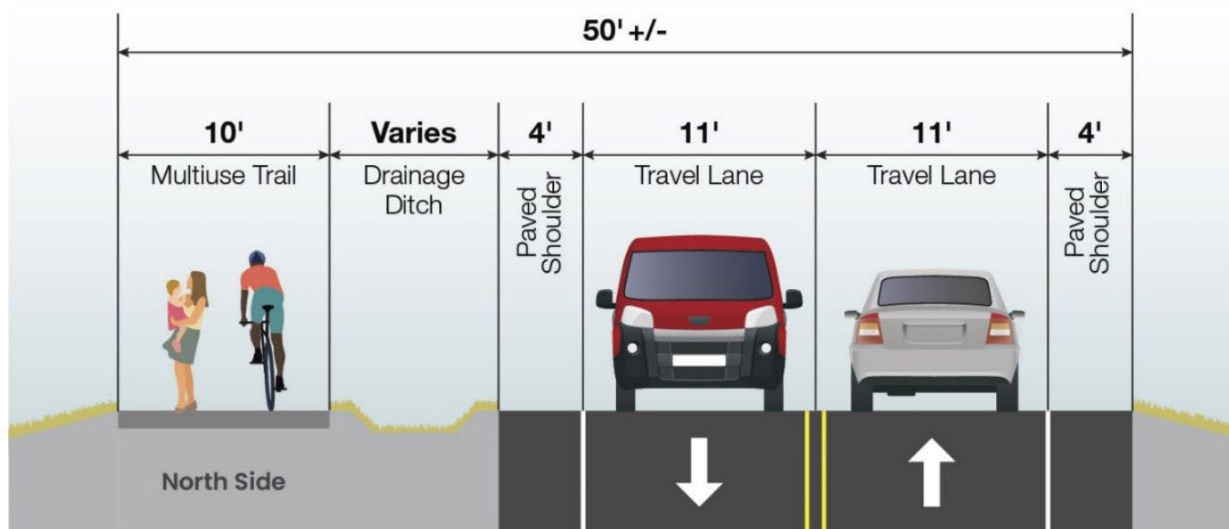
## COUNTY ROAD 50E CORRIDOR PLANNING & DESIGN

Recipient	Larimer County
Location	Larimer County, CO: Colorado
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$1,160,850
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 design of multimodal and safety improvements for Larimer County Road 50E (LCR 50E). The project will include all pre-construction activities such as survey, right-of-way research, feasibility studies, geotechnical investigations, planning for drainage and hydraulics, preparation of final design plans and bid packages, utility coordination, permitting, environmental coordination, and additional analysis and mitigation. The final design will include approximately 11' travel lanes (one in each direction), 4' shoulders and a 10' multi-use trail. The design will also include improving intersections with roundabouts, calming circles, adding turn lanes, and raised crosswalks.

**Project Benefits:** This project will plan for the future renovation of an out-of-date roadway structure and includes modern, separated accommodations for pedestrians and cyclists to reduce crashes and fatalities along a dangerous corridor. The project promotes a modal shift to active transportation, institutes continuous traffic flow, reduces idle time at the intersection thereby measurably decreasing current and future greenhouse gas emissions, and improves system-wide connectivity (particularly for bicyclists and pedestrians) while addressing gaps in the existing transportation network.



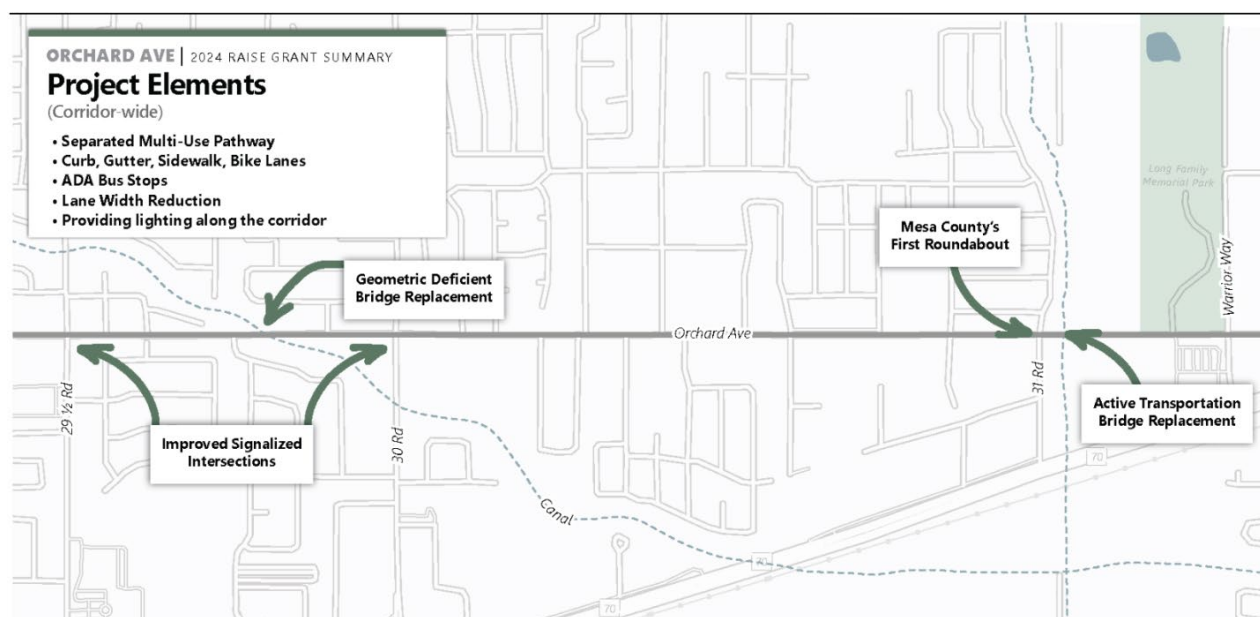
## ORCHARD AVENUE (E 1/2 ROAD) SAFETY AND CONNECTIVITY PROJECT

Recipient	Mesa County
Location	Mesa County, CO: Colorado
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$21,359,962
Construction Start (estimate)	October 2024
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will build ADA-compliant sidewalks, dedicated bike lanes, bridge replacements for pedestrian access, lighting, curb and gutter, and intersection safety improvements within the existing right of way of approximately 1.75 miles of the rural Orchard Avenue between 29 1/2 Rd and Warrior Way.

**Project Benefits:** This project will address safety with the addition of sidewalks, lighting, controlled intersections, mid-block crossing, ADA compliant bus stops, and construction of a roundabout throughout the high crash corridor. As part of a Safe Routes to School corridor, the project will connect fragmented sections of sidewalk, provide accessible bus stops, and provide overall improved quality of life and mobility for non-motorized travelers. The project will also address negative environmental impacts by using lane narrowing to reduce noise, lessen asphalt usage, and lessen the impact on abutting property.



## VELOCIRFTA BRT EXTENSION STUDY

Recipient	Roaring Fork Transportation Authority
Location	City of Glenwood Springs, CO: Colorado
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,028,450
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 a Locally Preferred Alternative (LPA) for extending the State Highway 82 VelociRFTA Bus Rapid Transit (BRT) lane on a new alignment through the City of Glenwood Springs to the Interstate 70 corridor. The project includes public engagement, NEPA, an LPA, and 30% design.

**Project Benefits:** Safety will be improved through the identification of specific safety treatments that will be incorporated into the extension study. The project to be planned will address gaps in existing infrastructure, repair downtown sidewalks, and bring all pedestrian intersections and sidewalks into compliance with ADA standards. When completed, this project will encourage a mode shift to active transportation, and estimates a reduction in pollution and greenhouse gas emission by reducing private vehicle trips (VMT) and decreasing congestion along the BRT alignment on the SH-82 corridor.



Figure 2. SH-82 Grand Avenue Typical Section NB and SB BRT Lanes 13th Street to 8th Street



Figure 3. RFTA Rio Grande Railroad Corridor typical section #2: 23rd Street to 20th Street



## CONGRESS STREET BRIDGE REPLACEMENT PROJECT

Recipient	City of Bridgeport
Location	City of Bridgeport, CT: Connecticut
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$24,604,082
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 replace the out of service Congress Street bridge that spans the Pequonnock River in the City of Bridgeport.

**Project Benefits:** The project will lead to a reduction in transportation-related pollution and greenhouse gases due to the reopening of the bridge that will reduce vehicle miles traveled. Affordable transportation choices will be increased by improving and expanding active transportation usage through the bridge's inclusion of a dedicated bicycle lane that will connect to the existing bicycle network. Mobility and community connectivity will be improved through the new bicycle connection as well as the ability for bus lines to reroute over the bridge and reduce travel times.



## SR 9 BRIDGE 1-305 RESILIENCY PROJECT

Recipient	Delaware Department of Transportation
Location	New Castle County, DE: Delaware
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$13,120,000
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 elevate a bridge on State Route 9 over Red Lion Creek to be above the 50-year Federal Emergency Management Agency (FEMA) Stillwater elevation.

**Project Benefits:** The project will improve the resilience of the bridge structure and roadway surface to withstand more frequent and severe flooding events. The application estimates that by 2100, the road will be completely submerged approximately 80 percent of the year due to rising sea levels. The proposed design will also improve aquatic connectivity below the bridge.



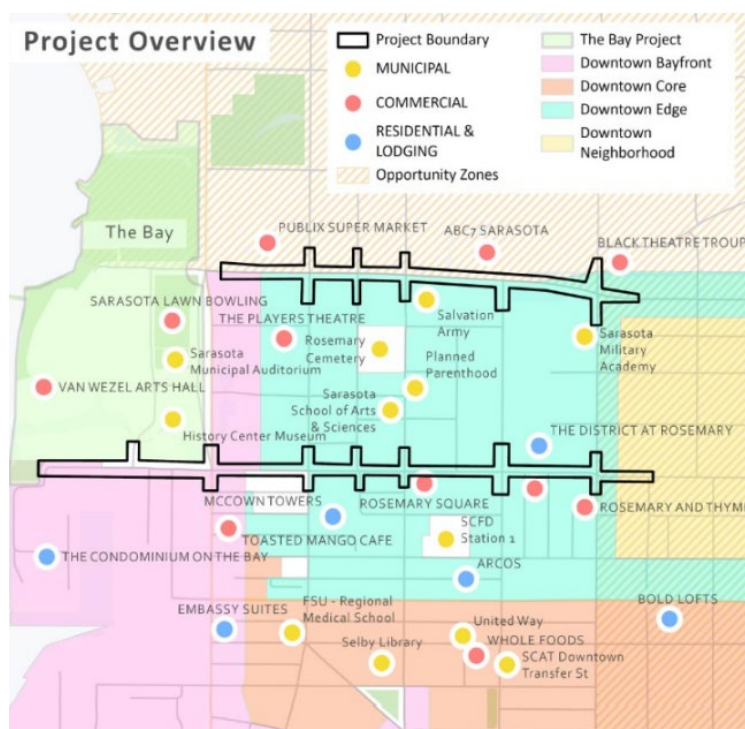
## 10TH STREET AND BOULEVARD OF THE ARTS COMPLETE STREETS

Recipient	City of Sarasota
Location	City of Sarasota, FL: Florida
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$12,000,000
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct complete streets improvements within approximately 130-acres of Rosemary District bounded by Fruitville Road, Tamiami Trail (US 41), 10th Street, and Orange Avenue. The project includes a roundabout at 10th Street and N. Orange Avenue, a mobility hub, a raised intersection, wider sidewalks, protected bicycle lanes, safety enhancements, Connected and Autonomous Vehicles (CAV) and bike detection technologies, landscaping, lighting, drainage, stormwater, and utilities.

**Project Benefits:** The project will improve safety by creating protected bicycle facilities for non-motorized travelers, enhanced medians, wider sidewalks, and high visibility crosswalks. The project will calm traffic with a new roundabout and raised intersection, and will increase affordable transportation choices and improve access to daily destinations. Connectivity will be improved by linking neighborhoods such as Rosemary District, Central Cocoanut, Gillespie Park, and others via walking and biking.



## HART MAINTENANCE SITE REMEDIATION AND FACILITY MODERNIZATION PROJECT PHASE 1

Recipient	Hillsborough Transit Authority
Location	City of Tampa, FL: Florida
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$23,356,950
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 fund the first phase of site remediation and modernization for a heavy maintenance facility site that will eventually support a fleet of 250 compressed natural gas (CNG) buses with plans for CNG and/or hydrogen fueled low-emission vehicles. The project includes approximately 5.5-acres of land acquisition, stormwater remediation, a transit vehicle service lane, and security fencing.

**Project Benefits:** The project will aim to enhance the resilience of the transit facility against climate risks through the inclusion of stormwater management improvements, including stormwater ponds for flood storage and treatment. The project will also plan for solar canopy installations and provisions for alternative fuel technologies.





## KALAELOA BARBERS POINT HARBOR MASTER PLAN

Recipient	Hawai'i Department of Transportation
Location	City of Kapolei, HI: Hawaii
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$3,200,000
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 create a new master plan for Kalaeloa Barbers Point Harbor multimodal terminal. The plan will identify potential infrastructure and operational improvements. The plan will include an analysis of existing conditions, identification of opportunities and constraints, projection of future needs, and recommendations for the development of essential facilities over a 20- to 30-year period. The plan will be developed with a public outreach program involving many stakeholders and the public.

**Project Benefits:** The project will improve environmental sustainability by developing a long-term solution to accommodate growth within the port and allow for increased shipments of containerized freight. The expanded facilities will be able to accommodate cargo intended for the adjacent James Campbell Industrial Park rather than at Honolulu Harbor, where it is currently offloaded, thereby eliminating a 25-mile truck trip from Honolulu on the state's congested highways. The reduction in commercial truck trips will reduce area greenhouse gas emissions and improve air quality for residents.





## WEST MAUI GREENWAY PHASE 1

Recipient	Maui County
Location	Maui County, HI: Hawaii
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$15,430,000
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 environmental planning and permitting, stakeholder and community engagement, right-of-way, design, and construction of an approximate 5.3-mile segment of the West Maui Greenway (WMG) between the Lahaina Civic Center and Launiupoko Beach Park, representing the initial phase of the overall 25-mile WMG. The project will include a dedicated path for non-motorized users, as well as safety countermeasures including raised crosswalks, refuge islands, and rectangular rapid flashing beacons.

**Project Benefits:** The project will improve safety for non-motorized travelers by constructing new facilities where none exist. The project will reduce transportation-related air pollution and greenhouse gas emissions in disadvantaged communities, will align with the applicant's State Carbon Reduction Strategy, and reduce vehicle miles traveled through modal shift to active transportation. The project will aim to reduce transportation and housing cost burdens by integrating affordable housing with multimodal transportation infrastructure. The project will implement plans based on community participation that address gaps identified in the existing network and incorporate Universal Design principles.



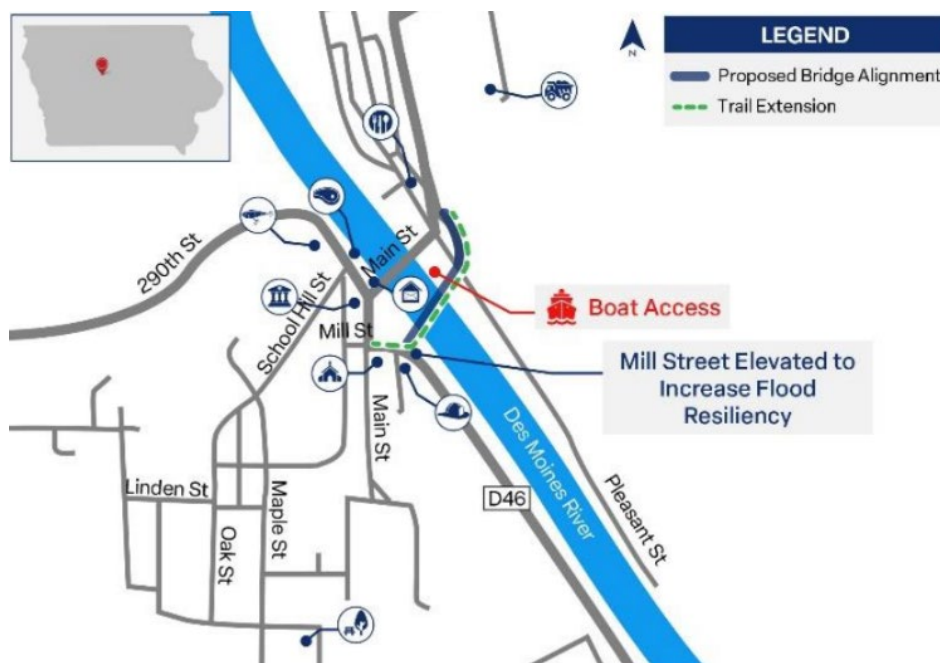
## LEHIGH BRIDGE REPLACEMENT

Recipient	Webster County
Location	Webster County, IA: Iowa
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$6,200,000
Construction Start (estimate)	January 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will replace the Lehigh Bridge with a new pre-tensioned, pre-stressed, concrete beam (PPCB) bridge that meets current design and safety standards. Additionally, roadways that connect to the bridge will be realigned and upgraded, including approximately 1,300 feet of E. Hill Street (County Road P60) and a portion of Mill Street (County Road P70) east of its intersection with Main Street (Samson Avenue).

**Project Benefits:** This project addresses safety through the addition of a barrier separated, multi-use path sidewalk that will protect non-motorized users. It will reduce vehicle independence, resulting in reduced vehicle miles traveled and reduced transportation cost burdens. The project will also enhance roads, walking and biking infrastructure, and other transportation connections, as well as provide affordable transportation options.



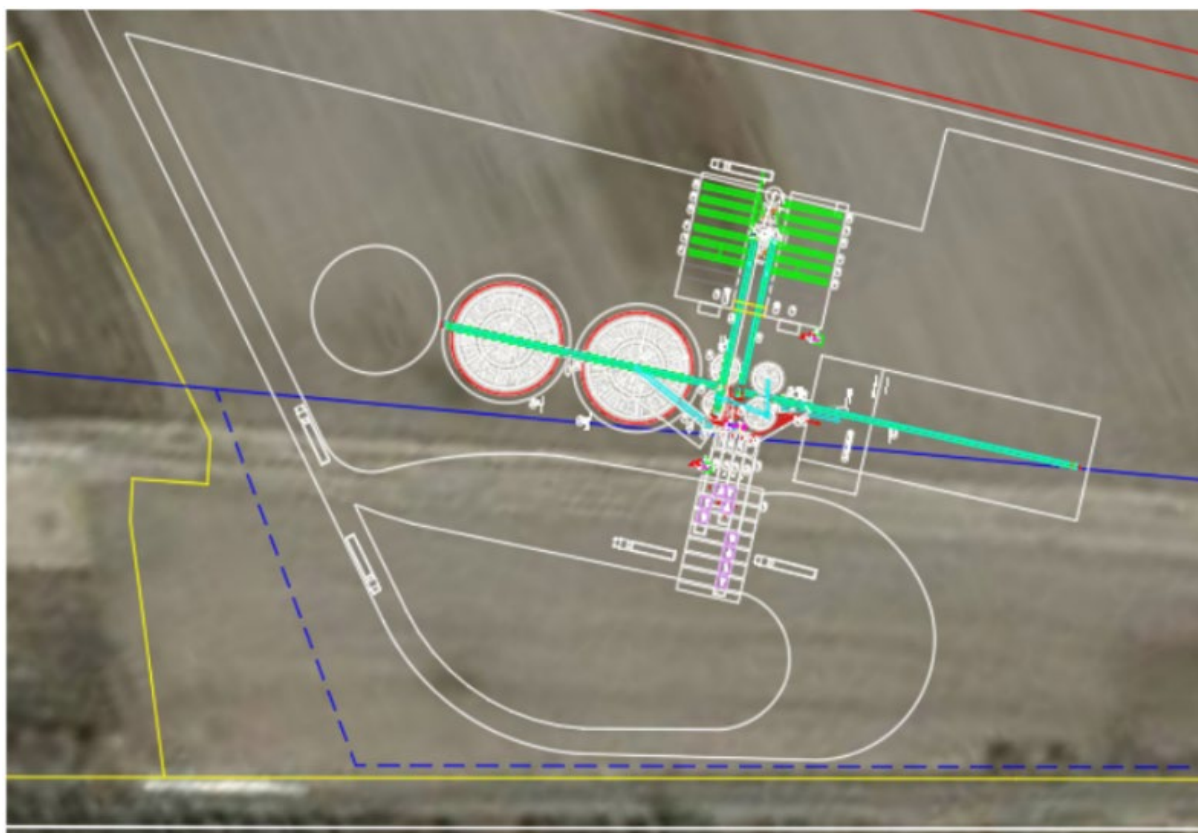
## GALESBURG AGRICULTURAL INTERMODAL EXPORT FACILITY

Recipient	City of Galesburg
Location	City of Galesburg, IL: Illinois
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
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 an intermodal grain export facility within the Galesburg Business Park. The project will also install rail infrastructure into the business park.

**Project Benefits:** The project will align with the U.S. National Blueprint for Transportation Decarbonization plan through a transition to solar energy use and lowering of vehicle miles traveled. The project estimates it will lower the vehicle miles traveled through an increase in rail freight use.



## ROGERS PARK STATION RECONSTRUCTION

Recipient	Metra
Location	Cook County, IL: Illinois
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$23,600,000
Construction Start (estimate)	September 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will reconstruct Metra's Rogers Park Station by modifying pathways to the elevated boarding platforms to be ADA-compliant; adding heated platform treatments; installing climate-controlled shelters, new information systems, improved lighting, and security cameras; and completing other general repairs.

**Project Benefits:** The project will improve user safety by bolstering security amenities for station users and residents in the area surrounding the station. User safety will also be improved through repairs that target station elements in poor condition. The project aims to reduce transportation-related air pollution and emissions by diverting automobile users to transit and attracting new transit riders, which would result in reductions in regional vehicle miles traveled.





## VAN BUREN STREET STATION RENOVATION

Recipient	Metra
Location	City of Chicago, IL: Illinois
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$24,485,250
Construction Start (estimate)	September 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will design and reconstruct Metra's Van Buren Street Station to include two new elevators, wayfinding, signage, digital displays, climate-controlled shelters, lighting, security cameras, ADA-compliant ramps to the boarding platforms, and other general repairs.

**Project Benefits:** The project will reduce transportation-related air pollution and greenhouse gas emissions by reducing vehicle miles traveled through an anticipated modal shift from driving to transit due to the attraction of new riders resulting from the improved facility. The project also aligns with the City of Chicago's 2022 Climate Action Plan.





## 11TH STREET (US 67) RECONSTRUCTION: 31ST AVE TO BLACKHAWK ROAD

Recipient	City of Rock Island
Location	City of Rock Island, IL: Illinois
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$22,736,000
Construction Start (estimate)	August 2026
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 complete street improvements along 11th Street between 31st Street and Blackhawk Road. Improvements will include a lane reduction, multi-use path, and ADA-compliant sidewalk and street crossings. The project will also address stormwater, utilities, lighting, and traffic signals.

**Project Benefits:** This project will address safety through a lane reduction, designated bicycle lane addition, and ADA-compliant sidewalk improvements. The new project will contain a shared use path on the west side of 11th Street to improve mobility, and upgrade the east side to a continuous, 5-foot-wide sidewalk with full ADA accommodations. Two 12-foot-wide multi-use paths will provide a safe connection to properties such as the senior residences and the Maple Ridge low-income apartment complex as well as some schools. New energy efficient lighting and the inclusion of stormwater and sanitary sewer elements will provide environmental sustainability benefits. The project will also increase transportation choices, expanding access to essential services and improving connectivity to jobs and other critical destinations.



## FLORIDA AVENUE MULTIMODAL CORRIDOR RECONSTRUCTION

Recipient	Champaign-Urbana Mass Transit District
Location	City of Urbana, IL: Illinois
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$9,950,930
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 reconstruct approximately 1.3 miles of Florida Avenue from South Wright Street to Hillcrest Avenue to include complete street enhancements. Improvements will include ADA-accessible sidewalks, an off-street shared use path, transit pull-outs, transit shelters, pavement reconstruction, intersection improvements, and traffic signal modernization with accessible pedestrian signals and bicycle detection.

**Project Benefits:** This project will improve roadway and intersection pavement conditions, upgrade intersection controls and add innovative technologies to address safety. The project will also reduce travel times by an estimated 1.35 million passenger-hours and induce approximately 189,800 cycling trips/51,100 pedestrian trips. The project intends to preserve mature trees and add new trees along the corridor, which will produce carbon dioxide benefits and pollution removal. The project will help open more affordable and safer access to services and employment through multimodal improvements. In addition, this roadway will be expanded with dedicated bus pull-outs to allow for the continued flow of traffic on one of Florida Avenue's four dedicated bus routes.



## JASPER STREET CORRIDOR

Recipient	City of Decatur
Location	City of Decatur, IL: Illinois
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$9,901,960
Construction Start (estimate)	September 2026
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 complete street enhancements along approximately 3.5 miles of Jasper Street from E. Pershing Street to E. Lake Shore Drive. Improvements will include traffic calming, lane reduction, enhanced lighting, bicycle and pedestrian facilities, and solar powered transit shelters with benches. The project will also add microtransit solutions and eliminate confusion associated with one-way streets.

**Project Benefits:** The Complete Streets approach and related road diet will address safety issues by reducing the number of lanes and implementing other associated traffic calming measures. This project will encourage a reduction of vehicle miles traveled by encouraging a modal shift to active transportation which will help decrease emissions. It will also increase access to daily destinations, active transportation, affordable transportation choices, accessibility to non-motorized travelers, and reduce exposure to elevated levels of air pollution.



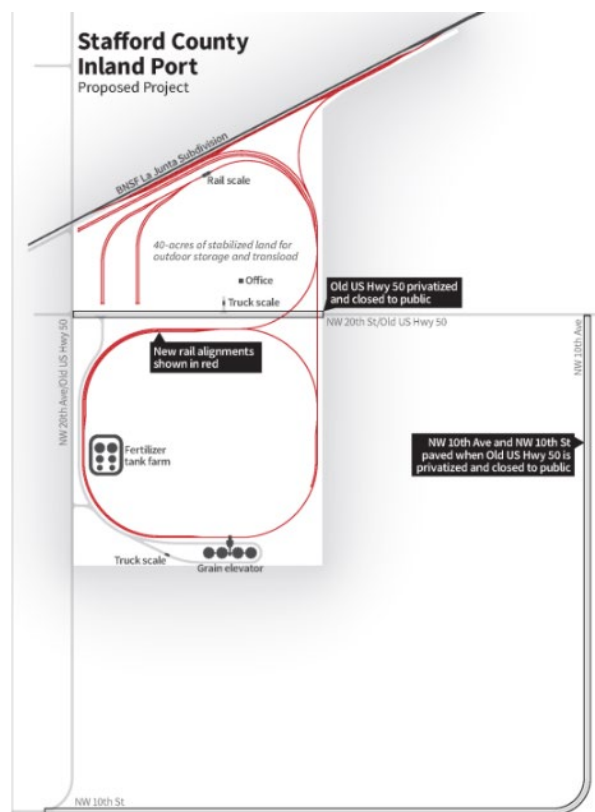
## TRANSLOAD FACILITY

Recipient	Port Authority of Stafford County
Location	Stafford County, KS: Kansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	March 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 rail-served transload facility and grain terminal adjacent to Burlington Northern Santa Fe (BNSF) Railway's La Junta subdivision. The new facility will consist of approximately 39,635 feet of track for a rail loop, staging, and storage of rail cars, as well as two approximate one-mile lead tracks.

**Project Benefits:** The project will allow a modal shift from trucks to rail, reducing the number of trucks on the roads annually by approximately 44,000. The reduction in truck traffic will reduce truck related crashes, which have been prevalent on US 50 in Stafford County.





## MORGAN CITY ACTIVE TRANSPORTATION IMPROVEMENTS

Recipient	Morgan City
Location	City of Morgan City, LA: Louisiana
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$16,702,779
Construction Start (estimate)	November 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 final design and construction of active transportation improvements including sidewalks, crosswalks, ADA access, bicycle lanes, street trees, and lighting to four segments within the City.

**Project Benefits:** The project will improve safety infrastructure for non-motorized travelers with the addition of sidewalks, crosswalks, and bike lanes. Residents will have more opportunities for non-motorized travel, leading to an expected reduction in emissions and reduced exposure to pollution. The project will increase affordable transportation choices and improve quality of life by improving active transportation usage. The project will also proactively address equity and improve connectivity to daily destinations for those in underserved communities.





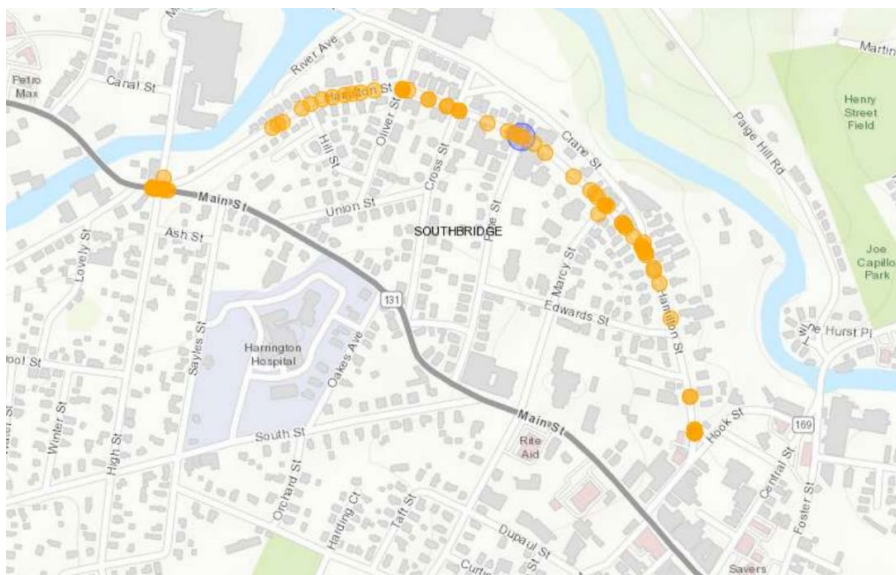
## HAMILTON STREET TRANSPORTATION PROJECT

Recipient	Town of Southbridge
Location	Town of Southbridge, MA: Massachusetts
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$7,888,000
Construction Start (estimate)	December 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 0.8-miles of Hamilton Street from Main Street to Hook Street. The project includes sidewalk widening, removal of on-street parking along one side, bike lane installation, ADA curb ramps, pedestrian crossing improvements, and traffic calming measures.

**Project Benefits:** The project will reduce bicycle and pedestrian conflicts by implementing measures such as restricted parking, widened sidewalks, designated bike lanes, and improved crossings, along with a modal shift that will reduce vehicle trips and crashes. The project will encourage active transportation and electric vehicle use, reducing greenhouse gas emissions. It will improve stormwater management and add trees to mitigate urban heat. It will also improve quality of life by providing safer, more accessible transportation options for an underserved population, including enhanced access to bus stops and a rail trail. The project will improve community connectivity by improving transit access, non-motorized travel, and adopting a Complete Streets design that exceeds ADA standards.



## ADVENTURE TO ASHUWILLTICOOK TRAIL

Recipient	Berkshire Regional Planning Commission
Location	Berkshire County, MA: Massachusetts
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$17,341,247
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 a five component, approximately 9.3-mile off-road shared use path in North Berkshire County.

**Project Benefits:** This project will protect non-motorized travelers from safety risks through access to the off-road trail system and aims to incorporate specific improvements that are part of a documented risk mitigation strategy. This project aligns with the U.S. National Blueprint for Transportation Decarbonization as well as the state's Decarbonization Strategy that highlights the role active transportation infrastructure has in reducing fossil fuel consumption. The shared use path will provide opportunities for commuting, tourism, and increasing accessibility for non-motorized travelers, including those in underserved communities.



**BRPC**  
Berkshire Regional Planning Commission

## SOUTHERN ARTERY (ROUTE 3-A) MULTI-MODAL TRANSPORTATION PROJECT

Recipient	City of Quincy
Location	City of Quincy, MA: Massachusetts
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$10,421,440
Construction Start (estimate)	June 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** The project will make Complete Streets improvements to approximately 0.5-miles of the Southern Artery (Route 3A) from Sea Street/Coddington Street to Pond Street. The project will include a tree-lined raised median, separated multi-use path, left turning lanes, access management and traffic calming measures, ADA sidewalks, transit stop improvements, and stormwater and utility upgrades. The project also includes enhancements for electric, connected, and automated vehicles.

**Project Benefits:** This project will protect non-motorized travelers from safety risks, specifically in an underserved area. It will add multi-modal options and improve the existing road to create less congestion. System-wide connectivity will be improved through the addition of separated lanes for non-motorized users. The project encourages a shift to more affordable and active modes of transportation such as walking or biking due to the addition of separated lanes for these groups, in addition to improved crosswalks.



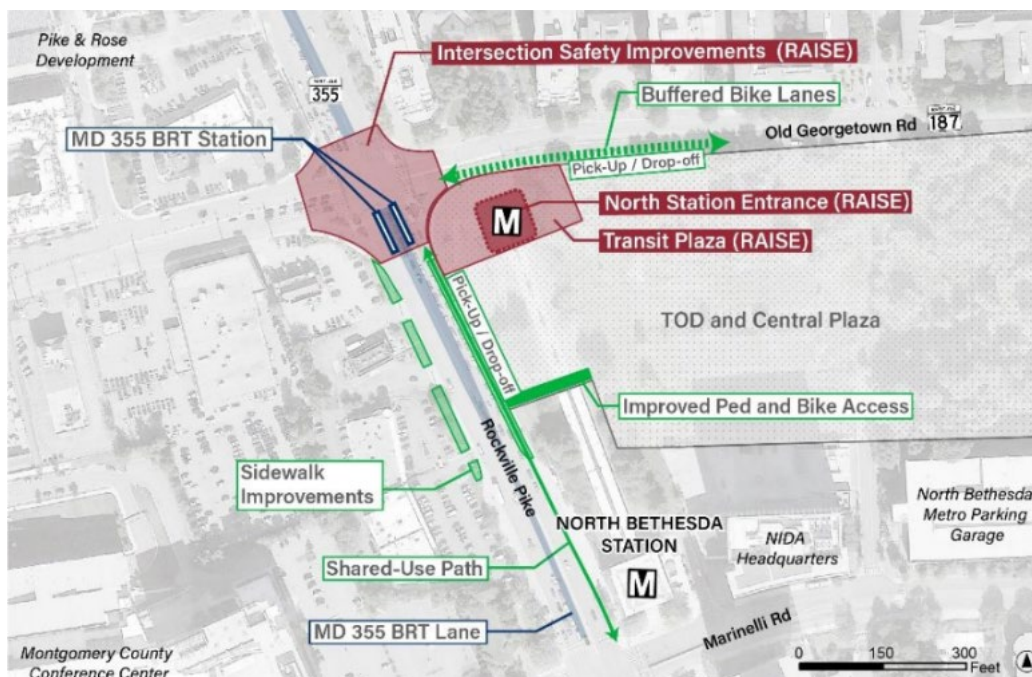
## NORTH BETHESDA TRANSIT ORIENTED DEVELOPMENT

Recipient	Montgomery County
Location	Montgomery County, MD: Maryland
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$24,800,000
Construction Start (estimate)	December 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will create a new entrance to the North Bethesda Metro Station. The project will also include intersection improvements at Rockville Pike (MD-355) and Old Georgetown Road, and a new transit plaza at the southwest corner to connect the station to two future Bus Rapid Transit (BRT) lines.

**Project Benefits:** The project will enhance pedestrian safety and improve system-wide connectivity by reconfiguring the intersection to address safety concerns and facilitate easier access between neighborhoods and the transit center. This reconfiguration supports the County's Vision Zero 2030 Action Plan to eliminate fatalities and serious injuries on roads by 2030 and is expected to reduce crash rates. Additionally, the project will improve access to rail and bus services, reduce vehicle dependence, and transform the pedestrian experience around the station, while also providing better access to future BRT services.



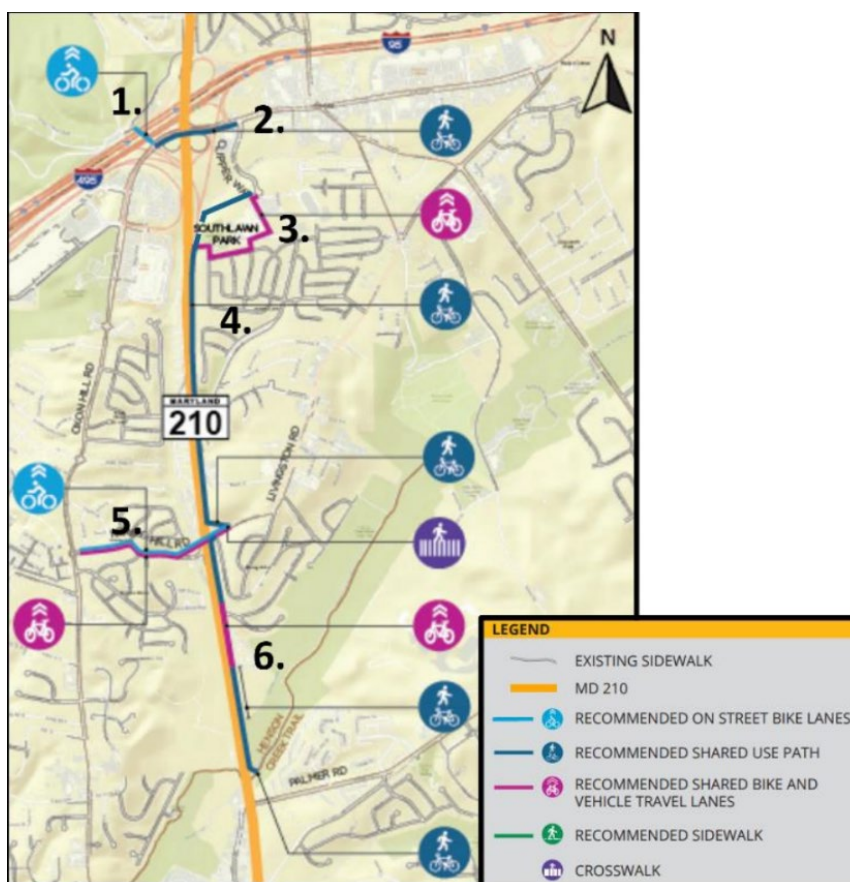
## MD 210 BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT - PHASE I

Recipient	Maryland State Highway Administration
Location	Prince George's County, MD: Maryland
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$11,850,000
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 fund design and construction activities for a shared use path and additional bicycle infrastructure along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements consist of approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

**Project Benefits:** This project addresses safety with new sidewalks and restriping of on-street bike lane to reduce fatalities or serious injuries along the corridor. It aligns with local emissions reductions plans as well as the U.S. National Blueprint for Transportation Decarbonization. It aims to counteract the car-centric planning of the past and plans to provide for new, accessible transportation options that link and improve access for residents to reach daily destinations. The project will remove barriers and create multimodal options by reconnecting communities to direct, affordable transportation options including Metro and TheBus.





## BUILDING A BETTER EAST BELTLINE BRIDGE

Recipient	Michigan Department of Transportation
Location	City of Grand Rapids, MI: Michigan
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? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will fund construction for the replacement of the East Beltline Bridge supporting the M-37/M-44 highway over I-96 in Grand Rapids. The new bridge will include three travel lanes in each direction, a separated non-motorized path on the west side and sidewalk on the east side, and ADA accessible features. The project also includes the reconstruction of the roadway approaches and as well as a non-motorized path from the west bound I-96 on-ramp northerly to Bradford Street.

**Project Benefits:** Safety will be improved through high-visibility markings, signage, and crosswalks, as well as constructing a separated non-motorized pedestrian/bike path. The construction of separated non-motorized paths will increase the use of walking and cycling in the area, utilize Universal Design by including ADA improvements, as well as reduce traffic congestion from modal shift. The proposal adopts a City Strategic Plan Goal to focus on reducing greenhouse gas emissions and aligns with a Michigan Healthy Climate Plan.



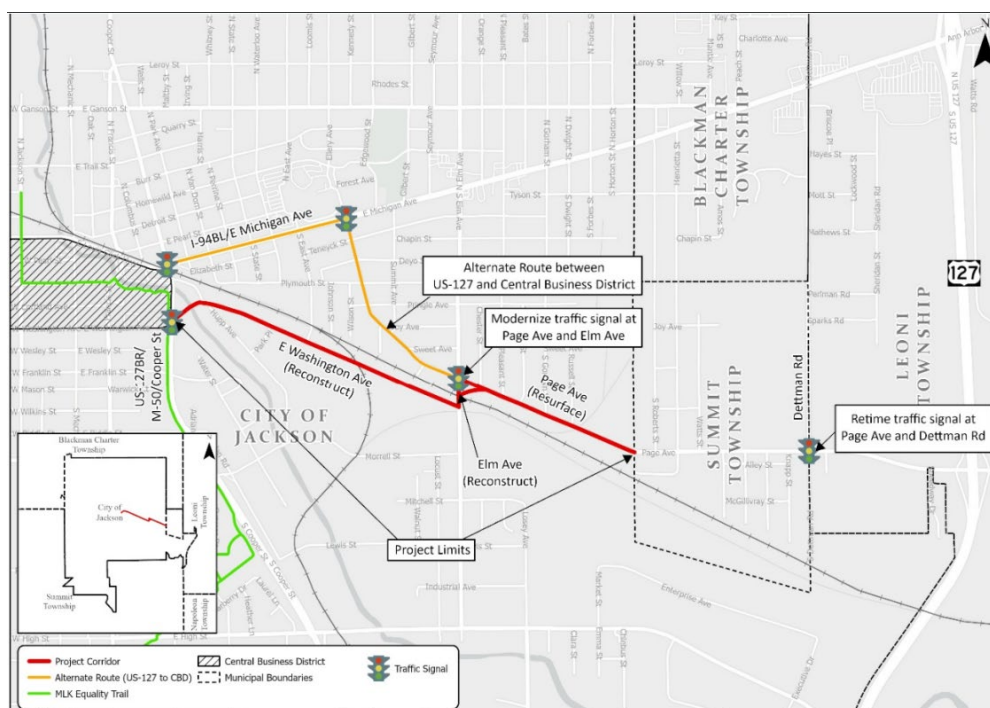
## EAST SIDE JACKSON COMMERCE CONNECTION

Recipient	City of Jackson
Location	City of Jackson, MI: Michigan
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$3,995,275
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 fund pavement improvements, lane and intersection reconfiguration, traffic signal modernization, sidewalk and ramp upgrades, bicycle lane improvements, railroad crossing improvements, and tree planting along an approximate 1.5-mile corridor: Washington Ave from Cooper St to Elm Ave, Elm Ave from Washington Ave to Paige Ave, and Page Ave from Elm Ave to the Jackson city limits.

**Project Benefits:** The project expects safety improvements from a reduction in crashes because of the roadway and pedestrian improvements. This project encourages a shift to active modes of transportation due to the bicycle/pedestrian improvements and improvements to connectivity gaps in the current system. The addition of trees and green spaces will mitigate urban heat island effects. The project will reconstruct sidewalks to implement universal design practices and to achieve full ADA compliance.



## AERIAL LIFT BRIDGE REHABILITATION

Recipient	City of Duluth
Location	City of Duluth, MN: Minnesota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$11,200,000
Construction Start (estimate)	April 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will rehabilitate the Duluth Aerial Lift Bridge which includes: surface preparation and repainting, lead abatement, replacement of deteriorated sections, miscellaneous structural steel repairs, repairs to spalled and delaminated concrete, and replacement of the bridge sidewalks.

**Project Benefits:** This project will enhance mobility and connectivity by improving the bridge, which serves as the only roadway linking Duluth's Park Point neighborhood to the city and regional transportation network. The project will address sidewalk issues, ensuring they meet ADA standards and removing barriers such as the heaving sidewalks. Additionally, the Duluth Transit Authority, public buses, and charter buses frequently use the bridge, making these upgrades crucial for transit access.



## COUNTY STATE AID HIGHWAY 2 ROAD AND SHARED USE PATH IMPROVEMENTS

Recipient	Lower Sioux Indian Community
Location	Redwood County, MN: Minnesota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	September 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will rehabilitate or reconstruct approximately ten miles of County State Aid Highway 2, construct a shared use path, and construct an electric vehicle (EV) charging station.

**Project Benefits:** The addition of a multi-use shared path will protect non-motorized travelers in this vulnerable community from safety risks. The shared use path and lighting will facilitate safe passage for neighborhoods to enable access to daily destinations. This project also aligns with the applicant's State Carbon Reduction Strategy by incorporating walking, biking, and electrification as part of MnDOT's 2023 Carbon Reduction Strategy.





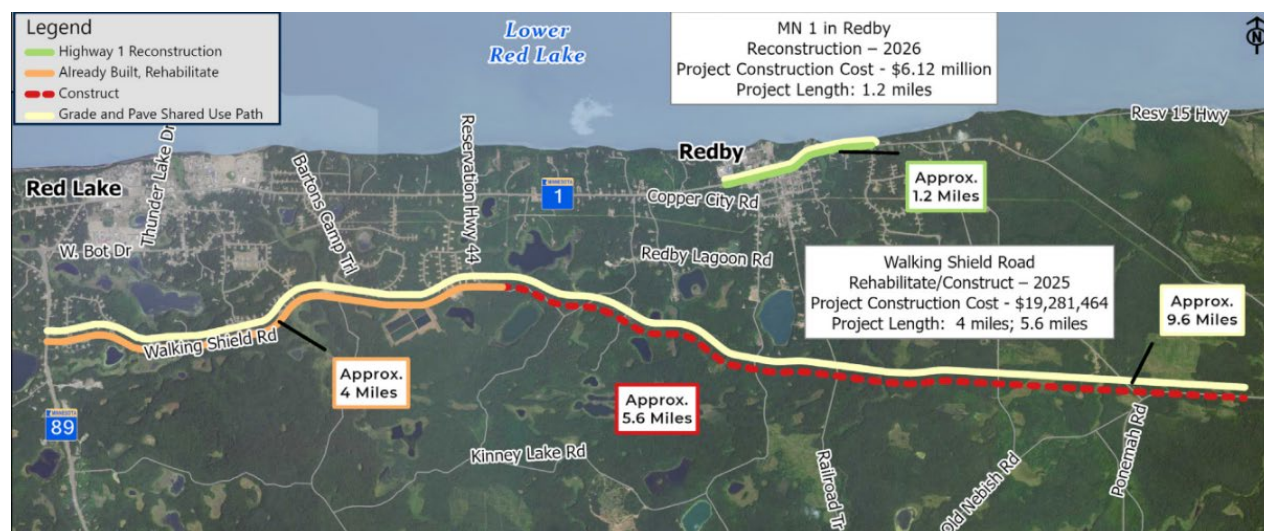
## RED LAKE ROAD REHABILITATIONS AND SHARED USE PATH

Recipient	Red Lake Band of Chippewa Indians
Location	Beltrami County, MN: Minnesota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
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 reconstruct approximately 1.2 miles of Minnesota State Highway 1, rehabilitate approximately 4 miles of existing pavement on Walking Shield Road, and extend existing Walking Shield Road approximately 5.6 miles to the east. Approximately 11 miles of shared use paths will also be constructed. Other improvements include widened shoulders, sidewalks, installation of street lighting, access improvements, culvert replacements, new guardrail, intersection enhancements including a new roundabout, and stormwater and drainage improvements.

**Project Benefits:** This project aligns with the U.S. Department of Transportation's National Roadway Safety Strategy Plan by implementing safer roads and safer speeds to protect motorized and non-motorized users. It will increase affordable transportation choices by installing or rehabilitating connected active transportation routes. It will also address existing gaps in the bicycle/pedestrian mobility system, which will eliminate conflict points and encourage more non-motorized use and improve non-motorized access to daily destinations.





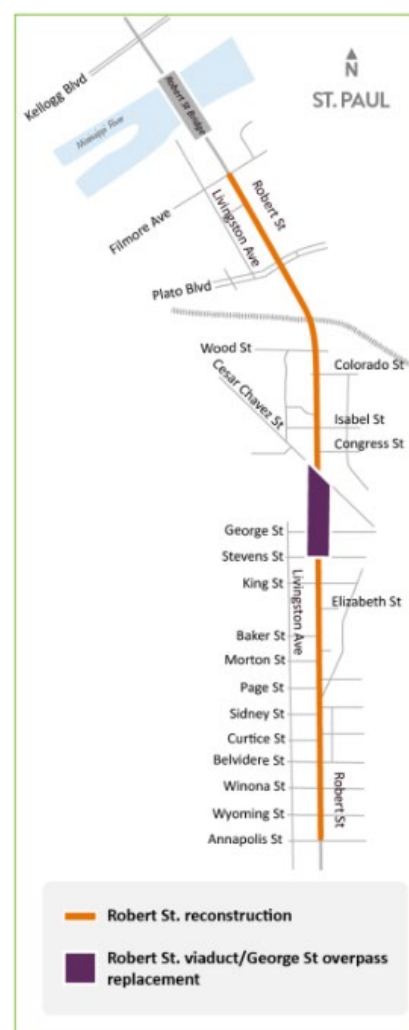
## ROBERT STREET COMPLETE STREETS AND VIADUCT REPLACEMENT

Recipient	Minnesota Department of Transportation
Location	City of Saint Paul, MN: Minnesota
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	June 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** The project will reconstruct approximately 1.5 miles of State Highway 3. It will include upgrading pedestrian crossings, improving sidewalks and trails, managing speed, expanding multimodal options, rehabilitating or replacing 100-year-old retaining walls/bridge, and improving transit access.

**Project Benefits:** This project addresses safety by replacing sidewalks and non-compliant ADA ramps, intersection improvements, curb extensions, median refuge islands, rectangular rapid flashing beacons, marked and raised crosswalks, bike boxes, lighting improvements, and signalization improvements. These actions will encourage a modal shift from vehicular to non-motorized travel and transit as well as support potential reduction in vehicle miles traveled and greenhouse gas emissions. In addition, it will improve connectivity to the planned Bus Rapid Transit line, increase transportation options, and upgrade pedestrian crossings at intersections along the corridor with a focus on eight intersections that will improve the safety of pedestrians to and from schools.



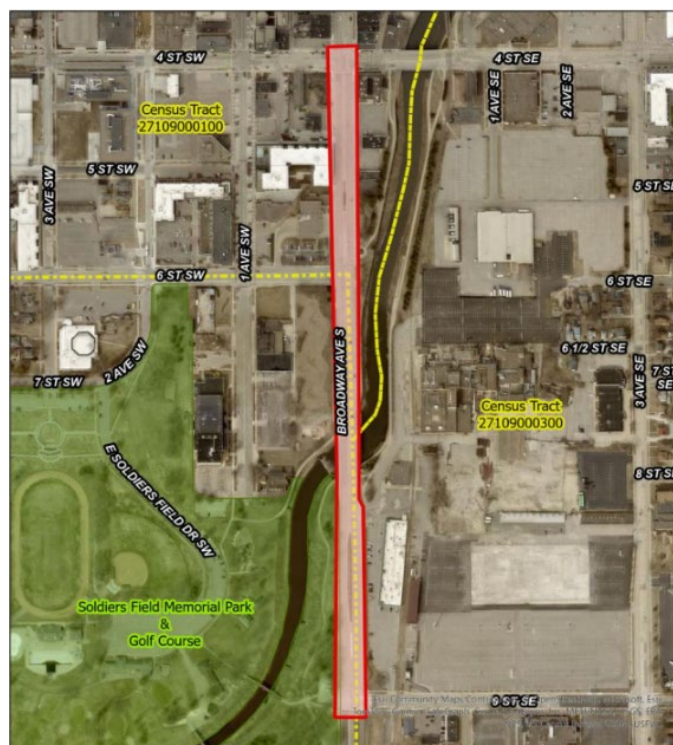
## SOUTH BROADWAY AVENUE PLAN

Recipient	City of Rochester
Location	City of Rochester, MN: Minnesota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,500,000
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 planning project includes the study, design, and engineering of a Complete Street and pedestrian/bike overpass along the approximate half-mile corridor on South Broadway Avenue between 4th Street SE and 9th Street SE.

**Project Benefits:** The project will design a Complete Street and pedestrian/bike overpass to improve safety for all travelers including the underserved communities in the area. It will fill gaps within the transportation network and connect underserved neighborhoods to the downtown core and improve access to daily destinations like jobs, the co-op, grocery stores, and churches. It aims to decrease these environmental impacts through alternative transportation modes, which will improve air quality and health outcomes.



## MISSOURI ROCK ISLAND TRAIL PLANNING

Recipient	Meramec Regional Planning Commission
Location	Maries, Miller, Cole, Franklin, Osage, Gasconade, Warren, Morgan, Benton, Pettis Counties, MO: Missouri
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$17,804,000
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 preliminary design, benefit-cost analysis, and environmental review of the Rock Island Trail—a comprehensive road-separated trail system that connects communities across the nearly 157 miles of undeveloped trail between Windsor and Union, Missouri.

**Project Benefits:** This project will aim to improve safety for users traveling long distances between towns by providing a dedicated travel way that is located along, but not on, the main highway. It increases affordable transportation choices, particularly in rural and underserved communities, and it will improve access to daily destinations. The future project will provide an important connector to many other cross-state and intrastate trails.



## I-55 PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS

Recipient	Mississippi Department of Transportation
Location	City of Jackson, MS: Mississippi
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$19,947,355
Construction Start (estimate)	June 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will install ADA-compliant sidewalks on the east and west I-55 frontage roads; improve pedestrian crossings, safety signage, crossing push buttons and displays, and lighting for the new sidewalks; add glare screen fencing on top of the concrete median of I-55; add raised medians with pedestrian refuge islands; and add pedestrian facilities on County Line Road and Briarwood Drive over the interstate.

**Project Benefits:** By providing ADA-compliant pedestrian infrastructure where none currently exist, the project will provide an affordable and safe commuting option. The pedestrian fatality rate along the project corridor is three times higher than the state average. With these project improvements, fatality rates are expected to dramatically decrease. The project activities were based on community participation and data to address gaps identified in the existing network. The project estimates a reduction in CO<sub>2</sub> emissions because of modal shift to active transportation modes by increasing pedestrian access.





## MISSISSIPPI STATE UNIVERSITY WEST SIDE CONNECTIVITY

Recipient	Mississippi State University
Location	City of Starkville, MS: Mississippi
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,750,000
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 plan to redesign the transportation system around Highway 12 between Bully Boulevard and Spring Street to north of College View Drive using Complete Streets principles.

**Project Benefits:** The project will proactively plan for an increase in active transportation users (spurred by the University's promotion of pedestrian and bike transportation) and includes safety countermeasures from the National Roadway Safety Strategy. It will address and identify gaps in the transportation network based on community-level data. This project will aid in providing new connections linking the existing active transportation infrastructure on the eastern and western sides of Highway 12, which is expected to reduce vehicle dependence and expand public transportation options. The project will serve underserved populations such as low-income households, households without vehicles, the student-aged population, seniors, people of color, and unemployed persons, all of whom may benefit from increasing safe, active transportation options.



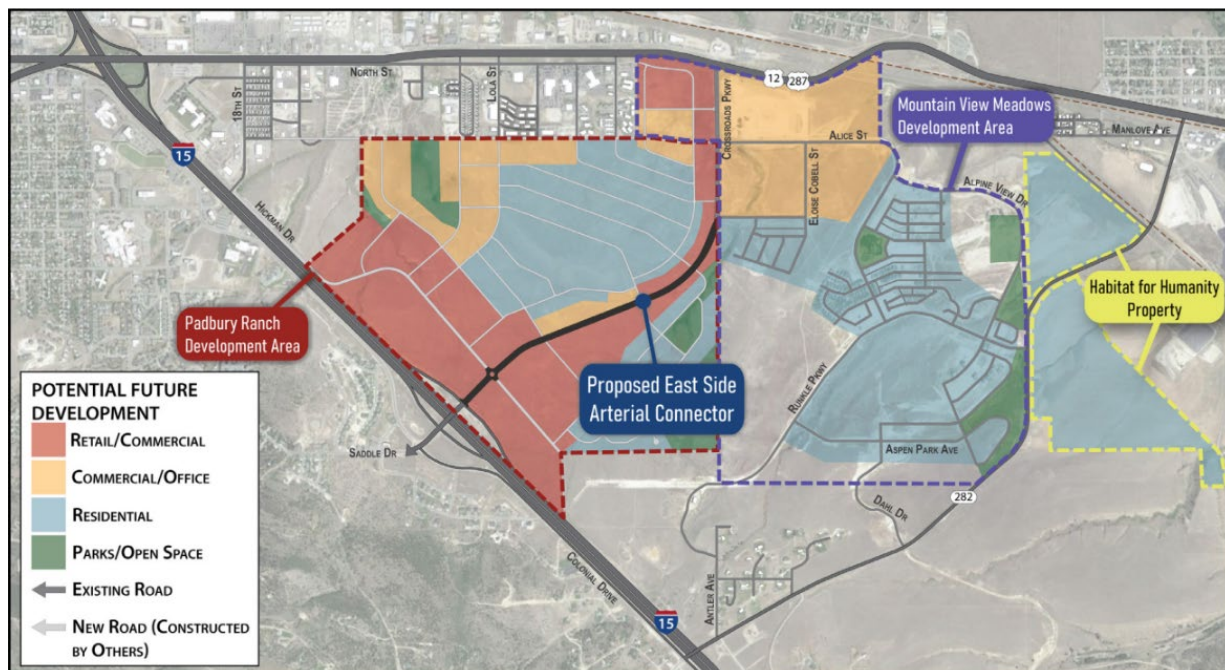
## EAST SIDE ARTERIAL CONNECTOR PLANNING PROJECT

Recipient	City of Helena
Location	City of Helena, MT: Montana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,300,000
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 pre-construction activities to plan and design an arterial connecting the South Helena I-15 interchange to US Highway 12. Specific project elements for the East Side Arterial Connector include: lane configurations, traffic control needs, pedestrian and bicycle facilities, transit and freight accommodations, public infrastructure extensions, and sustainable and innovative design features.

**Project Benefits:** This project supports the state's first Carbon Reduction Strategy by encouraging high-density mixed-use developments to enable access to destinations by walking, cycling, transit, and shorter vehicle trips and supporting active and micromobility modes of transportation. It will coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices. The project will also address a critical gap in the regional transportation system that the community has desired for over 20 years.



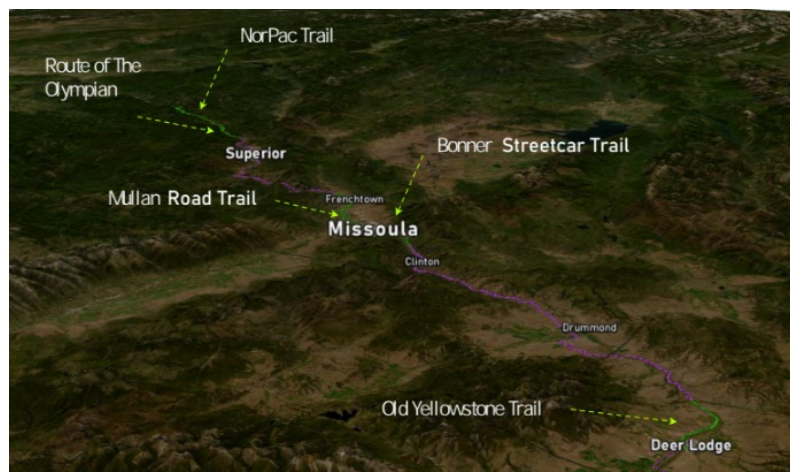
## PARKS TO PASSES: ACTIVE TRANSPORTATION CONNECTIVITY AND SAFETY

Recipient	Powell County
Location	Powell, Mineral, Deer, Lodge, Missoula, Shoshone, and Silver Bow Counties, MT: Montana
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$6,313,019
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 a comprehensive feasibility study in the form of a Preliminary Engineering Report (PER) and complete higher-level design of five Spotlight Projects on the route spanning from the Montana-Idaho border to the Continental Divide and generally following the I-90 corridor.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from safety risks and reduce fatalities and/or serious injuries in vulnerable communities. The project will also utilize planning strategies to investigate safety infrastructure that will benefit the 28 rural communities along the corridor by reviewing the area's high-speed and high-volume roads. The project will reduce transportation-related air pollution in underserved communities. It is aligned with the U.S. National Blueprint for Transportation Decarbonization, will reduce vehicle miles traveled through a shift to active transportation, and will avoid adverse environmental impacts. The project will improve quality of life by increasing access to daily destinations, increasing affordable transportation options, and improving public health by providing modal shift to active transportation. The project will also improve mobility and community connectivity by developing plans based on community participation, that address gaps identified in the existing network and by incorporating Universal Design that goes beyond ADA requirements.





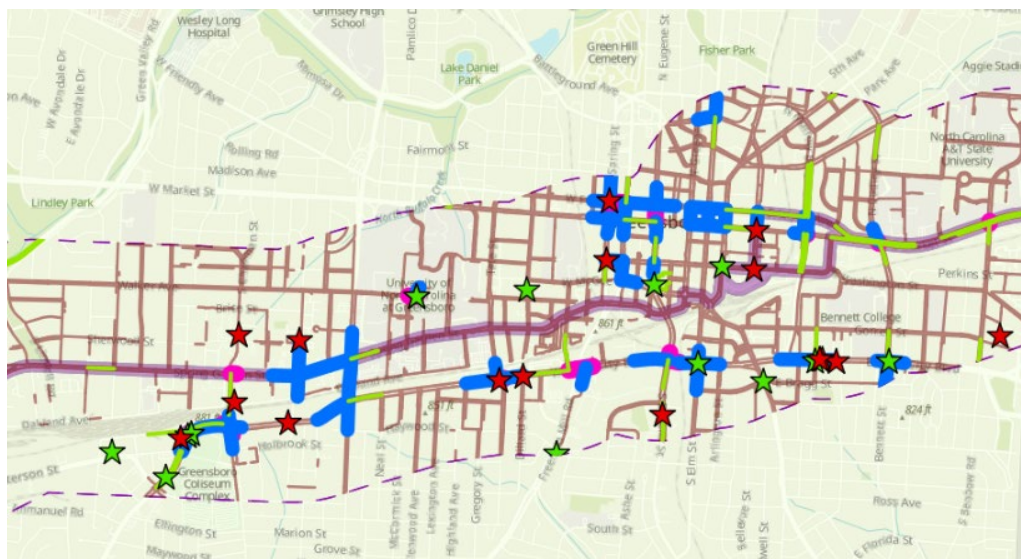
## CROSSMAX PURPLE CORRIDOR STUDY AND DESIGN: ENHANCING OPPORTUNITIES

Recipient	City of Greensboro
Location	City of Greensboro, NC: North Carolina
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? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will plan and design improvements along a new high-frequency bus corridor. The corridor consists of E. Market Street, Spring Garden Street, and W. Wendover. Improvements will include pedestrian sidewalk and crossing infrastructure improvements, accessibility and lighting upgrades, bus shelter enhancements, and electric bus infrastructure installations.

**Project Benefits:** This project will focus on improving safety, quality of life, and mobility by addressing key issues such as high traffic fatalities, inadequate infrastructure, and limited transportation options. It targets a corridor responsible for approximately 34 percent of the city's traffic fatalities, aiming to reduce accidents and enhance pedestrian and cyclist safety through improved crosswalks, visibility, and infrastructure. The project will also introduce multi-modal transportation options to benefit vulnerable populations, including the elderly and low-income families, by improving pedestrian connectivity, reducing congestion, and linking key economic hubs. Additionally, it will enhance community connectivity by reducing travel times, increasing bus service frequency, and adding trails and micromobility services, all while prioritizing safety and ADA compliance.





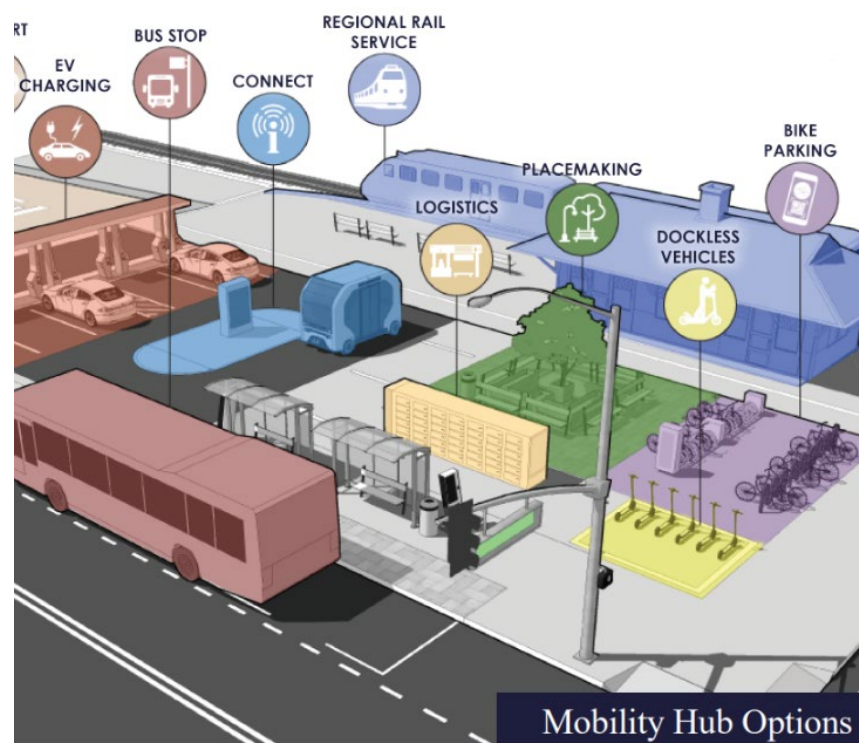
## MOBILITY HUB DESIGN AND CONSTRUCTION - S-LINE

Recipient	North Carolina Department of Transportation
Location	Town of Wake Forest, NC: North Carolina
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$13,200,000
Construction Start (estimate)	April 2027
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct a mobility hub to connect the community to various modes of transportation, including passenger rail and bus services, pedestrian and bicycle facilities, and integrated mobility technology.

**Project Benefits:** This project will reduce transportation and housing costs, while supporting equitable transit-oriented development. It will improve connectivity for transportation-disadvantaged communities and reduce vehicle dependency, promote social equity, and expand affordable transportation options. The project works with the community to implement improvements as the preliminary design is based on a transportation planning study that considered affordable housing, multimodal connections, and market conditions.



## CONNECTING PITTSBOROS CORE: A MULTIMODAL TRANSPORTATION PROJECT

Recipient	Town of Pittsboro
Location	Town of Pittsboro, NC: North Carolina
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$995,814
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 conduct a feasibility study for W. Salisbury Street, and the planning and design of approximately five connectors that will form a network of multimodal transportation options. These connectors include: The Village Apartments Connector, the Kiwanis Park Connector, the Town to Village Trail, the NC 87 to Central Carolina Community College (CCCC) Campus Sidewalk, and the Chatham Marketplace Connector.

**Project Benefits:** The project will improve safety by upgrading existing roadside accommodations for vulnerable road users as well as creating a new separated network of multi-use paths that protect non-motorized users from safety risks. The project will implement transportation-efficient land use and design, reduce vehicle miles traveled through modal shift to active transportation, and incorporate nature-based solutions. The project also aligns with the town's strategic plan, which includes environmental sustainability as a key component. Quality of life will be enhanced by increasing affordable transportation choices by improving and expanding active transportation usage. The project includes plans based on community participation that address gaps in the existing network through shared-use paths and sidewalks.



## DOWNTOWN CORE CONNECTIVITY DESIGN AND PLANNING GRANT

Recipient	Town of Siler City
Location	Town of Siler City, NC: North Carolina
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$6,194,290
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 final design for bus stops, streetscape elements, stormwater infrastructure, underground utility design, lighting, and flood mitigation with water quality improvements in Siler City's downtown area.

**Project Benefits:** The project will improve safety by incorporating actions from the National Roadway Safety Strategy plan such as reducing travel speeds. It will improve pedestrian connectivity by constructing a pedestrian accommodation across a railroad crossing. The project will reduce transportation-related air pollution and greenhouse gas emissions by reducing vehicle miles traveled in a Historically Disadvantaged Community through encouraging a shift to active transportation via walking and cycling. The project will improve quality of life through the inclusion of multi-modal options such as bus and bike accommodations to improve access to daily destinations. The project will also incorporate Universal Design elements and last-mile freight plans for Second Avenue.





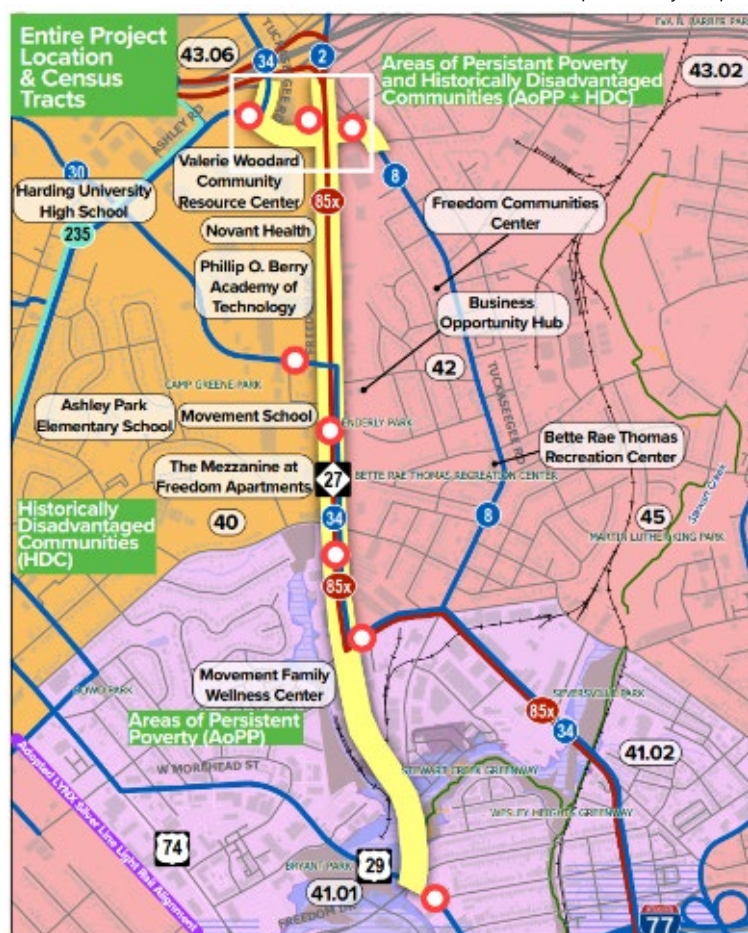
## FREEDOM DRIVE MOBILITY CORRIDOR: CONNECTING PEOPLE TO OPPORTUNITY

Recipient	City of Charlotte
Location	City of Charlotte, NC: North Carolina
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:** The project will construct Complete Street, traffic safety, and transit-access/mobility services improvements on the Freedom Drive/Ashley Road/Tuckasee Road corridor. It will include up to 8 new or improved mobility hubs. The project includes new pedestrian and bicycle facilities, improved motor vehicle circulation, improved crossings, smart lighting, and a new multi-use path and new sidewalk to connect the Elderly Park and Westerly Hills neighborhoods to the services and destinations on the corridor.

**Project Benefits:** The project will improve safety by reducing crashes and providing more choices for non-motorized transportation. The project will improve environmental sustainability by reducing transportation-related air pollution and greenhouse gas emissions. Residents in the project area who have far less transit and active transportation access than the average resident of the City of Charlotte will benefit from the improvements, which will create a safer environment while improving access to medical offices and urgent care services in the corridor. The project will also improve system-wide connectivity with access to transit, micromobility, and mobility on demand services.





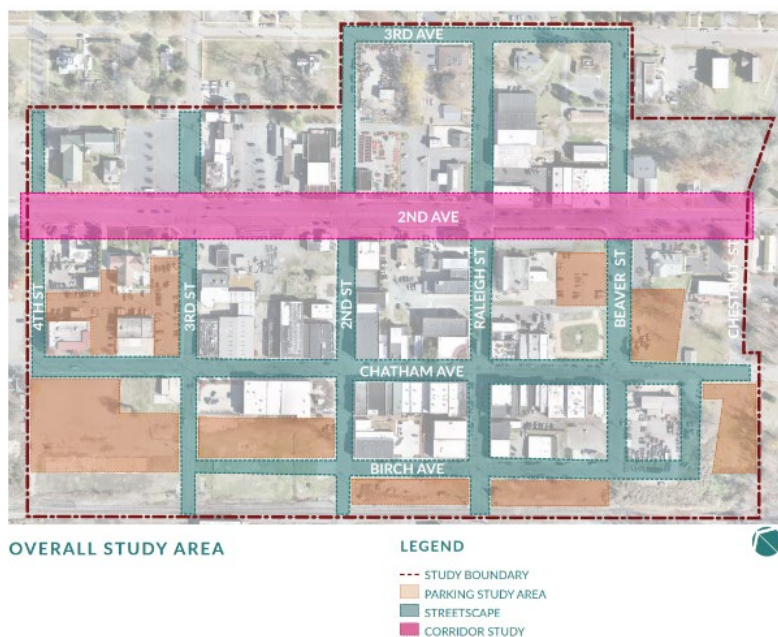
## LOVES CREEK TRIBUTARY 2-8 PHASE HIGH PRIORITY PLANNING GRANT

Recipient	Town of Siler City
Location	Town of Siler City, NC: North Carolina
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,995,288
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 final design for the Loves Creek Tributary area around Raleigh Street. The project to be planned includes bus stops, streetscape improvements, stormwater infrastructure upgrades, underground utility design, lighting, and flood mitigation with water quality improvements.

**Project Benefits:** The project provides safety benefits that will protect non-motorized travelers from safety risks by incorporating actions from the National Roadway Safety Strategy that aim reduce travel speeds, improve connectivity for walking, and construct pedestrian accommodations across railroad crossings. The project to be planned will reduce transportation-related air pollution and greenhouse gas emissions and reduce vehicle miles traveled in a Historically Disadvantaged Community by encouraging a shift to active transportation via walking and cycling. The project will improve quality of life by including multi-modal options such as bus and bike accommodations to improve access to daily destinations. The planning project will incorporate Universal Design elements and last-mile freight plans.



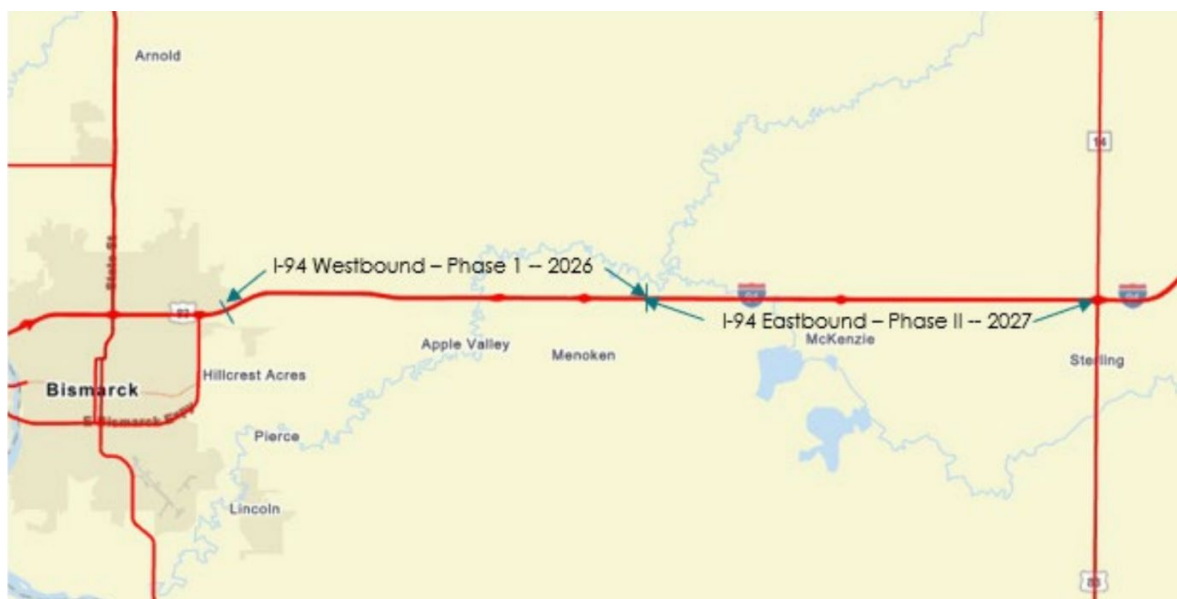
## I-94 STATE OF GOOD REPAIR

Recipient	North Dakota Department of Transportation
Location	Burleigh County, ND: North Dakota
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$24,500,000
Construction Start (estimate)	May 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** The project will repair approximately 20 miles of pavement on Interstate 94. The project will restore and modernize the roadway infrastructure, address existing and projected vulnerabilities, and address documented safety problems.

**Project Benefits:** The project will improve the resilience of at-risk infrastructure, specifically addressing the impact of extreme weather events on concrete buckling. The summers of 2020 and 2021 saw record-high temperatures that caused concrete to buckle and led to partial closures of I-94 for an extended period. To mitigate this, the project plans to use Portland Limestone Cement to pave I-94, reducing the overall carbon footprint and enhancing the sustainability of the infrastructure.



## MARLEY CROSSING PLANNING PROJECT ON ND-1804

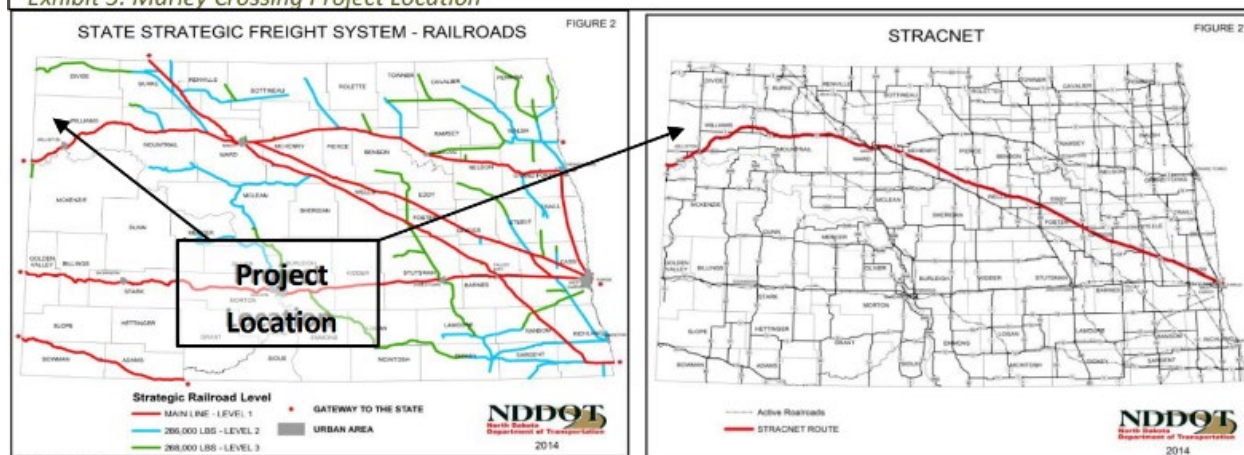
Recipient	North Dakota Department of Transportation
Location	Williams County, ND: North Dakota
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,920,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** The project will evaluate design alternatives for a road and rail grade crossing, including alternative alignments and grade separation. The project will also include preliminary engineering, NEPA review, public outreach, and right-of-way planning.

**Project Benefits:** The project will improve safety by determining the best alternative to an at-grade highway-rail crossing of North Dakota (ND) 1804 (a principal rural arterial) and the BNSF railroad (Marley Crossing) – a high crash location. The study objectives will also align with the North Dakota Highway-Rail Crossing State Action Plan and will positively impact the local population that are a vulnerable community of travelers. The project will improve mobility and community connectivity by incorporating universal design elements for the infrastructure appropriate to its rural setting, by evaluating the design of the grade separation to include transportation features that increase accessibility for non-motorized travelers, and by considering multi-modal freight movement.

**Exhibit 5: Marley Crossing Project Location**



## LOCAL INTERMODAL NETWORK CONNECTION (LINC)

Recipient	City of Norfolk
Location	City of Norfolk, NE: Nebraska
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,086,412
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 60% design for an approximate 4.8-mile multi-modal path and other necessary infrastructure to accommodate a 10' wide path. The design will include enhanced landscaping, trees, street and trail lighting, trail signage, and new curb ramps at all intersections. Improvements will connect Skyview Park, from the northwest area of town to the Cowboy Trailhead and Ta-Ha-Zouka Park in the southeast area of town.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from safety risks through the planning for a path that will address issues such as marked and signalized crosswalks where only one marked and signalized crosswalk currently exists in the project area. The project will reduce transportation-related air pollution in an underserved community by encouraging non-motorized vehicle usage with an active transportation path across the city. The project aims to reduce vehicle miles traveled specifically through modal shift to active transportation. The project will improve quality of life by increasing affordable transportation choices in an underserved community and will also improve access to daily destinations as it connects the business district to other parts of the city.

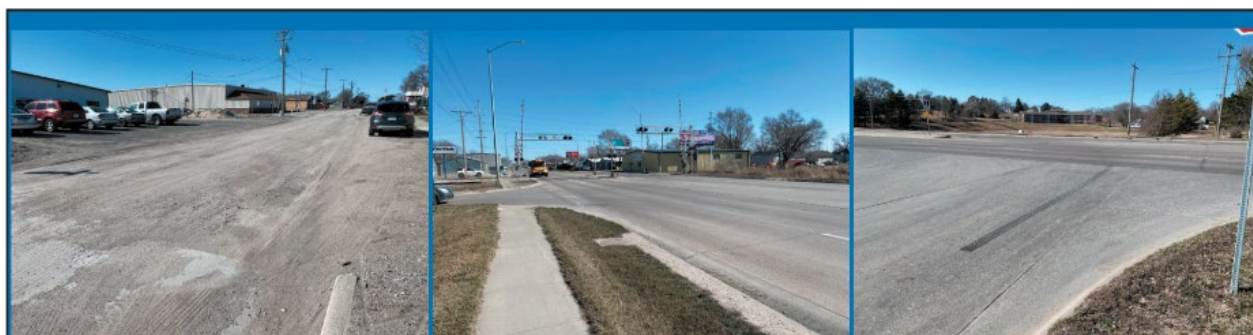


Figure 7: From left to right: Photo of Northwestern Ave. on LINC Norfolk proposed path, Photo of Crossing at Hwy 275 at 7th Street on LINC Norfolk Proposed Path, Photo of Crossing at Hwy 81 and Georgia Ave. on LINC Norfolk Proposed Path



## ZERO EMISSION BUS DESIGN AND INVESTMENT STUDY

Recipient	New Jersey Transit Corporation
Location	New Jersey Transit Corporation Service Area, NJ: New Jersey
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$6,867,105
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 provide long-term capital investment, fleet, and service implementation plans, while advancing engineering and facility design to support New Jersey Transit's transition to a zero-emission bus fleet.

**Project Benefits:** This project will advance environmental sustainability by aiding transition to an electric bus fleet and reducing greenhouse gas emissions. It aims to improve service reliability, promote public transit usage, and enhance air quality. The project aligns with the 2019 State Energy Master Plan, the State Transit Agency Sustainability Plan, and the 2020 State Global Warming Response Act, all of which seek to reduce vehicle emissions and address environmental challenges.



## HOLLAND TUNNEL 12TH STREET

Recipient	The Port Authority of New York and New Jersey
Location	Hudson County, NJ: New Jersey
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
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 fund design, NEPA, and construction for the implementation of a road diet, and installation of an off-roadway protected bike corridor that adds east-west connectivity. The project specifically includes reducing the existing six (6) mainline eastbound lanes down to four (4) lanes along 12th street, adding new traffic signals and lighting equipment, widening sidewalks and curb bump-outs, deploying ITS for incident management and over height vehicle detection systems, adding bicycle facilities, safety improvements, landscaping and streetscaping including green infrastructure, and access improvements to businesses.

**Project Benefits:** This project will improve safety by including advance warning signs, pedestrian countdown timers, separate bike lanes, and improved lighting. The project will improve environmental sustainability by reducing idling resulting from traffic and crashes, integrating nature-based solutions within the stormwater management system, and using recycled construction materials to reduce carbon emissions. The project will improve public health outcomes for residents by widening and connecting sidewalks within the project area, providing new active transportation facilities, and including greenery and landscaping to mitigate the urban heat island effect. The project will also enhance mobility by reducing the number of eastbound lanes from six to four, resulting in shorter crosswalk distances.



## NEW MEXICO RAIL RUNNER EXPRESS OPERATIONS AND MAINTENANCE FACILITY

Recipient	Rio Metro Regional Transit District
Location	City of Albuquerque, NM: New Mexico
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$22,477,133
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 a new Rail Runner Express Operations and Maintenance Facility for the purpose of inspecting and servicing commuter rail locomotives, coach cars, and cab cars. The new facility will feature a maintenance shop that is composed of a high-bay area, storage and work rooms, and offices.

**Project Benefits:** This project will construct a new maintenance facility designed to reduce train movements in the yard, thus lowering accident risks for workers and protecting them from weather-related hazards. The facility will also improve maintenance efficiency, addressing hazardous conditions that have caused injuries. Environmentally, it will reduce greenhouse gas emissions by eliminating locomotive idling and decrease train movements, alongside stormwater management upgrades to mitigate flooding. Additionally, the facility expansion will support increased rail service frequency, improve connectivity with ADA-compliant infrastructure, and provide better transportation options.





## CONNECTING COMMUNITIES: A MULTI-MODAL VISION FOR WEST STATE STREET

Recipient	City of Olean
Location	City of Olean, NY: New York
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	October 2028
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will fund approximately 2.5-miles of Complete Street improvements on West State Street (NYS 417) between North Union Street (NYS 16) and Francis Road at St. Bonaventure University. Improvements include a two-way protected bike lane or shared-use path, bump-outs, and pedestrian refuge islands, marked crosswalks, pedestrian crossing signals and ADA improvements, green infrastructure, approximately five traversable mini-roundabouts, and pedestrian and public transit amenities.

**Project Benefits:** This project will improve safety by including features such as safe routes to school, bike paths, and enhanced bus stops, aligning with FHWA guidelines to reduce accidents, particularly those involving pedestrians and cyclists. The project will reduce runoff, as well as decrease air pollution and greenhouse gas emissions by promoting non-motorized transportation. Additionally, the project will expand active transportation options, improving access to essential services and connecting neighborhoods to parks and trails.





## FROGTOWN ROAD RECONSTRUCTION

Recipient	Saint Regis Mohawk Tribe
Location	Franklin County, NY: New York
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$6,273,000
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 approximately 2.2-miles of Frogtown Road from the intersection of NYS Route 37 to Helena Road.

**Project Benefits:** This project will aim to reduce fatalities and serious injuries by resurfacing, widening roads, and installing rumble strips. The project will also incorporate environmentally friendly practices, such as using warm mix asphalt to reduce CO<sub>2</sub> emissions and upgrading stormwater infrastructure. Additionally, it will enhance accessibility to key services like jobs, healthcare, and schools.



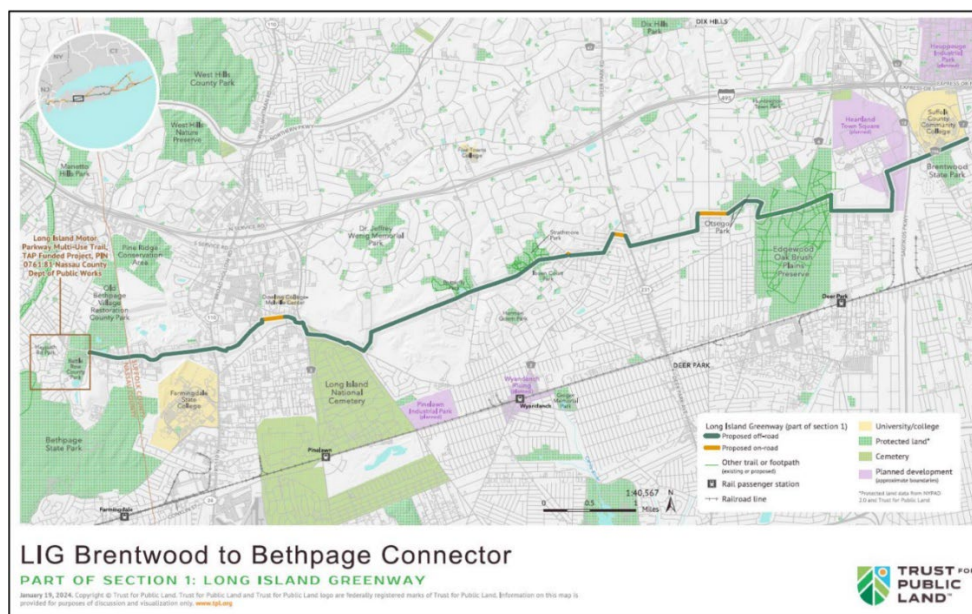
## LONG ISLAND GREENWAY - BRENTWOOD TO BETHPAGE CONNECTOR

Recipient	Suffolk County
Location	Suffolk County, NY: New York
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$16,400,000
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 fund the construction of an approximate 12-mile segment of the Long Island Greenway (LIG) from Brentwood to Bethpage. This trail segment is part of a larger proposed 175-mile LIG which once completed will go from Manhattan to Montauk. The trail will be primarily off-road and utilize utility rights-of-way.

**Project Benefits:** The project will improve safety for non-motorized travelers by implementing traffic calming measures, signalized crosswalks, and accessible pathways which will reduce vehicle miles traveled and the potential for crashes. Shifting from car-centric transportation to biking and walking alternatives will reduce transportation-related greenhouse gas emission and combat congestion in the region. The LIG will serve as a transformative catalyst for fostering outdoor activity and provide a safe and trusted space for walking, cycling, commuting (to work or school), and recreation. The project will also provide an off-road corridor, linking residential neighborhoods, college campuses, a downtown commercial district, and parks, along with transit-oriented development opportunities including bus stops and Long Island Rail Road (LIRR) stations.



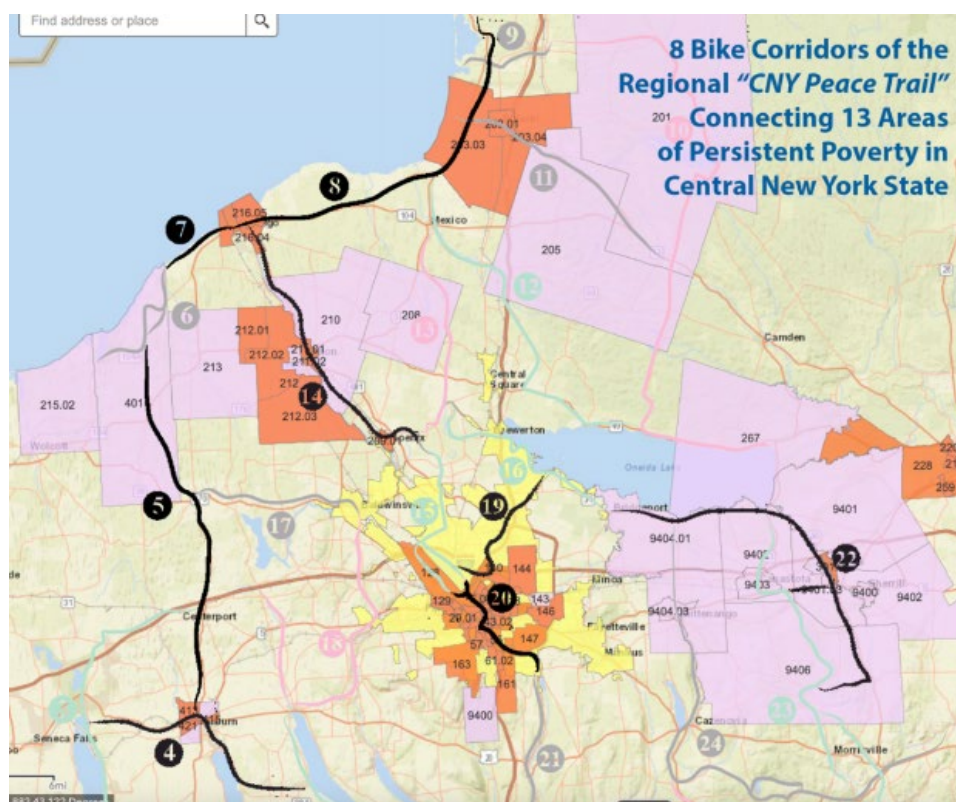
## PEACE TRAIL - BIKE TOURING REGION PLANNING PROJECT

Recipient	Central New York Regional Planning & Development Board
Location	Oswego, Cayuga, Madison, and Onondaga Counties, NY: New York
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,900,000
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 planning project will design, engineer, and develop construction-ready plans for approximately 57 miles of bicycle infrastructure, as part of a larger 170-mile bike network.

**Project Benefits:** The planning project will seek to improve safety by protecting non-motorized travelers from safety risks by building bike facilities. The project being planned will reduce vehicle miles traveled specifically through modal shift to active transportation, and will improve system-wide connectivity with access to transit in underserved communities.





## ROUTE 454 VETERANS MEMORIAL HIGHWAY OVER LONG ISLAND RAIL ROAD BRIDGE REPLACEMENT

Recipient	New York State Department of Transportation
Location	Suffolk County, NY: New York
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$20,000,000
Construction Start (estimate)	December 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will replace a 73-year-old bridge carrying Veterans Memorial Highway (NYS Route 454) over the Long Island Railroad's Ronkonkoma Branch.

**Project Benefits:** The project will improve safety by protecting motorized and nonmotorized users in an underserved community by widening and extending traffic lanes to accommodate bridge traffic. The project will widen the bike lane and add pedestrian lanes, while the ADA pedestrian lanes will provide new access for safe travel across the bridge. Increasing non-motorized use by adding bike and walking paths will reduce greenhouse gas emissions through modal shift. The project will also improve quality of life by providing for alternative modes of transportation that promote healthier lifestyles and removing obstacles and barriers to daily services. The project includes the incorporation of Universal Design that goes beyond ADA requirements.

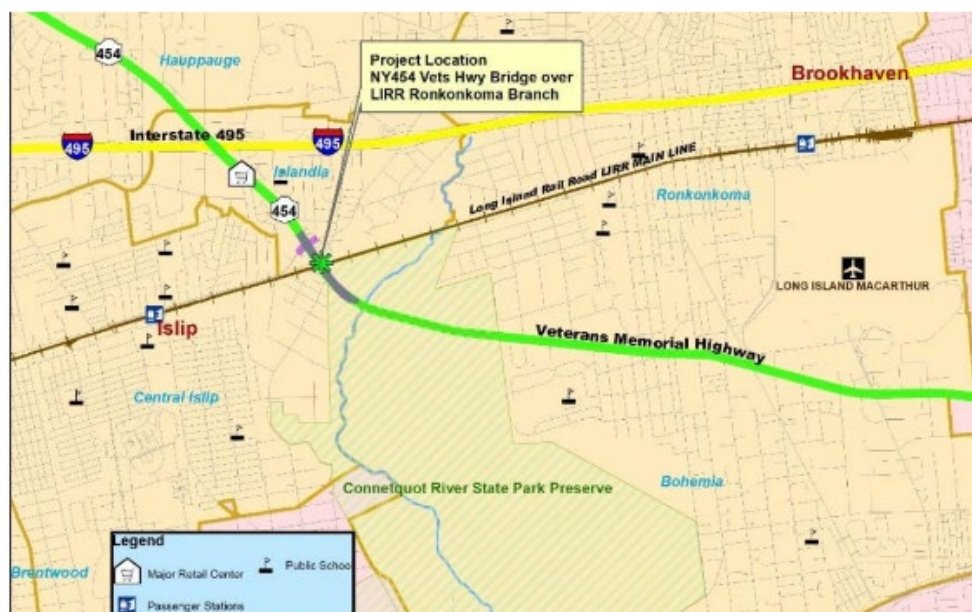


Figure 3: Project Location Village Map



## ROUTES 42 AND 52 MOBILITY AND RESILIENCY PLANNING AND DESIGN PROJECT

Recipient	New York State Department of Transportation
Location	Ulster and Sullivan Counties, NY: New York
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$6,000,000
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 study existing needs related to drainage, seasonal vehicle and parking congestion, and limited pedestrian facilities along an approximately 5.4-mile section of State Route 42 and an approximately 7.35-mile section of State Route 52. The first component will plan for the replacement of a deteriorated closed drainage system. The second component will plan for a sidewalk expansion project to extend sidewalks to evolving areas of development along the Routes 42 and 52 study corridors.

**Project Benefits:** The project will improve safety by exploring the expansion of pedestrian and bicyclist facilities in the project area, which currently only features less than one mile of continuous sidewalks. It will also identify potential safety treatments that are aligned with the FHWA Proven Safety Countermeasures. The project will improve environmental sustainability by planning for the repair of drainage system deficiencies that are creating unsafe roadway and sidewalk conditions. It will also consider resilience in the construction of permeable pavement parking areas, which will facilitate the runoff of stormwater into local aquifers. The project being planned will seek to increase affordable transportation choices, especially for underserved residents of the communities within the project area and improve access to daily destinations. The project will improve mobility by incorporating potential areas for sidewalk widening within the pedestrian gap analysis in order to optimally locate continuous sidewalks where existing and new residential developments are being planned.



## LANCASTER EASTSIDE INDUSTRIAL CONNECTOR FEASIBILITY STUDY

Recipient	City of Lancaster
Location	City of Lancaster, OH: Ohio
Project Type	Planning
Urban or Rural	Rural
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 a feasibility study for the Eastside Industrial Connector, a proposed truck route that will connect the west side to the east side, the north/south state roads, and create better access to the regional hospital.

**Project Benefits:** The planning project will seek to improve safety by planning to reroute truck traffic from a highly populated downtown and residential area. Through the feasibility study phase, the project will look at crash data for the identified area. The project also will assess transportation related noise and air pollution with the goal to reduce pollution by rerouting the truck route in the future, and aligns with the U.S. National Blueprint for Transportation Decarbonization. Additionally, to mitigate transportation-related air pollution and noise pollution in an underserved community, the proposal will investigate clean energy for transportation, transportation-efficient land use and design (drawing on the features of the historic town in the project area), and incorporate nature-based solutions or natural infrastructure with the use of native plants. By planning to reduce commuter travel, lessen traffic congestion, connect commuters and residence to the downtown area, and encourage the use of non-motorized vehicles, this project will provide greater accessibility, encourage a healthier lifestyle, and reduce vehicle dependency. The project will also look at a multi-modal approach that considers active transportation choices, public transit, micromobility, and motorized vehicles to remove obstacles and barriers to improve system-wide connectivity.



## LINDEN GREEN LINE PROJECT

Recipient	City of Columbus
Location	City of Columbus, OH: Ohio
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$12,000,000
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 an approximately 7-mile trail along a former rail corridor. The project includes: construction of an approximately ten-foot multi-use path, improvements to pedestrian access, safety improvements, full ADA accessibility, and native landscape plantings.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from safety risks and reducing fatalities and serious injuries in underserved communities to bring them below the state-wide average by constructing an active transportation trail separated from vehicular travel lanes. The project will improve access to daily destinations through transit and active transportation by adding trails and bicycle paths that improve accessibility for non-motorized users. The project also supports the Columbus Climate Action Plan, One Linden Community Plan, and the Columbus Urban Forestry Master Plan.



FIGURE 2 - PROJECT LOCATION

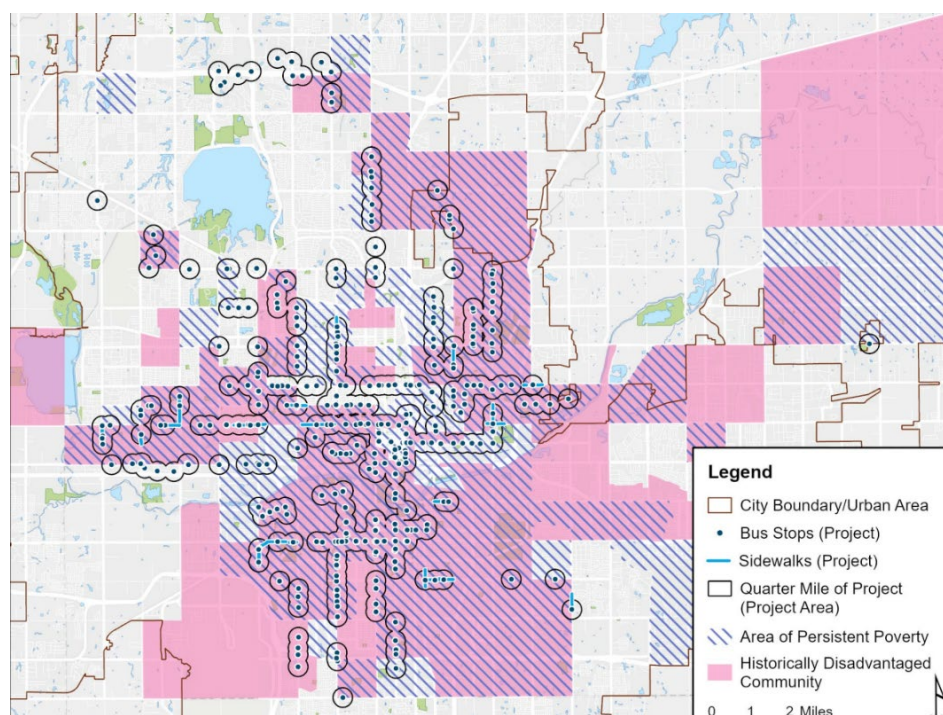
## EQUITABLE TRANSIT ACCESS FOR ALL: ENHANCING THE PEDESTRIAN AND RIDER EXPERIENCE

Recipient	City of Oklahoma City
Location	City of Oklahoma City, OK: Oklahoma
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$19,511,000
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 right-of-way acquisition and construction for enhancements at approximately 360 bus stops and install approximately 10-miles of ADA accessible sidewalks; including curb ramps, pedestrian signals, and pedestrian crossing infrastructure.

**Project Benefits:** The project will provide new pedestrian crossings at signalized intersections and will upgrade push buttons and countdown timers to allow for safer crossings and a higher quality pedestrian experience. By upgrading the City's public transit infrastructure, the project will increase affordable transportation choices. This is particularly significant for many residents who rely on public transportation as their primary means of travel. The combination of improved transit options with upgraded bus stops and additional pedestrian options will remove physical barriers by reconnecting communities.





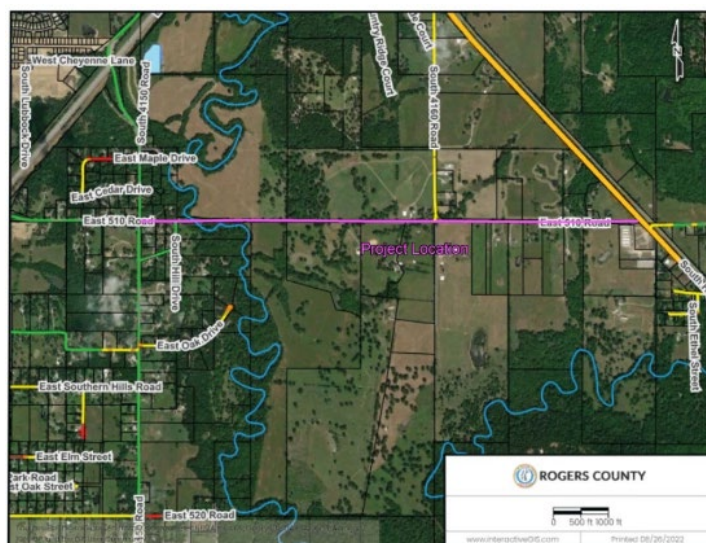
## FLINT ROAD PLANNING PROJECT

Recipient	Rogers County
Location	Rogers County, OK: Oklahoma
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$160,000
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 Comprehensive Plan that will propose road improvements to approximately 1.7-miles of Flint Road to accommodate the impacts of renovations and expansion of State Highway (SH) 20 along with the new Oklahoma Turnpike Authority (OTA) Interstate 44 (I-44) turnpike interchange to Flint Road.

**Project Benefits:** The project will address current transportation system deficiencies such as a lack of sidewalks and safe pedestrian and active transportation options. The project plans to engage with the community for additional ideas and priorities. Improving the quality and condition of the roadway will improve the longevity of the infrastructure as well as the safety of the traveling public. The proposed changes will also reduce vehicle dependence and help reduce transportation-related air pollution and emissions. Additionally, the project will improve stormwater management infrastructure that currently poses a maintenance burden and has negatively impacted quality of life and environmental sustainability because of its inability to handle flooding events that force the closure of the road and spread polluted surface runoff to nearby farms.



## SUTHERLIN OLD HIGHWAY 99 MODERNIZATION AND MOBILITY ENHANCEMENT PROJECT

Recipient	Douglas County
Location	Douglas County, OR: Oregon
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,486,486
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 multi-modal improvements to Old Highway 99. Project activities will include: environmental analysis, NEPA evaluation and permitting, community engagement and public outreach, equity analysis, applicability assessments for safety improvements (including speed zones, signage, and lighting), intersection evaluation, structural analysis, streambed restoration analysis, railroad at-grade multi-modal crossing design, railroad coordination and review processes, stormwater system design, roadway and pavement design, ADA accessibility evaluation and design, benefit cost analysis, and documentation for future construction funding applications.



**Project Benefits:** The project will support safety by protecting non-motorized travelers and incorporating actions from FHWA's National Roadway Safety Strategy plan. The project will support environmental sustainability by reducing transportation related air pollution and vehicle miles traveled through modal shifts. The project will improve quality of life by increasing active transportation usage and implementing transit-oriented development activities that benefit existing residents and disadvantaged communities. The project will address gaps in the current pedestrian network and will increase pedestrian visibility and the likelihood that the community will use the facilities that already exist. The project will add ADA compliant ramps, new sidewalks, and pedestrian refuge islands, which will increase mobility by addressing gaps in the existing network and reduce vehicle dependence.

## TRI-CITY MYRTLE CREEK COMMUNITY CONNECTION AND MOBILITY ENHANCEMENT PROJECT

Recipient	Douglas County
Location	Douglas County, OR: Oregon
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,541,387
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 to Old Pacific Highway 99 between Riverside Drive and Gael Lane. The project will analyze speed zones, stormwater management, active infrastructure, ADA accessibility, mid-block pedestrian crossings, lighting, signage, and transit stops to identify improvements.

**Project Benefits:** The project will improve safety by protecting non-motorized users and incorporating actions from FHWA's National Roadway Safety Strategy plan. The project will add ADA compliant pedestrian facilities and will provide safer spaces for school buses to pick up and drop off students. By expanding safe pedestrian facilities, the community will see an increase in pedestrian commuters and thus a decrease in dependence on vehicles. The project also aims to decrease the number of school buses needed thus reducing the greenhouse gas emissions. The project will expand active transportation usage by addressing gaps in the current pedestrian network, as well as increase the visibility of crossings.



View from southern project extent facing North



## REACHING THE STEPS: TRANSFORMING PHILADELPHIA'S EAKINS OVAL

Recipient	City of Philadelphia
Location	City of Philadelphia, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$23,300,000
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 multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art Steps and the adjacent Pennsylvania Avenue. The project includes implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and ADA accessibility improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.

**Project Benefits:** The project will improve safety by eliminating pedestrian-vehicle interactions, reduce vehicular lane changes, simplify intersections for the most vulnerable users, and effectively reduce or eliminate crash related injuries and fatalities. The project will increase affordable transportation choices by improving and expanding active transportation mobility, as well as reducing vehicle dependence by installing and extending separated, safe pedestrian and bicycle paths around the Eakins Oval and neighboring communities.





## BRIDGING CONNELLSVILLE TRANSPORTATION ALTERNATIVES IN THE LAUREL HIGHLANDS

Recipient	City of Connellsville
Location	Fayette and Westmoreland Counties, PA: Pennsylvania
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$3,750,000
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 multimodal urban loops in Connellsville, Scottdale, and Dunbar. It will also extend existing trails and support the conversion of an abandoned railway bridge into a park.

**Project Benefits:** The project will improve safety by bridging gaps in the existing transportation network by planning for several miles of shared use paths and on-street facilities for three larger projects: the Urban Loop, the Iron Horse Bridge, and connections to regional trails. The plan will include a safer crossing with an updated underpass for crossing US-119. The plan also cites specific actions to undertake that are listed in the National Roadway Safety Strategy plan. The project will support environmental sustainability by reducing transportation-related air pollution and greenhouse gas (GHG) emissions in the area's underserved communities by increasing active transportation and zero-emission travel options for disadvantaged residents as well as for cycling and backpacking tourists visiting the area. The project will support quality of life by increasing affordable transportation choices in an underserved community by adding miles of active transportation trails and paths. This will not only improve access to daily destinations in the city of Connellsville, but it will also create Sheepskin Trail extensions to four business parks. The project will improve mobility and community connectivity by constructing active transportation routes that connect directly to the Amtrak Station and several bus stops.



## WEST NEWTON HISTORIC BRIDGE REHABILITATION

Recipient	Pennsylvania Department of Transportation
Location	Westmoreland County, PA: Pennsylvania
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$17,000,000
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 rehabilitate the West Newton Bridge that carries Main Street (PA 136) over the Youghiogheny River, improve sight distances and stormwater management at the adjacent Main Street and Collinsburg Road intersection, and install a Rectangular Rapid Flashing Beacon at the Great Allegheny Passage trail crossing of Main Street.

**Project Benefits:** This project will improve safety by protecting non-motorized travelers from safety risks by including elements that align with the national roadway safety strategy, and by including: ADA-compliant sidewalk access, upgraded bridge lighting, and rehabilitated and updated pedestrian railings. The project will improve environmental sustainability by building upon transportation-efficient land use design that has already been implemented through the 'Bridge to Tomorrow' downtown area plan. The project will improve mobility and community connectivity by improving an essential bridge connecting to the West Newton Borough. The bridge serves as the only connection between the east and west sides of the borough, and is used frequently by the GO Westmoreland transportation service, as well as by large numbers of pedestrians and bicyclists.



## SOUTH KNOXVILLE WATERFRONT BIKE AND PEDESTRIAN BRIDGE

Recipient	City of Knoxville
Location	City of Knoxville, TN: Tennessee
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$24,710,387
Construction Start (estimate)	November 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will fund right-of-way acquisition, final design, utility relocation and construction of an approximately 710-foot bicycle and pedestrian bridge over the Tennessee River. In addition, the bridge's tie-in on the north side includes three spans connecting to the University of Tennessee (UT) campus, and the south end tie-in includes five spans.

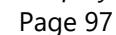
**Project Benefits:** The project will improve safety by providing a crossing for active transportation users with protected access for walking, biking, rolling, and other non-motorized options. The bridge will encourage a modal shift to non-motorized travel across the river which will reduce vehicle miles traveled, transportation related air pollution, and greenhouse gas emissions. The bridge will connect south Knoxville waterfront communities to concentrations of employment, medical services, the main campus of the University of Tennessee, downtown Knoxville, and other important economic, social, and commercial centers. This active transportation connection will improve the quality of life for area residents that currently face a significant barrier to healthcare, well-paying job opportunities, recreation for improved health and wellness, and essential services.





\* Estimated construction start date provided by Recipient

**Project Benefits:** Extending Sun Metro's BRT service will encourage an increase in transit ridership, as well as reduce vehicle miles traveled (VMT), congestion, transportation-related greenhouse gas emissions, and air pollution. Additionally, by extending the Montana Brio route the project will improve quality of life by increasing access to affordable transportation within the Far Eastside of El Paso.





## PORT OF GALVESTON MULTIMODAL MOBILITY PLAN

Recipient	Port of Galveston
Location	City of Galveston, TX: Texas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$408,000
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 mobility plan that will address transportation challenges in the Port corridor through multimodal, accessibility, and mobility improvements. The plan will address measures to separate cargo from the traveling public while enhancing ongoing port operations. Features to be planned include intersection improvements, traffic calming features, wayfinding, bike lanes, and sidewalks.

**Project Benefits:** Easing congestion, as well as providing faster access in, out, and around the Port will minimize truck idling and reduce transportation-related greenhouse gas emissions. In addition, the planning project aims to reduce commercial truck congestion around State Highway 275/Harborside, fill in mobility gaps, improve connectivity and accessibility, and support and expand mobility options.



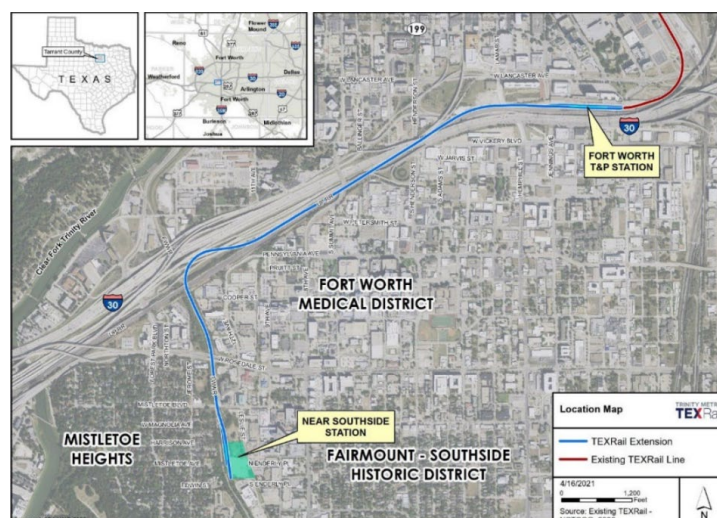
## TEXRAIL EXTENSION PROJECT

Recipient	Trinity Metro
Location	City of Fort Worth, TX: Texas
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	January 2025
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 an approximate 2.1-mile single-track TexRail Guideway extension of the existing 26.8-mile TexRail commuter rail line that will connect the existing Fort Worth T&P Station to the new Near Southside Station. The TexRail Guideway will remove and replace the crossing at Mistletoe Boulevard and implement Leslie Street culvert extensions, as well as track removal and replacement work. The project also includes improvements to the Near Southside Station including station platforms and canopy, tracks, signals and communications, pedestrian and bicycle connections to the bus facilities, parking, and station amenities. Improvements at the Fort Worth T&P Station include minor platform demolition/reconstruction to accommodate the rail line extension.

**Project Benefits:** The project will enhance mobility and community connectivity, as well as provide system-wide benefits by improving access to transit and mobility on-demand. Serving a neighborhood of over 100,000 people, where 25% live below the poverty line, the project will expand access to local and regional rail transit, improve local bus routes, offer on-demand transit services, and increase pedestrian and bicycle connectivity to nearby neighborhoods. The project will also incorporate Universal Design ensuring accessibility for all.



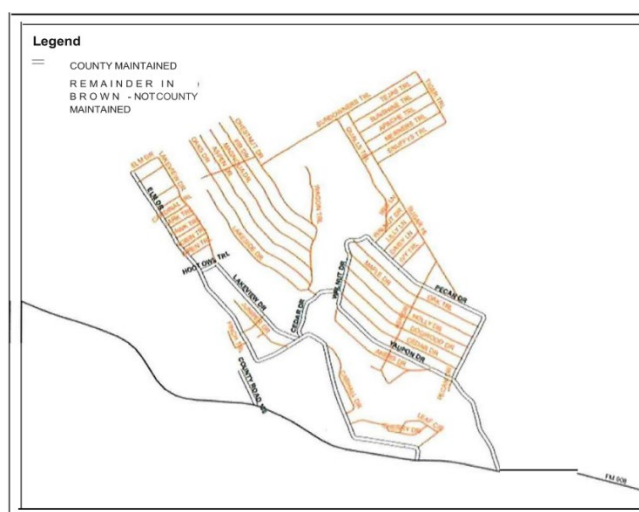
## CADE LAKES PAVEMENT REHABILITATION PLAN

Recipient	Burleson County
Location	Burleson County, TX: Texas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$400,000
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 the development of a plan to rehabilitate roadway pavement in the Cade Lakes neighborhood. The plan will include a full environmental review, a benefit-cost analysis, site testing including soils testing, surveying for design, identification of right-of-way acquisition (if necessary), and design with full set of plans and specifications ready for bid.

**Project Benefits:** This project will protect non-motorized users from safety risks by planning for the construction and reconstruction of roadways in the community, which are currently less than 10-feet wide and have significant site line obstructions due to heavy vegetation encroachment. The project will improve access to daily destinations such as schools, jobs, healthcare, grocery stores, places of worship, voting centers, mail, recreation, and parks. The project improvements will allow children to bike to bus stops, will permit the return of bus service, and will permit the U.S. Postal Service to resume mail service within the community. It will also dramatically improve access to the community by emergency responders and law enforcement. Through extensive community participation and data analysis, the project team has identified key gaps in the existing transportation network and will develop a comprehensive plan to address them via this project. By reconnecting communities and incorporating Universal Design principles, the project aims to create environments that are usable by all people.



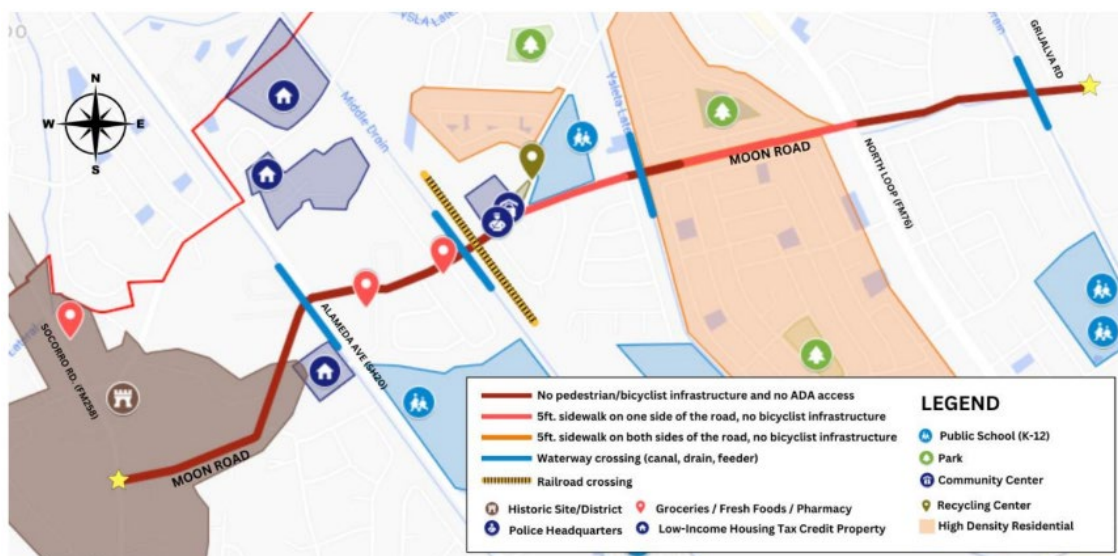
## MOON ROAD COMPLETE STREETS PLANNING PROJECT

Recipient	City of Socorro
Location	El Paso County, TX: Texas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$1,728,951
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 complete street improvements for approximately 2.17 miles of Moon Road in Socorro. Project activities will include environmental analysis, community engagement, engineering and design, and benefit-cost analysis.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from risks. The project will create safer roads through the planning, design, and implementation of complete streets projects that will prioritize the safety of all users. The project will improve environmental sustainability by reducing transportation-related air pollution and greenhouse gas emissions in underserved communities. It will incorporate multimodal, low-carbon travel infrastructure, including bicycle and pedestrian connections, along the approximately 2.17-mile complete streets corridor thereby connecting neighborhoods, commercial centers, schools, and other key destinations. The project will improve quality of life by expanding affordable transportation choices, increasing active transportation usage, reducing transportation and housing costs, and improving access to daily destinations. The project will improve mobility and community connectivity by addressing gaps in the transportation network and prioritizing active transportation and ADA access to transit routes and bus stops along the corridor.





## RAILROAD QUIET ZONE AND COMPLETE STREETS PROJECT

Recipient	City of Cameron
Location	City of Cameron, TX: Texas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$8,261,972
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 the design and construction of added safety improvements to approximately five Temple-Galveston branch railroad crossings (at Adams Avenue, S. Rusk Avenue, 1st Street, FM 1600/College Street, and Gillis Street) to implement the Federal Railroad Administration's Quiet Zone elements. Each crossing includes new concrete crossings, curbing, barricades, signals, medians, pedestrian gate, and signage. The project also includes Complete Streets improvements at two of the crossings with added curbing, culvert extensions, sidewalks, streetlights, railway pedestrian gates, pedestrian handrails, drainage improvements, fencing, remediation of adjacent trails, and drought tolerant shade trees.

**Project Benefits:** The project will improve safety by going beyond what is typical for rural rail crossings. The included elements have the potential to reduce the likelihood of collisions by between 75 and 92 percent. The project will improve environmental sustainability by addressing the disproportionate negative environmental impacts of transportation on the Cameron community by reducing exposure to noise pollution caused by train horns. Green infrastructure will be included at most crossings, and the improved infrastructure will support walking as a feasible mode choice thereby reducing vehicle dependence. The project will improve quality of life by improving and expanding pedestrian amenities and reducing noise pollution levels thereby improving overall public health. The project will improve mobility and community connectivity by removing physical barriers for individuals by reconnecting neighborhoods to safe and affordable transportation options, such as walking.



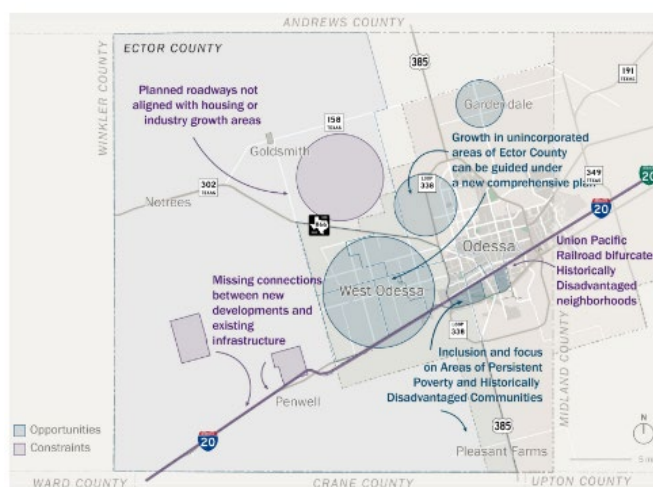
## VISION 2040: A PLAN FOR TRANSFORMING ECTOR COUNTY

Recipient	Ector County
Location	Upton, Andrews, Midland, Winkler, and Ector Counties, TX: Texas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,100,000
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 create a comprehensive plan that will address economic development, land use, housing, and transportation issues. The project also includes the development of NEPA review and other permitting processes for Planning and Environmental Linkages (PEL) Study recommendations.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from risks and by reducing fatalities and serious injuries in an underserved community through the evaluation of current infrastructure and the design of future infrastructure that prioritizes pedestrian safety. The project will improve environmental sustainability by reducing vehicle miles traveled by analyzing potential public transportation options and expanding active transportation infrastructure. The project will also incorporate transportation-efficient land use and design by developing land use and zoning recommendations to prioritize compact and walkable neighborhoods. The project will promote quality of life by increasing affordable transportation options through intentional land use planning that allows for the expansion of public transportation. It will also improve access to daily destinations such as the Kellus Turner Park. The project will promote mobility and community connectivity by implementing plans that address gaps identified in the existing network and by improving freight movement by considering last-mile freight needs.



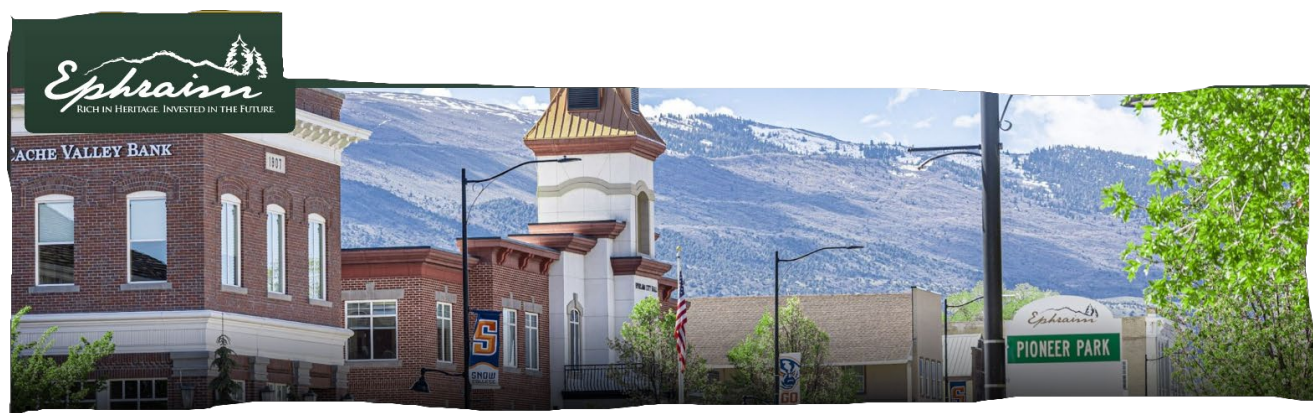
## SNOW COLLEGE CAMPUS BIKE SHARE AND PATH NETWORK STUDY

Recipient	Ephraim City Corporation
Location	City of Ephraim, UT: Utah
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$998,520
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 feasibility study and engineering design for bike paths to connect Snow College's East and West campuses with other destinations in the City, including a health center and a grocery store. The analysis will also study potential locations for bike share stations in Ephraim City, specifically on or near the Snow College campus.

**Project Benefits:** The project will improve environmental sustainability by considering climate change and environmental justice impacts. The project will align with the applicant's State Carbon Reduction Strategy, reduce vehicle miles traveled through modal shift to active transportation, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species. The project will improve quality of life by expanding active transportation access and reducing vehicle dependence. It will improve public health by adding new facilities that promote walking, biking, and other forms of active transportation that will improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through active transportation. The project will improve mobility and community connectivity by implementing plans, based on community participation and data, that address gaps identified in the existing network and include transportation features that increase the accessibility for non-motorized travelers in underserved communities.



## ADDISON BUS STORAGE ADDITION AND SOLAR ARRAY

Recipient	Tri-Valley Transit
Location	Town of Middlebury, VT: Vermont
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$4,793,723
Construction Start (estimate)	December 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct the Addison Bus Storage and Solar Array for Tri-Valley Transit. The new facility will add heated indoor bus storage and an expanded rooftop solar array. It will also expand rooftop water collection for bus washing. The project will also upgrade building mechanicals replacing the fossil fuel heat back-up and incorporating electric vehicle (EV) infrastructure including upgraded Phase III power to the building, a dedicated electric meter for EV charging, and a fire suppression system in the fleet storage area.

**Project Benefits:** The project will address the negative environmental impacts of transportation by facilitating the transit agency's fleet transition to electric and making operations more environmentally self-sustaining. In addition, providing more Phase III power to the facility will enable a combination of Level 2 and Level 3 charging equipment so electric buses can be recharged with less down time. Providing warm charging and storage will maximize EV battery life to achieve more range in the rural service area.





## SKAGIT TRANSIT MAINTENANCE OPERATIONS ADMINISTRATION FACILITY RENOVATION

Recipient	Skagit Transit
Location	Skagit County, WA: Washington
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$19,500,000
Construction Start (estimate)	March 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will renovate Skagit Transit's Maintenance, Operations, and Administration (MOA) Facility. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy-duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse. Site improvements include new landscaping, fencing, parking layout, and zero emissions charging infrastructure.

**Project Benefits:** The new MOA facility will enable Skagit Transit to transition to zero-emission vehicles, which will reduce carbon emissions and improve the community's air quality. The electric vehicle infrastructure will support the replacement of diesel, propane, and gas-powered vehicles with electric vehicles, ultimately reducing harmful emissions across Skagit Transit's entire fleet.



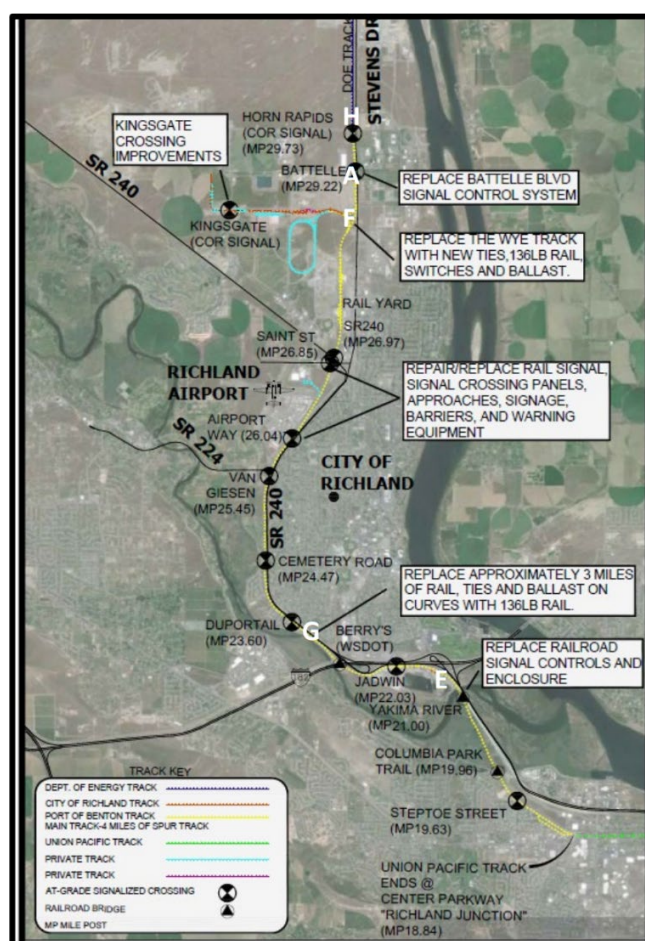
## WHITE BLUFFS SOUTHERN CONNECTION RAIL LINE REHABILITATION

Recipient	Port of Benton
Location	City of Richland, WA: Washington
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$9,560,000
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 repair and replace the White Bluffs Southern Connection Rail Line serving as the Port of Benton's short line. The project will replace at-grade crossing panels and signal equipment, repair ties and rail tracks through two at-grade crossings, correct and repair track bonding, repair asphalt approaches, and replace out-of-date signal components. The project will also replace up to 9,000 ties, replace all Wye track's ties, rail, and switches. Electronic components in the Jadwin and Battelle crossings will be replaced as well.

**Project Benefits:** The project will improve rail service efficiency and reliability which will reduce emissions for idling vehicles waiting at road-rail crossings. Also, by improving and updating short line freight service capacity and reliability will encourage a modal shift to move goods via rail instead of truck which will reduce transportation related greenhouse gas emission and improve air quality.



## GRAHAM STREET STATION

Recipient	Central Puget Sound Regional Transit Authority
Location	City of Seattle, WA: Washington
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	May 2029
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct the Graham Street light rail station. The project includes landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements.

**Project Benefits:** The project will improve safety by protecting non-motorized travelers from safety risks in an underserved community. It will also incorporate new technology to help avoid crashes, reduce fatalities, and near misses at one of the most incident prone crossings in the project area. The project will reduce transportation-related air pollution and greenhouse gas emissions in an underserved community, incorporate LEED Gold standards, reduce stormwater pollution, and focus on reducing construction emissions and embodied carbon. The project will increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence. The new station will also support the development of affordable housing and ensure access to free or reduced cost transit. Additionally, the project will promote mobility by improving system-wide connectivity through the addition of a new station that will improve accessibility for non-motorized users by filling a 1.6-mile gap on the current line.



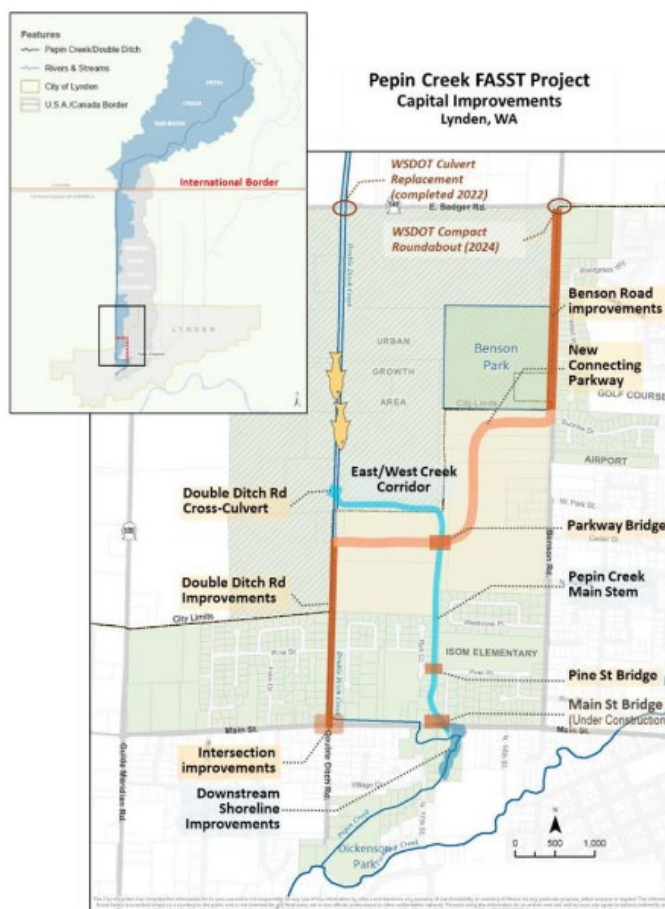
## PEPIN CREEK FLOOD, AGRICULTURE, SALMON, AND SAFETY TRANSPORTATION DESIGN

Recipient	City of Lynden
Location	City of Lynden, WA: Washington
Project Type	Planning
Urban or Rural	Rural
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 complete planning for multifaceted community issues, such as: extreme flooding, agriculture freight access, wildlife passage, and complete streets improvements. The project will include hydraulic studies, regional flood modeling, street redesigns for all-weather accessibility, wildlife design, and implementation of complete streets elements on redesigned streets. The project will complete 30% design documentation, refine the project's implementation strategy, and expand upon community engagement activities to inform the development of the project.

**Project Benefits:** This project will plan for the future construction of an all-weather, 36-foot-wide arterial street with bike lanes, curb and gutter, and sidewalks where currently none exists. These improvements will expand and enhance the walkability of the project area, provide safer routes to school, and provide access to a local park. The project will improve water quality and fish habitat and provide excellent flood protection by reducing overland flow. This planning project was created based on community participation and seeks to address gaps in the existing network identified by over 640 community members, 90% of whom live or work in the project area.





## 28TH STREET GRADE SEPARATION

Recipient	City of Superior
Location	City of Superior, WI: Wisconsin
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$1,976,000
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 conduct an alternatives analysis, preliminary engineering, public outreach, NEPA review, ROW planning for multimodal enhancements, a proposed railroad grade separation over the Burlington Northern-Santa Fe (BNSF) railyard, and a Northern Pacific Railroad (NPR) track along 28th Street. The assessment will consider a design that potentially spans up to 6 tracks, encompassing both the railyard and the NPR track located east of the rail yard.

**Project Benefits:** By replacing the at-grade crossing with a grade separated one, the potential for passenger vehicle/train collision will be eliminated. This conflict will also be removed for pedestrians and bicyclists, as a shared-use path will be provided for their use. This project will improve the comfort, quality, and accessibility of the multimodal network in Superior, providing east-west access along North 28th Street, which fronts multiple schools to the east of the project area. The 28th Street Grade Separation will reduce barriers for active transportation modes by removing the current at-grade crossing, as well as by designing for a separated facility.



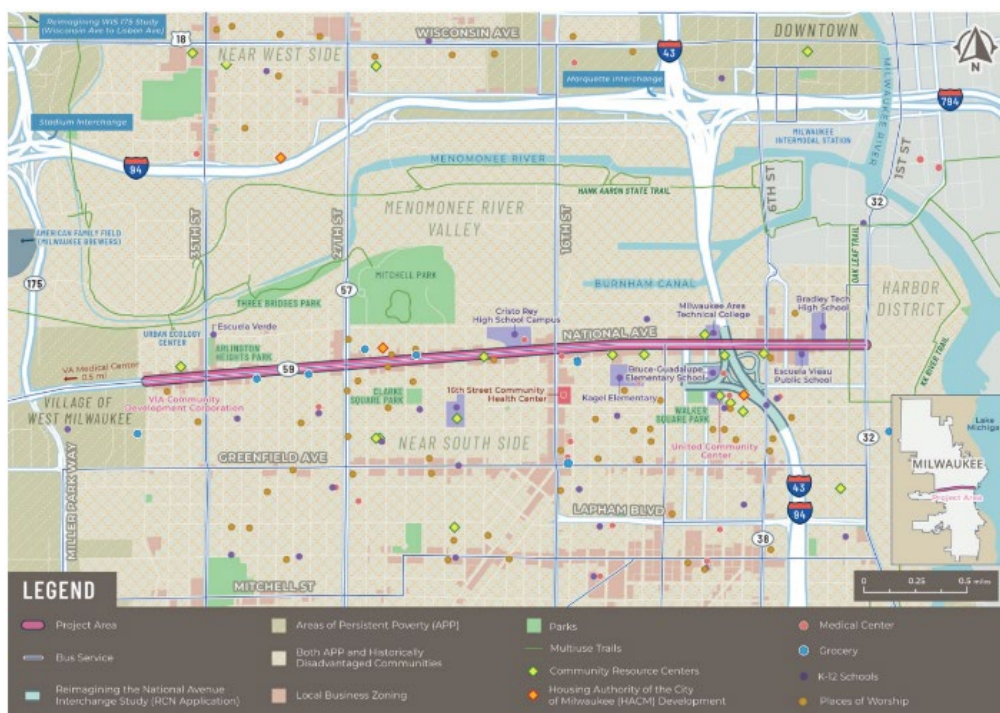
## NATIONAL AVENUE COMPLETE STREETS PROJECT

Recipient	Wisconsin Department of Transportation
Location	City of Milwaukee, WI: Wisconsin
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 reconstruct National Avenue from 1<sup>st</sup> Street to 39<sup>th</sup> Street and add Complete Streets improvements, including separated, raised bike lanes, travel lane reductions (road diet), raised crosswalks, a raised intersection, transit platforms, and improved sidewalk space.

**Project Benefits:** The project will improve safety by incorporating several data driven approaches to calming traffic and reducing fatalities and injuries in this high crash area. The creation of a corridor that catalyzes bicycle, pedestrian, and transit trips will encourage mode shift and result in reduced emissions. The project will encourage the use of non-motorized vehicles and provide greater accessibility, encouraging a healthier lifestyle and reducing vehicle dependency. Additionally, the project will improve mobility by enhancing system-wide connectivity, adding ADA-compliant curb ramps, and introducing level-boarding transit platforms at existing bus stops.



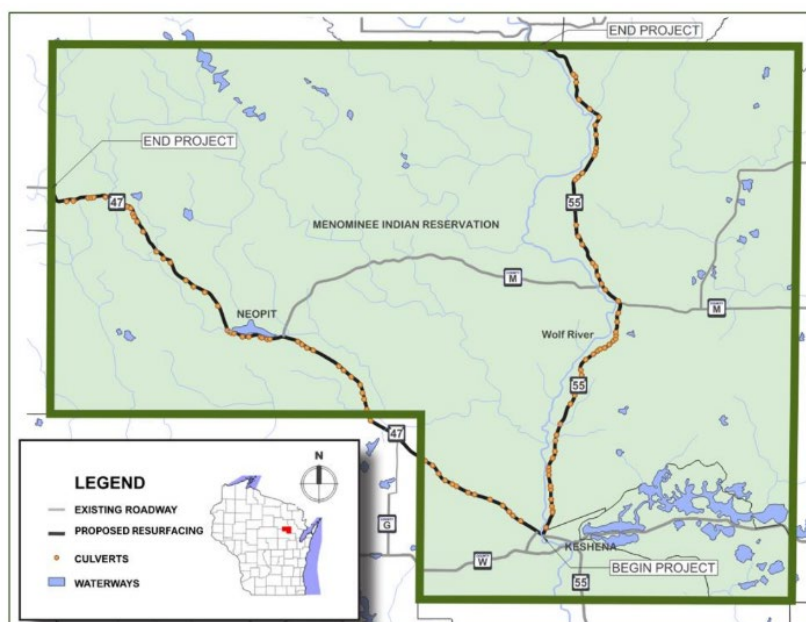
## WISCONSIN 47 AND WISCONSIN 55 SAFETY AND MOBILITY IMPROVEMENTS

Recipient	Wisconsin Department of Transportation
Location	Menominee and Shawano Counties, WI: Wisconsin
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	May 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will resurface approximately 39.65 miles of road and replace approximately 102 culverts. Road improvements include safety features such as guardrail upgrades, centerline rumble strips, shoulder widening, and 6-inch pavement markings, as well as the relocation of a pull-off area on WIS 55 one mile south of Markton. The project will also add multimodal improvements in the Neopit area, including lighting, ADA-compliant curb ramps, and sidewalk replacements.

**Project Benefits:** This project will improve safety by adding several safety countermeasures, including lighting for pedestrians, in an area that experiences higher crash rates than the statewide average. By following objectives outlined in the Connect 2050, WisDOT's statewide long-range transportation plan, replacing deteriorating culverts and supporting aquatic species habitat, the project will improve environmental conditions. Mobility will be improved by expanding the pedestrian network and increasing accessibility to transit services. The project will also incorporate best practices in rural mobility planning based on the recommendations of the 2040 long range transportation plan.



## FIXED STOP TRANSIT ACCESSIBILITY STUDY

Recipient	West Virginia Department of Transportation Division of Public Transit
Location	State of West Virginia, WV: West Virginia
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$489,750
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 map and inventory the location and features of all fixed route transit stops in the state. The project will conduct a peer review of other transit system's inventories and bus stop asset management systems, review federal and local bus stop design standards and guidelines, conduct bus stop inventory, engineering, and NEPA assessment.

**Project Benefits:** The project will identify current maintenance needs and make recommendations about which bus shelters have met their useful life and which ones need ADA and/or safety updates. The results of this project will be used to plan and prioritize fixed-route bus stop investments, including: making each ADA compliant, adding bus stops to the state asset management plan for maintenance programming, and planning for improved lighting, benches, shelters, and signage.





## MARTINSBURG GREENWAY TRAIL

Recipient	City of Martinsburg
Location	City of Martinsburg, WV: West Virginia
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$20,820,536
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 approximately 6.2 miles of dedicated multi-use trail generally following Tuscarora Creek and connecting to the WV Route 9 regional bicycle trail. The project includes the cleanup and removal of abandoned structures over Tuscarora Creek, slope stabilization to prevent further streambank erosion, and the inclusion of multi-use trail infrastructure with fencing, pedestrian bridges, traffic calming measures, and approximately 20 improved trail crossings.

**Project Benefits:** This trail project will improve accessibility and safety along high traffic routes, by: incorporating on-street safety counter measures such as rectangular rapid flashing beacons (RRFBs); implementing road diets to decrease the pavement width thereby accommodating the shared-use path; reducing vehicle speeds along neighborhood routes; and incorporating crosswalk and pedestrian visibility enhancements such as bump-outs, enhanced signage, pavement markings, and lighting. The project will provide connections to rail and transit stops, encouraging use of the trail and transit networks as first/last mile options thereby increasing traveler mobility. These added connections will encourage a modal shift and reduce vehicle miles traveled by providing active transportation facilities and connecting to the local train station. The project is within walking distance of downtown Martinsburg and will connect users to residential areas including public housing, schools, and recreation areas.



## MULTIMODAL MORGANTOWN: DORSEY AVENUE TO DOWNTOWN

Recipient	City of Morgantown
Location	City of Morgantown, WV: West Virginia
Project Type	Planning
Urban or Rural	Rural
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 planning activities for five transportation components: multimodal improvements and roadway modernization along Dorsey Avenue and South High Street; intersection redesigns along Dorsey Avenue at several intersections; improved pedestrian crossings along Dorsey Avenue; bus facility improvements such as shelters or pads; and additional connections along the project corridor to existing community, recreation, economic, and transportation facilities.

**Project Benefits:** This planning project will improve safety by planning for future separated sidewalks and bike lanes in alignment with the National Roadway Safety Strategy. The project will reduce emissions through future modal shift. Quality of life and public health will be improved by increasing affordable, active transportation options. Mobility is a key focus for this project as currently there is limited access along project route for those without a private vehicle. These improvements will remove barriers for community members who do not have access to a private vehicle and provide alternative options.



## VIBRANT INFRASTRUCTURE FOR A THRIVING, ACCESSIBLE, AND LIVABLE (VITAL) CEDAR GROVE

Recipient	Town of Cedar Grove
Location	Town of Cedar Grove, WV: West Virginia
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 produce final design documentation for resurfacing and redesigning Cedar Grove's municipal street network. The project will develop an annual street maintenance plan, which will include a procurement plan for a small unmanned aerial vehicle for the assessment of pavement condition. Final designs will be based on the community-driven complete streets resurfacing plan, which will plan for ADA-accessible sidewalks, pavement resurfacing, drainage improvements, and other community-planned infrastructure elements that deliver safer streets and intersections.

**Project Benefits:** The proposed improvements anticipate a shift to transit and non-motorized transportation options which will reduce road emissions and create overall improvements to the community. The project seeks to align with the National Strategy on Decarbonization as well as improve resiliency during extreme weather events. The project sponsor will use the MPO's public participation and Title VI plan to ensure underserved communities are given access to improvements that will offer an alternative to private vehicles. The project also aims to improve affordable transportation options by providing non-motorist facilities and improved transit access to daily destinations.

