



KEENE CITY COUNCIL
Council Chambers, Keene City Hall
July 18, 2024
7:00 PM

ROLL CALL

PLEDGE OF ALLEGIANCE

MINUTES FROM PRECEDING MEETING

- June 20, 2024 Minutes

A. HEARINGS / PRESENTATIONS / PROCLAMATIONS

1. Retirement Proclamation - Medard Kopczynski
2. Community Recognition- Alan Rumrill, Historical Society of Cheshire County

B. ELECTIONS / NOMINATIONS / APPOINTMENTS / CONFIRMATIONS

1. Confirmations - Heritage Commission and Historic District Commission

C. COMMUNICATIONS

1. Jon Loveland, PE - Downtown Infrastructure Project
2. Jim Coppo/Jimmy Tempesta - Request to Discharge Fireworks - First Responder Appreciation Community Day - August 18, 2024

D. REPORTS - COUNCIL COMMITTEES

1. The Elm City Rotary, the Keene Rotary, and the Monadnock Interfaith Project - Requesting Permission to Erect a Peace Pole in Central Square
2. Neighborhood Parking Project – Walker Consultants
3. Electric Vehicle Infrastructure Plan
4. Project Update – Roadway Safety Action Plan

5. Customer Service Opportunities for Community Development and Fire Prevention
6. Downtown Infrastructure Project
7. Invest NH - Demolition of Former Roosevelt School
8. Acceptance of a Donation to the Heberton Fund
9. Acceptance of Donation to Fund Makerspace Interns
10. Request to Address Issues of Transparency, the Impact of Homelessness, and Issues Relating to Freedom of Speech, and Political Signage

E. CITY MANAGER COMMENTS

F. REPORTS - CITY OFFICERS AND DEPARTMENTS

1. Notice of Retirement - City Clerk

G. REPORTS - BOARDS AND COMMISSIONS

1. Planning Board Nomination of Michael Conway to Southwest Region Planning Commission
2. Request to Acquire Property Located at 0 Washington St. Extension for Conservation Purposes
3. Resignation of Dawn Thomas Smith from the Partner City Committee
4. Relating to Charitable Gaming Facilities - Ordinance O-2023-16-B

H. REPORTS - MORE TIME

I. ORDINANCES FOR FIRST READING

1. Relating to Class Allocation and Salary Schedule
Ordinance O-2024-12
2. Relating to the City Attorney Functions and Powers
Ordinance O-2024-13

J. ORDINANCES FOR SECOND READING

1. Relating to the Installation of Stop Signs on Water Street
Ordinance O-2024-11

K. RESOLUTIONS

1. In Appreciation of Todd M. Tardiff Upon His Retirement
Resolution R-2024-26

2. In Appreciation of Helen K. Mattson Upon Her Retirement
Resolution R-2024-27
3. In Appreciation of Justin H. Putzel Upon His Retirement
Resolution R-2024-28

NON PUBLIC SESSION

ADJOURNMENT

A regular meeting of the Keene City Council was held on Thursday, June 20, 2024. The Honorable Mayor Jay V. Kahn called the meeting to order at 7:02 PM. Roll called: Kate M. Bosley, Laura E. Tobin, Michael J. Remy, Randy L. Filiault, Robert C. Williams, Edward J. Haas, Philip M. Jones, Andrew M. Madison, Kris E. Roberts, Jacob R. Favolise, Bryan J. Lake, Bettina A. Chadbourne, Catherine I. Workman, Thomas F. Powers, & Mitchell H. Greenwald were present. Councilor Powers led the Pledge of Allegiance.

MINUTES FROM PRECEDING MEETING

A motion by Councilor Greenwald to adopt the June 6, 2024, minutes as presented was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

ANNOUNCEMENTS

First, Mayor Kahn congratulated the Human Rights Committee for its successful Juneteenth celebrations that occurred between June 14–19. He said the events were wonderful and they engaged a lot of people.. In particular, the Mayor commended the leadership of Councilor Catherine Workman; the Monadnock Diversity, Equity, Inclusion, & Belonging Committee; and the Chair of the Human Rights Committee, Sophia Cunha-Vasconcelos.

Next, Mayor Kahn thanked City staff for the successful ribbon cutting at the Dog Park on the same day as this meeting. Deputy City Manager, Andy Bohannon, noted that the Dog Park was a long time coming and was successful because of significant community contributions and grant writing. He encouraged all to visit the Dog Park at Wheelock Park. He congratulated all involved with making this a reality.

Mayor Kahn also shared Council updates. The Municipal Services, Facilities, & Infrastructure (MSFI) Committee will make its final recommendation on the downtown project at their meeting on June 26. The final vote by the City Council on this project is anticipated at the July 18 regular meeting. The July 4 regular City Council meeting is canceled. The Planning, Licenses, & Development (PLD) Committee meeting for the following week is rescheduled on July 24 at 5:30 PM. That PLD meeting agenda will include the City Council's Rules of Order, so other Councilors are encouraged to attend. As such, the MSFI Committee meeting on July 24 will shift its start time to 7:00 PM. Mayor Kahn also reminded the Council of important dates for its summer vacation, with cancellation of the Council meetings on August 15 and September 5. The Council Standing Committee meetings on August 7–8 and August 21–22 will also be canceled. The Committees will start meeting again on September 11–12. The Council will start meeting again on September 19.

Lastly, the Mayor reported on Community Night led by City staff at 350 Marlboro Street on June 18. Vehicles managed by Fleet Services were present all departments were present to discuss their programs that were on display. Mayor Kahn appreciated the community's participation and the staff's time.

PROCLAMATION – PATHWAYS FOR KEENE

Mayor Kahn welcomed Sarah Green, President of Pathways for Keene, and Councilor Jones to receive a proclamation recognizing Pathways for Keene's 30th anniversary, honoring its remarkable achievements and lasting legacy, and celebrating the organization's remarkable achievements that are invaluable to the Keene community. He wished them well for the 4 on the

4th Race. Councilor Jones and Mayor Kahn also recognized Chuck Redfern's 30-year commitment to Pathways for Keene, always working to support the organization's efforts.

PROCLAMATION – CELTICS

In light of the Boston Celtics celebration on June 21, Mayor Kahn welcomed Keene State College's men's head Basketball Coach, Steve Enright, and presented him with a Proclamation declaring the City of Keene's congratulations to the members and coaches of the 2024 Boston Celtics on their outstanding achievement, acknowledging their contributions to the sport of basketball. The Mayor encouraged all citizens of Keene and the greater Monadnock Region to join him in saluting the Celtics for their well-deserved championship title.

PRESENTATION – VISION KEENE 20-FORWARD – FUTURE IQ SOLUTIONS

Mayor Kahn welcomed Community Development Director, Jesse Rounds, and Master Plan update project consultant, David Beurle, of Future IQ. This 18-month project began in February 2024 and the consultants had led multiple public engagement efforts to date, including a think tank and visioning sessions.

Mr. Beurle discussed this very important community effort. He thought the project was evolving into a larger conversation about where Keene fits into the future; how will Keene navigate its way through a series of external trends shaping this community. A Master Plan Steering Committee was appointed and had been helpful in these conversations and determining the community's vision for the future. Those conclusions will be drawn at a "future summit" in October 2024, after which the project focus will transition to the technical aspects of the Master Plan that will allow for achieving the community's future vision. What is shaping the future? What is the community's appetite for change? The community could have a lofty vision, for example, but the realities of implementation would result in tradeoffs. All along, the goal had been to bring as many unique voices and perspectives as possible into this open and transparent process. He directed anyone interested to the project website, www.KeeneMasterPlan.com, where all project materials are available.

Mr. Beurle continued, explaining that the first project survey had concluded with 650 respondents, which was higher than the 2010 Master Plan update's survey. Additionally, there was a think tank event with 60 participants who devoted two half days to engaging in an in-depth consideration of Keene's future; he thought a good cross section of the community was represented. The first phase of visioning sessions would be underway through September. The week of this meeting, approximately 120 people had participated in visioning sessions. Mr. Beurle acknowledged that these numbers of participants were not high compared to Keene's population, but he thought of this project phase as building momentum as more and more people were learning about the engagement opportunities. Multiple mechanisms were used to reach community members.

Mr. Beurle concluded by stating that Keene is a unique and extraordinary community. In listening to community members, he said some understood why a Master Plan update was needed and some were concerned about future challenges of affordability, housing stocks, young people leaving, and jobs in the future. The project was presented to the community as an opportunity for people to consider the community's major concern and to create a vision for the future that gives people a guiding light. He thanked the Council for the opportunity to be a part of this.

Mayor Kahn asked how the handout with the synopsis of the visioning sessions would be shared with the community. Mr. Beurle said that in the centerfold, there is a large colored box about the think tank process, which identified the big themes shaping Keene's future. The consultants were trying to understand the community's evolution and development trajectory. Often, great communities like Keene are tempted to stay the same because it is familiar and comfortable, but the consultants were trying to explore the City's challenges to find a way to collaborate and adapt in the future. The consultants were trying to determine whether the community wants a steady and cautious approach to the future or to seize the moment. The project still had a long way to go, and Mr. Beurle did not want to preempt any of that data by speculating, but he thought the community understood the significance of the challenges it will face. How will Keene maintain its vibrancy, prosperity, and relevance? Will people be comfortable with the changes needed to do so? What will the implications be? The Master Plan Steering Committee's recommendations would ultimately come to the City Council for a final vote.

Councilor Madison acknowledged the hard work of the Community Development Department in this effort, including a lot of attention to the visioning sessions. That said, he felt he would be negligent in his duties as a Councilor if he did not express his frustration that all four community meetings were held during the normal workday hours, limiting those who could participate. While he knew it could be hard to schedule evening meetings within the City's meeting structure, he was not comfortable cutting out a significant portion of Keene's population and economy. So, in future rounds of the Master Plan update, Councilor Madison requested more attention to accommodating those unavailable between 9:00 AM–5:00 PM. Mr. Rounds agreed that scheduling evening meetings had been a challenge to date. Still, throughout the coming months, City staff would be leading visioning sessions with any groups in the community that want to participate, with much greater flexibility on the times available for these meetings—daytime, evening, or weekends. Reaching as many in the community as possible is the primary goal. Mr. Beurle agreed and added that they were also exploring how to incorporate virtual options for engagement; not only is the time of day a challenge, but transportation is as well.

Councilor Jones said he was fortunate to be the one Councilor who participated in choosing this project's consulting services, and at the time he stressed the importance of engagement and outreach. To date, he felt the consultants and staff had done an outstanding job reaching out to the various community demographics and civic organizations, like the Senior Center. He thought the efforts to broaden outreach would be successful over the coming months. Mr. Beurle added that patience in a process like this is essential because it takes time to reach the broad community; any group that wants to participate will be accommodated and those interactions should lead to more recommendations about who else to engage in the process.

Mayor Kahn thanked Mr. Beurle and Mr. Rounds, and he encouraged the community to participate in this effort.

CONFIRMATION – KEENE HOUSING

Mayor Kahn nominated Amy Lehr to serve as a regular member of Keene Housing, with a term to expire December 31, 2026. A motion by Councilor Greenwald to confirm the nomination was duly seconded by Councilor Bosley. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

NOMINATIONS – HERITAGE COMMISSION AND HISTORIC DISTRICT COMMISSION

Mayor Kahn nominated Rose Carey and Louise Zerba to serve as regular members of the Heritage Commission, with terms to expire December 31, 2026. Mayor Kahn also nominated Louis Zerba to serve as a regular member of the Historic District Commission, with a term to expire December 31, 2026.

COMMUNICATION – CHARLES SMITH – REQUEST TO ADDRESS ISSUES OF TRANSPARENCY AND THE IMPACT OF HOMELESSNESS

A communication was received from Charles Smith, requesting to address the Council on two items: issues of transparency with local government and the impact of homelessness. Mayor Kahn referred the communication to the Finance, Organization, and Personnel Committee.

PLD REPORT – KEENE DOWNTOWN GROUP – REQUEST TO USE CITY PROPERTY – WIZARDING WEEK

A Planning, Licenses, and Development Committee report read, unanimously recommending that the Keene Downtown Group be granted a license to use downtown City property on Central Square and Railroad Square, from Wednesday, July 24 through Sunday, July 28, 2024 to host Wizarding Week festivities, as well as permission for the closure of a portion of Church Street on Saturday, July 27, 2024 to host a “Daigon Alley” event as part of Wizarding Week, conditional upon the following:

- The signing of a standard revocable license and indemnification agreement;
- That the petitioner provide a certificate of liability insurance with the City of Keene listed as additional insured in the amount of \$1,000,000;
- That the Petitioner agrees to absorb the cost of any City services provided to the event, and agrees to remit said payment within 30-days of the date of invoicing;
- That the July 27th event on Church Street will be held from 10:00 AM to 8:00 PM with the times for set up and clean up to be established with City staff;
- That the timeframes for use of Central Square and Railroad Square be coordinated with City staff; • The submittal of signed letters of permission from any private property owners for the use of their property; and
- Said permission is granted subject to obtainment of any necessary licenses or permits and compliance with all laws; and compliance with any recommendations of City staff.

A motion by Councilor Jones to carry out the intent of the Committee report was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

PLD REPORT – MADAM SHERRI’S LOUNGE – REQUEST TO SERVE ALCOHOL ON CITY ROW – ADJACENT TO RAILROAD SQUARE

A Planning, Licenses, and Development Committee report read, unanimously recommending that Madam Sherri’s Lounge be permitted to place tables and chairs on the grassed-in area immediately east of the Railroad Square pavers for the serving of food and alcohol to patrons seated in the café area Monday through Wednesday from 4:00 PM to 9:30 PM, and Thursday through Sunday, Noon to 9:30 PM. This license is also subject to the following conditions: subject to the customary licensing requirements of the City Council; compliance with the

requirements of Chapter 46 of the City Code of Ordinances; compliance with the City of Keene Sidewalk Café Guidelines issued by staff; that the area encumbered shall not extend beyond the easterly most entrance to the building; that a buffer of at least one-foot be maintained from the edge of the multiuse trail pavement to the fence/enclosure structure; that the tables and chairs be removed when Railroad Square is utilized by any community event licensed by the City of Keene or any event scheduled through the Parks and Recreation Department; that no materials, gravels, or any other alterations to the site may be made without prior approval from staff; and that the property be maintained and returned to its original state at the expiration of the license with staff reviewing the condition of the area at the end of the season to determine any needed maintenance. This license shall expire on March 1, 2025.

A motion by Councilor Jones to carry out the intent of the Committee report was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

PLD REPORT – KIWANIS CLUB OF KEENE – REQUEST TO USE CITY PROPERTY – TREE LIGHTING CEREMONY

A Planning, Licenses, and Development Committee report read, unanimously recommending that the Keene Kiwanis Club be granted permission to use downtown City rights-of-way on Friday, November 29, 2024, to conduct the annual Tree Lighting Festival conditional upon the following:

- The furnishing of a certificate of liability insurance in the amount of \$1,000,000 naming the City of Keene as an additional insured;
- The signing of a standard revocable license and indemnification agreement;
- That the Petitioner agrees to absorb the cost of any City services over and above the amount of City funding allocated to the event, and agrees to remit said payment within 30-days of the date of invoicing;
- That the agreed upon footprint and layout for the event shall encumber Central Square, including the traveled portion of the road requiring the following road closures: Central Square, West Street at Central Square, Roxbury Street from west of the Hannah Grimes Parking lot to Central Square, Washington Street from Vernon Street to Central Square, and Court Street from Winter Street to Central Square;
- That the actual event will be held from 5:00 PM to 8:00 PM with the times for set up and clean up to be established with City staff;
- That free parking be granted under the provisions of the free parking policy for the following: use of spaces with dates, times and locations to be determined in coordination with the Parking Division for volunteer parking during pre-event set-up and post-event break-down activities, and spaces within the event footprint on the day of the event; and
- Said permission is granted subject to obtainment of any necessary licenses or permits and compliance with all laws; and compliance with any recommendations of City staff.

A motion by Councilor Jones to carry out the intent of the Committee report was duly seconded by Councilor Bosley.

Councilor Jones listed some other things that the Kiwanis Club does for the community. Mayor Kahn added that the tree lighting ceremony is not just a ceremony, but an event that lights the community during the darkest nights of the year and he appreciates all of their annual work.

The motion to carry out the intent of the Committee report carried unanimously with 15 Councilors present and voting in favor.

PLD REPORT – WARRANT FOR UNLICENSED DOGS

A Planning, Licenses, and Development Committee report read, unanimously recommending that the City Council issue a warrant for unlicensed dogs pursuant to NHRSA 466:14, to direct the City Clerk's Office and the Keene Police Department to issue a civil forfeiture to those dog owners who have failed to license their dog by April 30, 2024. A motion by Councilor Jones to carry out the intent of the Committee report was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

FOP REPORT – ATTORNEY DANIEL S. RICH/PRETI FLAHERTY BELIVEAU & PACHOIS, PLLP – REQUESTING THAT THE CITY QUITCLAIM ANY INTEREST – FORMER RAILROAD EASEMENT – 120 EMERALD STREET

A Finance, Organization, and Personnel Committee report read, unanimously recommending that the City Manager be authorized to do all things necessary to negotiate and to execute a release deed of the City's interest in real property, aka a railroad easement, impacting the property at 120 Emerald Street more particularly depicted on a certain plan entitled Right of way and Track map Connecticut River RR Company operated by the Boston and Maine Railroad Station 1108 + 80 to Station 1143 + 724 and being a portion of the property interest conveyed to the City in the quitclaim deed recorded at the Cheshire County Registry of Deeds, Book 1259 Page 0808 and further to authorize the City Manager to negotiate and to accept a sidewalk easement in a form acceptable to the City Engineer and the City Attorney. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

FOP REPORT – ENGINEERING SERVICES – 3 MILLION GALLON WATER STORAGE TANK REPAIR PROJECT

A Finance, Organization, and Personnel Committee report read, unanimously recommending that the City Manager be authorized to do all things necessary to negotiate and execute a contract with Weston & Sampson, Inc. for engineering services for the 3-million-gallon water storage tank repair project for an amount not to exceed \$127,550.00. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

FOP REPORT – AID GRANT FUNDING – SLUDGE PUMP REPLACEMENT PROJECT

A Finance, Organization, and Personnel Committee report read, unanimously recommending that the City Manager be authorized to do all things necessary to execute, accept, and expend a State Aid Grant Funds from the New Hampshire Department of Environmental Services for the Sludge Pump Replacement Project. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

FOP REPORT – SALE OF CITY PROPERTY – MAP 552 LOT 035, 270 BEAVER STREET

A Finance, Organization, and Personnel Committee report read, unanimously recommending that the City sell 270 Beaver Street, Map 552 Lot 035 through a sealed bid process and authorize the

City Manager to negotiate and execute the sale with the chosen bidder. A motion by Councilor Powers to carry out the intent of the Committee report was duly seconded by Councilor Remy.

Councilor Williams noted that this property is one block away from his home and he had a particular interest in the invasive species on the lot. Adjacent to this property, is what the Councilor called one of the worst pieces of Keene infrastructure—a broken down set of stairs from Terrace Street to Beaver Street, which is a primary way people access the eastside neighborhoods and Robin Hood Park. The stairs are completely inaccessible in the winter and mostly washed out in the summer. So, he hoped these issues would be incorporated in the sale of this property; he thought the sale price might be better if the City dedicated some resources to fixing those stairs. It would be very important to the neighborhood. The City Manager said she was happy to look into it this and develop a plan once she determines ownership of the stairs. Councilor Bosley said her recollection was that the stairs were being addressed as a part of the Robin Hood Park project, with funds dedicated to park access. The City Manager would report back to the Council. The motion to carry out the intent of the Committee report carried unanimously with 15 Councilors present and voting in favor.

CITY MANAGER COMMENTS

First, the City Manager reported on Community Night, which was the first since Covid. As such, she worried there would be low participation, but she was pleasantly surprised at the momentum and participation despite the hot weather. The Fire Department had a new fan apparatus to mist cold water for people to cool off, which attendees enjoyed. The event was coordinated by the Personnel Advisory Board, which is comprised of representatives from across the organization that are elected and meet regularly. HR Director, Beth Fox, was the primary coordinator. There was a lot of City equipment, and vehicles present for people to look at. All food was provided by donation, and the ice cream was donated by some of the City's unions. The City Manager thanked all involved.

Next, the City Manager reported on parking issues during the Juneteenth events on June 19. There was confusion during the event about whether parking was free, as many thought it was a Federal holiday. Juneteenth was not yet a holiday in the City Code of Ordinances. The City Manager spoke with the Mayor and her plan was to review this as a part of the overall compensation and pay study when she intends to consider holiday schedules. In the meantime, parking users were frustrated, and she thought some backlash at the Parking Office was unfounded, given that the parking staff do the best they can and had worked hard to improve their public image and relationship with the community. The stickers on the parking meters do state that holidays are exempt, and an old reference to this was found on the City website. So, for a variety of reasons, the City Manager stated she would be voiding the parking tickets issued for expired meter time. The tickets for staying at the same meter for longer than two hours would not be voided as that rule exists even on holidays. Next, she would bring forward an Ordinance adding June 19 as a free parking day to avoid this confusion in the future.

ACCEPTANCE OF DONATIONS

A memorandum read from the Finance Director/Treasurer, Merri Howe, recommending accepting the following donations in the amount of \$850 for Community Night and authorizing the City Manager to use each donation in the manner specified by the donor:

- C&S: \$250

- City of Keene Employees Local 6288 AFT-AFL-CIO: \$50
- AFSCME Cheshire County Employee Local 2973: \$100
- Keene Police Department Supervisors: \$100
- Keene Police Officers Association: \$250
- Walmart Gift Card: \$100

Mayor Kahn thanked the above donors and noted that goods and services were also provided by: IAFF 3265, Hannaford, Markem-Imaje, and PC Connection.

A motion by Councilor Powers to carry out the intent of the report was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

ACCEPTANCE OF DONATION – 9/11 MEMORIAL BENCH

A memorandum was read from the Finance Director/Treasurer, Merri Howe, recommending authorizing the City Manager to do all things necessary to accept a donation of a 9/11 Memorial Bench from Boy Scout Wade Plaskiweicz to be installed at Station 2 on Hastings Avenue. A motion by Councilor Powers to carry out the intent of the report was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

RESIGNATION OF SUSAN D’EGIDIO FROM THE HERITAGE COMMISSION

A memorandum read from Evan Clements, Planner, recommending that the City Council accept the resignation of Susan D’Egidio from the Heritage Commission. A motion by Councilor Greenwald to accept the resignation with regret and appreciation of her 14 years of service was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

RESIGNATION OF DAVID WEIGLE FROM THE ZONING BOARD OF ADJUSTMENT

A memorandum read from Corinne Marcou, Administrative Assistant, recommending that the City Council accept the resignation of David Weigle from the Zoning Board of Adjustment. A motion by Councilor Greenwald to accept the resignation with regret and appreciation was duly seconded by Councilor Bosley. The motion carried unanimously with 15 Councilors present and voting in favor.

MORE TIME – ATTORNEY THOMAS R. HANNA/BCM ENVIRONMENTAL & LAND LAW, PLLC – DONATION OF LAND AT 0 ASHUELOT STREET – COMPENSATORY FLOOD STORAGE

A Planning, Licenses, and Development Committee report read, unanimously recommending that the request for 0 Ashuelot Street Compensatory Storage be placed on more time for the City to review the request, and the consequences of it. Mayor Kahn granted more time.

ORDINANCE FOR FIRST READNIG – AN ORDINANCE RELATING TO THE INSTALLATION OF STOP SIGNS ON WATER STREET – ORDINANCE O-2024-11

A memorandum read from Don Lussier, Public Works Director, recommending that Ordinance O-2024-11 be referred to the Municipal Services, Facilities, and Infrastructure Committee for deliberation and a recommendation back to the City Council. Mayor Kahn referred Ordinance O-2024-11 to the Municipal Services, Facilities, and Infrastructure Committee.

ORDINANCE FOR SECOND READING – RELATING TO SIDEWALK CAFÉ
ENFORCEMENT MEASURES ORDINANCE – O-2024-06-B

A Planning, Licenses, and Development Committee report read, unanimously recommending the adoption of Ordinance O-2024-06-B. Mayor Kahn filed the report.

The City Clerk, Patty Little, pointed out a Scrivener’s error relative to an amendment by the PLD Committee for the “A” version of this Ordinance. On page 58 of this meeting’s agenda packet, on the top line, “November” should be stricken. This led to a “B” version of the Ordinance for the vote.

A motion by Councilor Jones to adopt Ordinance O-2024-06-B was duly seconded by Councilor Bosley.

The City Manager, Elizabeth Dragon, noted an adjustment that would allow her to grant two 10-day extensions at once (20 days) if the weather will permit to eliminate extra administrative burden of continuously notifying the license holders. Still, the City reserves the ability to pull furniture and end an extension if an issue arises. She also noted that she was organizing a meeting between the Liquor Commissioner and the City’s Sidewalk Café License holders so they can ask questions and understand exactly what is expected of them. She also offered to invite the Liquor Commissioner to a PLD meeting with a goal of better communication moving forward.

Councilor Jones noted that “10 days” was mentioned twice in the Ordinance and he asked which the City Manager was referring to. The City Manager replied that she was not suggesting changing the language, but that she was interpreting the language to mean that she could approve two 10-day extensions together, depending on the weather outlook. Mayor Kahn thanked the Clerks and City Manager for working on this.

The motion to adopt Ordinance O-2024-06-B carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

ORDINANCE FOR SECOND READING – RELATING TO THE CITY OF KEENE
ORGANIZATIONAL CHART – ORDINANCE O-2024-10

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Ordinance O-2024-10. Mayor Kahn filed the report. A motion by Councilor Powers to adopt Ordinance O-2024-10 was duly seconded by Councilor Remy.

Councilor Jones asked whether—based on this chart—the Treasurer is an employee of the Council. Mayor Kahn said that was technically correct, but the Council recognizes that oversight of the Treasurer was delegated to the City Manager. The City Clerk, Patty Little, said it was combined when the Finance Director also became the Treasurer. Since Charter changes must go before voters, it might be good to update at some point, but at this time, the Mayor did not think it was urgent based on how those functions emerged.

Along with these changes, Councilor Haas asked to have the Agricultural Commission removed from the City website to keep it clean and up to date. Mayor Kahn agreed and said that would occur once officially disbanded by the FOP Committee and City Council, in addition to many other membership issues the FOP Committee would review.

Councilor Favolise asked about the status of the College-City Commission. Mayor Kahn said it had not been active since 2021 and the City was consulting with Keene State College President,

Melinda Treadwell, about a reformation. He recalled that the College-City Commission was formed many years ago when there were contentions between college students and surrounding homeowners, which led to better cooperation. Those issues had largely resolved over time, lessening the need for ongoing meetings. Still, Mayor Kahn agreed that it was time to revisit and redefine that Committee's purpose in the future.

Mayor Kahn also noted that the Deputy City Manager, Andy Bohannon, submitted a memorandum addressing questions from the FOP meeting about facilities management.

The motion to adopt Ordinance O-2024-10 carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

RESOLUTIONS – RESCISSION OF RESOLUTIONS RELATING TO SPECIAL EQUIPMENT PURCHASE STANDARDIZATION – RESOLUTION R-2010-33, RESOLUTION R-2010-34, RESOLUTION R-2010-35, & RESOLUTION R-2010-39

A Finance, Organization, and Personnel Committee report read, unanimously recommending that the City Council rescind Resolutions R-2010-33, R-2010-34, R-2010-35, and R-2010-39 relating to special equipment purchase standardization. Mayor Kahn filed the report.

A motion by Councilor Powers to rescind Resolution R-2010-33 was duly seconded by Councilor Remy.

Councilor Remy recalled that one reason for this was to ensure the City does not have redundant equipment to maintain. He said another resolution would come forward once the City has a new standard, but he learned that this impacts how the City could shop the market.

Councilor Jones asked if this would take away the City's ability to go through buy-in groups (e.g., Houston Galveston Municipal Buy-In Group). The City Manager said no, that ability would remain.

The motion to rescind Resolution R-2010-33 carried unanimously with 15 Councilors present and voting in favor.

A motion by Councilor Powers to rescind Resolution R-2010-34 was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

A motion by Councilor Powers to rescind Resolution R-2010-35 was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

A motion by Councilor Powers to rescind Resolution R-2010-39 was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

IN APPRECIATION OF MEDARD K. KOPCZYNSKI UPON HIS RETIREMENT – RESOLUTION R-2024-25

A memorandum read from the HR Director, Elizabeth Fox, recommending adopting Resolution R-2024-25. A motion by Councilor Powers to adopt Resolution R-2024-25 with appreciation for Mr. Kopczynski's 24 years of service was duly seconded by Councilor Remy. The motion carried unanimously with 15 Councilors present and voting in favor.

TABLED ITEM – RELATING TO THE 2024/2025 FISCAL YEAR OPERATING BUDGET –
RESOLUTION R-2024-20-A

Mayor Kahn called this item forward that was tabled at the June 6, 2024, meeting. The City Clerk, Patty Little, read Resolution R-2024-20-A into the record. No Councilors submitted written notice of their intent to make an amendment to the proposed Operating Budget pursuant to Section 30 of the Rules of Order.

A motion by Councilor Powers to adopt Resolution R-2024-20-A was duly seconded by Councilor Remy. A motion by Councilor Powers to amend the Resolution to create Resolution R-2024-20-B was duly seconded by Councilor Remy.

Councilor Powers explained that in the final preparation for this meeting, a few errors were discovered, but they did not change the bottom-line figures in the budget:

- In the General Fund Facilities Maintenance Camera System (account number 65316200-523450), Councilor Favolise noticed a \$9,000 discrepancy between the departmental request and the City Manager's budget. The correct total is \$1,750.00 *not* \$10,750.00.
- When the City went to bid for electricity, there were some savings, resulting in the following amendments:
 - \$1,402.00 increase to the Sewer Fund – Electricity account number 32140100-525030
 - \$11,103.00 increase to Electricity account number 32200079-525030
 - \$34,134.00 increase to Electricity account number 32300083-525030 (due to the solar array, the Sewer Fund will not benefit from the lower rates as originally anticipated)
 - \$26,016.00 increase in the Water Fund – Electricity account number 34240200-525030
 - \$3,937.00 increase in Electricity account number 34300084-525030 due to the hydro turbine (the Water Fund does not benefit from the lower rates).

The City Manager, Elizabeth Dragon, thanked Councilor Favolise for catching the General Fund typo. Regarding the Water and Sewer Funds, she said too much was taken out of them for electricity. When going through the FOP budget process, the City was also going through a request for bids for electricity for all City accounts. When the bids came in, they were substantially lower, so the City dropped its rate from just over \$0.14 to just over \$0.09. Additionally, the Finance Department allocated the savings across all electricity accounts by prorating. The Wastewater Treatment Plant is on the solar array and will not see the same benefit from this contract change. The turbines in place also make a difference in how much savings the City could have in both Water and Sewer Funds. So, these amendments were to move a portion of this money back to those accounts. The overall adjustment was still a substantial savings of over \$102,000 with the new contract. The General Fund had the majority of the decrease before the smaller funds, like Solid Waste. The Equipment Fund had some additional minor decreases as well. Mayor Kahn reiterated that there was no impact to the budget's bottom line.

The motion to amend and create Resolution R-2024-20-B carried unanimously with 15 Councilors present and voting in favor. The City Clerk read Resolution R-2024-20-B into the record.

Councilor Filiault thanked Councilor Powers and the FOP Committee for their hard work. He said it was a very lean budget and still the taxes were too high. He said it would only change if Keene and all NH residents start holding elected officials of the State of NH—including the Governor—accountable. He said the City could stop hiring staff in all departments but even that would not change the situation until something changes in Concord. He said the City's position taking in the homeless from across the State was one example, as was the pension/retirement from the NH Retirement System and the Rooms and Meals Tax. The schools are also continually underfunded. The tax rate in Keene and other communities was unsustainable and he reiterated that it would not change until leadership in Concord changes. The motion to adopt Resolution R-2024-20-B carried unanimously. Mayor Kahn thanked the City Manager, the FOP Committee, and the Finance Department for executing a successful budget.

**TABLED ITEM – RELATING TO CLASS ALLOCATIONS AND SALARY SCHEDULES
ORDINANCE O-2024-08**

Mayor Kahn called this item forward that was tabled at the June 6, 2024, meeting.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Ordinance O-2024-08. A motion by Councilor Powers to adopt Ordinance O-2024-08 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

**TABLED ITEMS – RELATING TO THE APPROPRIATION OF FUNDS FOR THE FY 2024–
2025 BOND ISSUES: CITY HALL STRUCTURAL REPAIRS – RESOLUTION R-2024-10;
LOWER WINCHESTER STREET – RESOLUTION R-2024-11; STORMWATER
RESILIENCY PROGRAM – RESOLUTION R-2024-12; LOWER WINCHESTER STREET
SEWER UTILITIES – RESOLUTION R-2024-13; MARTELL COURT BYPASS –
RESOLUTION R-2024-14; WWTP HVAC REPLACEMENT – RESOLUTION R-2024-15;
WWTF SERVICE WATER SYSTEM UPGRADE – RESOLUTION R-2024-16; LOWER
WINCHESTER ST WATER UTILITIES – RESOLUTION R-2024-17; WATER
DISTRIBUTION IMPROVEMENTS – RESOLUTION R-2024-18**

Mayor Kahn called these items forward that were tabled at the June 6, 2024, meeting.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-10. A motion by Councilor Powers to adopt Resolution O-2024-10 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-11. A motion by Councilor Powers to adopt Resolution O-2024-11 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-12. A motion by Councilor Powers to adopt Resolution O-2024-12 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-13. A motion by Councilor Powers to adopt Resolution O-2024-

13 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-14. A motion by Councilor Powers to adopt Resolution O-2024-14 was duly seconded by Councilor Remy.

Mayor Kahn noted that on page 89 of this meeting's agenda packet the sum of the bonding from all of these motions was listed.

The motion to adopt Resolution R-2024-14 carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-15. A motion by Councilor Powers to adopt Resolution O-2024-15 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-16. A motion by Councilor Powers to adopt Resolution O-2024-16 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-17. A motion by Councilor Powers to adopt Resolution O-2024-17 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

A Finance, Organization, and Personnel Committee report read, unanimously recommending the adoption of Resolution R-2024-18. A motion by Councilor Powers to adopt Resolution O-2024-18 was duly seconded by Councilor Remy. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor.

NON-PUBLIC SESSION

A motion by Councilor Greenwald to go into a non-public session to discuss the hiring of any employee as a public employee under NHRSA 91-A:3, II (b) was duly seconded by Councilor Bosley. The motion carried unanimously on a roll call vote with 15 Councilors present and voting in favor. The non-public session began at 9:01 PM.

PERSONNEL – CHARTER OFFICER RECRUITMENT

The Mayor opened the discussion by reminding the Council that in February, the City Attorney had informed the Council of his retirement by the end of 2024. He continued that with only two more meetings before August, it was time to start talking about the recruitment process. Steps in the recruitment process would typically include the appointment of a committee, a review of the job description, advertisements, and interviews with selected candidates. The Mayor noted he was hopeful that an appointment could be made in October. This would give some time for any necessary relocation to the area and still provide an overlap of several months. The Mayor stated that the Human Resources Director, Beth Fox, would support the process.

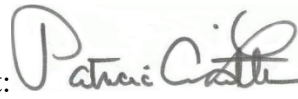
06/20/2024

Beth Fox offered various timelines for the Council to consider that would take advantage of the July 18th City Council meeting and the July 25th Finance, Organization, and Personnel Committee meeting. She suggested that the City Attorney update the job description before any other steps.

The Councilors discussed what should and should not be public discussions as part of the process to ensure compliance with NHRSA 91-A: 3 II (b). The Council was split about this topic and referred to the last City Manager recruitment process as a potential model. The City Clerk clarified that the Council could decide whether to seal the minutes after reconvening in public session.

At 9:44 PM, the Council concluded the discussion and returned to the public session.

A true record, attest:



City Clerk

ADJOURNMENT FOR COLLECTIVE BARGAINING

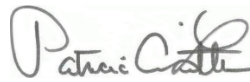
Mayor Kahn adjourned the meeting at 9:44 PM for collective bargaining and reconvened in public session at 9:48 PM

KEENE CITY EMPLOYEES AND AFSCME BARGAINING UNIT

A motion by Councilor Greenwald to authorize the City Manager to do all things necessary to negotiate and execute a Memorandum of Understanding modifying the executed collective bargaining agreement with Keene City employees, ATF Local #6288, ATF-NH, AFL-CIO related to the cost of living adjustment provided bargaining unit employees for FY 25 and vacation accrual methodology with an effective date to be determined and that the City Manager be authorized to do all things necessary to negotiate and execute a Memorandum of Understanding modifying the executed collective bargaining agreement with AFSME Council #93, Local 2973 related to the cost-of-living adjustment provided bargaining unit employees with an effective date to be determined was duly seconded by Councilor Bosley.

Having no further business, the Mayor adjourned the meeting.

A true record, attest:



City Clerk



CITY OF KEENE NEW HAMPSHIRE

ITEM #B.1.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Mayor Jay V. Kahn
Through:
Subject: Confirmations - Heritage Commission and Historic District Commission

Council Action:
In City Council June 20, 2024.
Nominations tabled until the next regular meeting.

Recommendation:
I hereby recommend the following individuals to serve on the designated Board or Commission:

Heritage Commission

Rose Carey, slot 3
206 Washington Street

Term to expire Dec. 31, 2026

Louise Zerba, slot 6
340 Parko Avenue

Term to expire Dec. 31, 2026

Historic District Commission

Louise Zerba, Heritage Commission, slot 4

Term to expire Dec. 31, 2026

Attachments:

None

Background:



CITY OF KEENE NEW HAMPSHIRE

ITEM #C.1.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Jon Loveland
Through: Patricia Little, City Clerk
Subject: Jon Loveland, PE - Downtown Infrastructure Project

Recommendation:

Attachments:

1. Jon Loveland Letter - Downtown Infrastructure Project 071224_Redacted
2. Loveland Letter to Keene City Council 021623_Redacted
3. Jon Loveland Letter to Keene City Council 010523_Redacted
4. RAISE Budget - FINAL - 2024-02-28
5. RAISE Grant application package
6. RAISE 2024 Fact Sheets

Background:

In this communication, Mr. Loveland shared some information and expressed his critical opinion of the project budget.

Friday, July 12, 2024

Hon. Jay Kahn
Mayor
3 Washington St.
Keene, NH 03431

cc: Mitchell H. Greenwald, Chair, Municipal Services, Facilities & Infrastructure Committee
Kate M. Bosley, Chair, Planning, Licenses and Development Committee
Thomas F. Powers, Chair, Finance, Organization and Personnel Committee
Andrew M. Madison, Member, Downtown Infrastructure Project Steering Committee
Randy L. Filiault, Member, Downtown Infrastructure Project Steering Committee
Elizabeth A. Dragon, City Manager

via Electronic Mail

RE: Downtown Keene Infrastructure Project

Dear Mayor, Members of the Keene City Council, and City Manager:

I am writing you again in hopes that the new Mayor will introduce some transparency and professionalism to this process surrounding the public engagement, project scope and cost development, and ultimate approval of a project that will have profound fiduciary and commercial impacts to Downtown Keene.

I was appalled as I observed the truly extraordinary and tortuous, gerrymandered process employed to approve this project in its current form, and the terribly flawed rationale (seeking a large if ill-suited and poorly developed grant subsidy proposal) used to justify approval of the project in its current state of understanding and development.

The RAISE project budget and submittal (see attached documentation), which I believe was developed and submitted to USDOT with no public review and concurrence on size and composition, stated the project now totals \$20.9M. Of this, the cost of the buried (“utility”) infrastructure project was given as \$3.74M (18%), with the following components: 1) \$1.86M for Water Infrastructure, 2) \$1.54M for Sanitary Sewer Infrastructure, and 3) \$0.34M for Utility Design. The balance, \$17.2M (82%), including the surface improvements (“streetscape”) and ALL of the traffic control, PM/CM, and contingency was part of the total the USDOT was asked to subsidize. Had the City been awarded this grant, the City would have been committed to a project of this size and to Federal oversight and auditing. This oversight would have caused a significant problem for the City. What is unequivocal is what was submitted to the Federal government in writing.

Mind you, the City was seeking \$13.7M in subsidy from USDOT for approximately 1600 feet of very unique, risky, “multi-modal” bike paths. The two other projects in NH that were successfully awarded RAISE grants were asking approximately \$1.5M for approximately 2+ MILES of bike paths and utility improvements (see attached documentation, the “Seacoast Greenway Hampton Marsh Trail” and the “Access, Restoration, Development and Safety (CARDS) Initiative”).

I believe the budget presented to USDOT is exactly backwards and is a major reason this project, as presented by the City, did not secure a grant. The buried infrastructure component of this project should represent the 80-85% fraction of the overall cost, and the surface improvements should be relatively inexpensive and quick. This fact would have been readily apparent to the Mayor and Council had two separate conceptual projects, schedules, and cost estimates been developed and compared. They are completely different from duration, schedule, construction sequence, and traffic control perspectives. I am on record as having stated that this project will cost more than was being presented to the citizens and ratepayers of Keene, starting in 2022, and based on the current work, I maintain that this project will still cost more than is being presented.

I have good reasons for my confidence that project cost increases will have little to do with commodity and labor cost increases (as has been advanced as an explanation to the citizens of Keene) and I do not believe this is the reason why the project cost grew exponentially from \$7M in mid-2022 to \$21M in 2024. The Federal Reserve Producer Price Index (PPI) - Specialty Index for Construction Materials has actually decreased from June 2022 (349.8) to July 2024 (332.64, significant digits from: <https://fred.stlouisfed.org/series/WPUSI012011>). Likewise, construction labor costs have not increased by this magnitude over this time frame (Federal Reserve Employment Cost Index for Construction Labor, with a 8.3% increase: <https://fred.stlouisfed.org/series/ECICONWAG>). Local variances cannot account for these cost disparities, but cost estimating methods, scope presentation and significant scope “creep” can. I suggest that City staff present a detailed cost breakdown of the project as presented in 2022 versus 2024 that will explain this disparity and use detailed quantities and unit costs.

The reasons that the citizens and ratepayers in Keene can be virtually assured of genuine cost increases with this project as currently conceived include:

- Unknown, undiscovered, or changed subsurface conditions in a historic district,
- Method of contractor procurement (contract type) and construction management, both leading to significant change orders,
- Contractor competency for this size project, these types of conditions and ability to accelerate,
- Adequacy of traffic control planning and execution, and
- High probability of delay, including extended overhead costs.

Furthermore, the continued inclusion of dedicated bicycles lanes in the current project (ostensibly to prove to USDOT there is a hypothetical “multi-model” transportation need in the City) remains terribly flawed, both from a technical standpoint and a cost/benefit standpoint (as elucidated above now with USDOT “comps”).

- 1) **No scientific Bicycle Study of merit has been conducted.** The City does not have the daily, diurnal, weekly, monthly, quarterly, seasonal, or annual data of actual cyclist use in Downtown Keene, desired use in Downtown Keene, or any projection of future use in Downtown Keene. Other than an “optical” or political desire to have dedicated bicycle lanes in the design, there is no demonstrated need for the dedicated bicycles lanes, or a value analysis justifying the dedication of space those lanes would require.
- 2) **No Safety Study of merit has been conducted.** Moving the bike lanes from the street to a reservation of space currently dedicated to pedestrians only converts the risks from a

potential low risk of bicycle-vehicle collision(s) to a much higher risk of bicycle-pedestrian collision(s). I would not assume the outcome of a collision with a pedestrian is any better than the risk of a collision with a low-speed parked vehicle backing out of a parking space. But the probability of a very large increase in the number of collisions is likely. Surely once adequate data is collected an assessment of bicyclist-pedestrian risk could be determined (pedestrian density and use, cyclist density and risk, magnitude, and liability of any collision outcome). Every occupant of a vehicle (potentially multiple) who parks a vehicle and seeks to access a business or a residence would have to cross these bike lanes. Every pedestrian who seeks to cross Main Street or Central Square must now confront a protected cyclist travelling at high speed. Any attempt to limit the speed of the cyclist and control the cyclist to mitigate collision risk with a pedestrian limits the very utility of the protected bicycle lanes to the point of infeasibility.

- 3) **No Commercial Impact Study of merit has been conducted.** The real estate impacted by any change in Downtown Keene is easily the most important change and potential impact in the entire City. How does the City know that given a perfectly circumscribed space, devoting this space to cyclists has a net benefit over the current use, or versus an expanded use for pedestrians, or an expanded use for parking? As it has now been demonstrated to the City Manager and staff, cost/benefit matters.....it matters at a local level, a state level, and a Federal level, and this needs to be considered by the City.
- 4) **No current Traffic Impact Study has been conducted.** Such concerns (wait times, emissions from idled cars waiting in a “queue”), were initially cited as a core concern of the residents of the City and a driver for changes. Given the changes proposed, what information has been provided to the citizens of Keene that the current design does not negatively exacerbate or degrade traffic conditions? My assessment of narrowed sidewalks, narrowed parking spaces, and narrowed vehicular lanes suggest that traffic conditions and wait times will be negatively impacted and significantly increased. This impact could be ameliorated by the removal of the dedicated bike lanes.
- 5) **No Rate Study has been conducted.** While the current project cost of \$21M has been put forth, and while the RAISE grant was not obtained (which was predictable), the ratepayers in Keene are now confronted with approving this \$21M project with no known impact on their rates. Many external funding sources and sources of subsidy have been proposed, but none have been finalized, so the rate or cost impact is also unknown. It remains a mystery to me why overall costs and rate impacts have not been presented to the citizens of Keene at the same time as project alternatives, that while seemingly feasible, have not included true ratepayer impacts. At this point in time, the citizens of Keene have absolutely no basis for deciding what is truly feasible if all costs and impacts are considered.

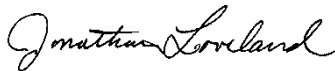
The dedicated bicycle lanes should be removed from the design and the sidewalks widened or parking restored. For the newer members of the City Council (including the Mayor), if you review the original, de-novo comments by the public (comments that are not replicated by a very small number of vocal, special interest advocates at multiple public engagement sessions,

find that the vast majority of issues vocalized by this larger sample of citizen feedback demonstrate that the vast majority of issues/comments would be addressed by:

- WIDER sidewalks,
- Raised sidewalks,
- Deployment of new traffic volume and signal technology, and timing sequences,
- Greater signage,
- Lighted and blinking signs and Rectangular Rapid Flashing Beacons (RRFBs, <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>).

Finally, the City must investigate alternative procurement techniques to provide greater cost certainty and earlier contractor involvement and pursue national or regional contractors who have the capability to both properly execute this project and expedite its completion. The premium would be well worth it. You will find you are in for significant changes once a contractor is secured and actively engaged.

Sincerely,



Jonathan P. Loveland, PE
Irvine, CA

[Redacted]
[Redacted]

Cc:

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Kbosley@keenenh.gov
Tpowers@keenenh.gov
Amadison@keenenh.gov
Rfiliault@keenenh.gov
Edragon@keenenh.gov

Encl:

City of Keene RAISE budget submittal
(<https://keenenh.gov/sites/default/files/Pubworks/Downtown/documents/RAISE%20Budget%20-%20FINAL%20-%202024-02-28.pdf>)

USDOT RAISE project awards for NH
(<https://www.transportation.gov/grants/raise/raise-2024-award-fact-sheets>)

Thursday, February 16, 2023

Hon. George S. Hansel
Mayor
3 Washington St.
Keene, NH 03431

cc: Mitchell H. Greenwald, Chair, Municipal Services, Facilities & Infrastructure Committee
Kate M. Bosley, Chair, Planning, Licenses and Development Committee
Thomas F. Powers, Chair, Finance, Organization and Personnel Committee
Andrew M. Madison, Member, Downtown Infrastructure Project Steering Committee
Randy L. Filiault, Member, Downtown Infrastructure Project Steering Committee
Elizabeth A. Dragon, City Manager

via Electronic Mail

Dear Mayor, Members of the Keene City Council, and City Manager:

I am writing to you again as I remain genuinely concerned about some elements of the Downtown Re-Design Study and fear several potentially disastrous outcomes to the overall Downtown aesthetic. My concerns include very real deleterious impacts to traffic, diverse access, and business viability may result if the Alternative recommended by the Ad-Hoc Committee is approved and implemented.

I am encouraged that about the same time as I submitted my last letter to you for your review that the project website was substantially updated and appears to have been continuously updated since that time with a great deal more project information. However, there are some rather conspicuous absences or gaps in the publicly available information in terms of study design, traffic study design, source(s) of data, model use and analysis, rationale in the context of study design for the recommended Alternative selection and reporting of the full results of any of these activities.

The first public release and presentation of the current consultant-obtained traffic data to the Ad Hoc Committee was on 8/16/22 (Slide 18). The same data was presented graphically to the Committee on 9/28/22 (Slide 7). Traffic analysis graphical results were presented to the Committee on 11/15/22 (Slide 21). If that selected data and analysis was ready to be presented in a public document for Committee analysis and decision-making as far back as 3-6 months ago, it is not clear why in Jan/Feb of 2022 the full balance of all traffic data, methods and analysis is not also publicly available.

An area of additional concern is the effort to obtain historical traffic data and analysis and incorporate into the current study. If this has been done, I can find no reference or use of any historical information or data, even though this element has a budget and was included in the consultant proposal and scope of services (Data Collection Inventory (Task 1 - \$37,000) and Traffic Analysis (Task 4 - \$40,000). It has been related to me by a former City Councilperson (and world-class engineer) that when the City previously evaluated and implemented the existing

traffic circles, that they also evaluated converting the current Central Square (which has a total area of approximately 50,000 square feet) to a signal-less traffic circle and found such a conversion infeasible. I am also told that despite the relatively large area when using Central Square in its entirety, such a traffic circle would have needed to be the dual, in-series, type of traffic circle to function properly. I do not have any other anecdotal or written evidence, but given what I have learned about traffic circles and their sizing, this representation and analysis strikes me as being correct. Of greater concern is why there is no reference or incorporation of all of the prior work the City has done regarding traffic circles in the current analysis.

Moreover, it appears that the current traffic analysis is based on a recent “snapshot” of limited traffic data that was collected on the heels of an economy that was still recovering from Covid-19. What is concerning is that there is a large volume of traffic data available from NHDOT regarding the traffic volumes and associated timing in and around Central Square (<https://www.nh.gov/dot/org/operations/traffic/tvr/detailsheets/keene/index.htm>).

I have attached to this letter examples of this data, and I find several elements of this attached data relevant:

- That average daily volumes are remarkably consistent over a 15-year period (1998-2013),
- NHDOT reports peak hour volumes, and I can find no reference or use of this metric in the information available from the City,
- Both the average daily and peak hour volumes appear significantly higher than those reported in the current study.

The reason I say that the information presented to the City and then by City to the citizens of Keene is likely incomplete is that there are some very typical and customary elements to a planning or feasibility study that are not found in the information on the City’s website, in this case relating to the traffic study and analysis. These elements may include:

1. A basis of design,
2. Precedents of implementation and comparison of design criteria,
3. Model input parameters,
4. Sources of data and assumptions related to model input parameters,
5. Ranges of model input parameters,
6. Robustness or precision of model input parameters,
7. A weighting of importance of input parameters,
8. A sensitivity analysis of model outputs related to assessing these ranges of input parameters,
9. An explanation of the multi-variate permutations of sensitivity analyses,
10. A failure-mode analysis of the model,
11. Instances or examples of model validation and observed variations.

As a partial example of such an analysis I have attached a presentation of a traffic circle/mini roundabout analysis conducted by another large domestic US engineering consulting firm for a city in Texas (<https://www.nctcog.org/getmedia/57bdd772-1d6b-4d1f-a344-94ab249ec392/2019PWR-MiniRAB-FINAL.pdf>). In this presentation on Slide 8, you will find

criteria for a “mini” roundabout. Some of these design criteria or appropriate site selection criteria include:

- Daily entering volumes will not exceed 15,000 vehicles per day,
- Hourly entering volumes will not exceed 1,600 vehicles per day,
- Residential areas,
- Rural areas, traffic calming measure (slow speed),
- Low truck volume – 3% or less.

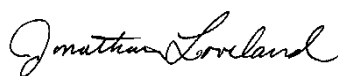
Additional information can be found in this National Cooperative Highway Research Program report - <https://nacto.org/docs/usdg/nchrprpt672.pdf>.

There is a real possibility that the traffic analysis that the City is relying on to justify the selection of the recommended Alternative is flawed. Several of the criteria listed above are simply not found in any of the publicly available information from the City. A review of these criteria and any set of data for the City of Keene, whether the current consultant data or any historical data, suggest that a 5-leg, mini-roundabout replacement for Central Square in the Downtown area **is not feasible**, regardless of any model output. It is likely that the modeling effort simply has not considered some real-world scenarios that would reduce the capacity of the mini-roundabout to levels that render the concept **not feasible**.

From a risk perspective, I believe it is more likely than not that any and all of the current redesign options presented **will harm downtown businesses, degrade traffic conditions, reduce access, and negatively impact the aesthetic nature of Downtown Keene**.

Finally, it is simply erroneous to think that multi-modal transportation will increase at the expense of passenger vehicle traffic in a low-density rural town or even needs to increase as the USA and the World address climate change. What is needed and what is happening around the country is a transition to electric and hydrogen-powered vehicles powered by green energy. Witness the recent State Of The Union address by President Biden where he noted his administration is supporting the construction of 500,000 electric vehicle charging stations across the country (<https://www.whitehouse.gov/briefing-room/speeches-remarks/2023/02/07/remarks-of-president-joe-biden-state-of-the-union-address-as-prepared-for-delivery/>). The proposed changes to Downtown Keene will produce negligible sustainability improvements. Attached to this letter is a report by the Brookings Institution that identifies some of the major contributions to carbon footprint. If the City wishes to make an investment and spend money to mitigate climate change and improve sustainability then I suggest they review this report for other initiatives (for instance subsidize the replacement of wood and oil-fired heating systems), install green energy charging/fueling stations and expand parking in the Downtown area.

Sincerely,



Jonathan P. Loveland, PE
Irvine, CA

[REDACTED]
[REDACTED]
Cc:

Ghansel@keenenh.gov
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Tpowers@keenenh.gov
Amadison@keenenh.gov
Rfiliault@keenenh.gov
Edragon@keenenh.gov

Tuesday, January 3, 2023

Hon. George S. Hansel
Mayor
3 Washington St.
Keene, NH 03431

cc: Mitchell H. Greenwald, Chair, Municipal Services, Facilities & Infrastructure Committee
Kate M. Bosley, Chair, Planning, Licenses and Development Committee
Thomas F. Powers, Chair, Finance, Organization and Personnel Committee
Andrew M. Madison, Member, Downtown Infrastructure Project Steering Committee
Randy L. Filiault, Member, Downtown Infrastructure Project Steering Committee
Elizabeth A. Dragon, City Manager

via Electronic Mail

Dear Mayor, Members of the Keene City Council/Committee Chairs, and City Manager:

My name is Jonathan Loveland, PE, and I am a former longtime resident of Keene, having grown up in the City, attended Symonds Elementary and the Middle School, graduated KHS, and lived there during the summers I attended university at Worcester Polytechnic Institute (WPI). I am a licensed Professional Engineer (Civil), now with over 30 years of experience. I have planned, designed, and/or constructed over a dozen major infrastructure projects and as a consulting engineer, participated in hundreds of planning efforts and conceptual designs. Recently, I was a key player (VP for the owner) in all phases of a \$1.02 billion P3 project to provide a 50+ MGD water treatment facility, a project that also included approximately 10 miles of new, buried large diameter (54") pipe. Most recently, I was the Global Practice Leader for Alternative Water Supply with Black & Veatch.

Keene NH is not Concord NH, nor Norwood MA, nor Cambridge MA. The downtown Keene area is unique, historical, and is literally the beating heart of the City with its own "arteries" (roads) and "organs" (buildings, institutions, and businesses) that impose their own immutable consequences. Keene has long depended on, and until now, has succeeded in maintaining a thriving business community downtown, thus avoiding the economic decline and the "boarded up" nature of so many other small towns across the county. What appears to work elsewhere in complex, esoteric projects may be completely unapplicable to Keene NH.

Upon recently reading the Sentinel article (Hunter Oberst, Dec. 29, 2022, which I receive daily via e-mail) on your Downtown Infrastructure Project and reviewing all of the publicly available information on the City website, I can tell you that any activity other than the proposed buried infrastructure project and the minor surface improvements that typically accompany such a project is significantly premature and therefore possibly disastrously misguided. I see all the hallmarks of a politicized process and a rush to judgement that is completely unnecessary and unfair to the tax-paying citizens of Keene.

Your consulting engineer, Stantec, is a firm of the highest quality, representing the old “white-shoe” firm of Montgomery Watson, and their \$570,000 proposal and scope of services (<https://www.publicpurchase.com/con/keene,nh/pub/search>) is very typical in terms of tasks to be performed and level of detail. On the basis of their proposal and their proposed staff, I can see why they were selected. For instance, the proposal budget for Task 7 – Public Outreach and Interaction of over \$165,000 appears adequate as the single largest line item in the budget, and there are explicit tasks for Data Collection Inventory (Task 1 - \$37,000) and Traffic Analysis (Task 4 - \$40,000).

However, based on the outcomes represented by the materials on the project website, I wonder if Stantec and their staff, as relative strangers to Keene, have had adequate time and budget, adequate guidance from the City, and adequate input from all the relevant stakeholder groups in the City. My concerns after review are: 1) the data available and methods used to analyze the alternatives, 2) the processes employed to incorporate priorities and select outcomes, and 3) the risks and evaluation of risks in their totality for such dramatic changes in the aesthetic nature and function of Downtown Keene.

It appears that changes are being proposed for the sake of change and a political desire to appear “current” or “forward-thinking” compared to other ostensibly similar cities. There appears to be an assumption that more “green,” “open,” or “community” space is needed, even though the selected alternative would add only 14,000 square feet, an area that is smaller than existing spaces downtown and with no estimate of utilization of existing spaces or indeed the proposed space. There appears to be an assumption that dedicated bike lanes are needed, even though there is no data or study presented showing the volume and time-of-use of the existing, shared bike lanes. There appears to be an assumption that saving at most 10 or 20 seconds in traffic delays during the commuting rush hour (Mr. Oberst correctly described this would “shave” time) by adding a “mini” traffic circle and closing off the head of the square is worth the sacrifice and impact to the existing property owners on Central Square and perhaps the entire Downtown area.

Incidentally, I used to live in West Keene (Trowbridge Rd) and Downtown (Summer St) and biked everywhere in the City and I remain an avid cyclist with both road and mountain bikes. I used to work at the old Friendly’s and the old Henry David’s, my father’s office was very close to Downtown on Washington Street, and I was an active member of the UCC Youth Group and am an Eagle Scout with the venerable Troop 302. Given all those activities and jobs, I do not remember once riding through Central Square and up or down Main Street to arrive at those locations. The simple fact is that bicycle traffic through Downtown is minimal because there are plenty of options to avoid Downtown if you are riding a bicycle, unless you want to reach a business Downtown, in which case a rider is willing to accept some delay for just 2-3 blocks. And I would welcome the cycling stakeholders to conduct a scientific study and provide the data if they believe their rightful prerogatives and interests are sufficient to justify wholesale changes to Downtown.

I say assumption above because the methods used to select alternatives consists of a simple and unexplained (is it weighted or prioritized or are all elements shown equal?) ranking system of 1, 2, or 3 little black circles (this is arbitrary, but a differentiation scale of 5 or 10 is also common), with little explanation to either the existing conditions or the “do-nothing” alternative. Do these

circles represent the consultant's opinion, the City's opinion, some joint opinion, or the public's opinion? I also ask because the selected alternative appears to be ranked #3 out of 4 of those limited options considered, which I expected to also consider a "technology-only" alternative and an alternative to convert the entire Central Square area to a signal-free traffic circle.

Regarding the traffic analysis, while I am not a subject matter expert in this particular area, I am skeptical for two qualitative reasons. One, the size of this "mini" traffic circle is at best $\frac{1}{2}$ to $\frac{1}{4}$ the areal size of any other traffic circle in the City, is proposed to be a single lane, and is in a critical, high-traffic volume location. And all drivers, much less those who have been educated in road design, know that when you decrease lane or median width or any other roadside appurtenance encroaches on a driver, you slow down and become more conservative in your decision making. It would be helpful if the City released any technical report, including modeling assumptions, which addresses the bare figures available on the project website, because I doubt too many readers who are not trained scientists or engineers know what a "box-and-whisker" plot represents. All of these issues would benefit from a release of the Stantec authored reports containing these descriptions of means and methods and the details of their analysis.

Regarding public outreach and the "polling" presented, the only two sets of facts I see from a City of over 20,000 in population are a single set of questions where no question/response got more than 30 votes and a public hearing at the Colonial Theater where there was a total of 85 responses with only 41 persons in attendance voting. This level of public participation means the information the City is acting on cannot represent all the stakeholders impacted nor the general population in Keene. Furthermore, it is not clear the rationale behind who was appointed to the "ad-hoc" committee "steering" this project, but it appears this committee has no representatives directly impacted by these design choices. The Stantec contract/scope of work references a "PPP" or Public Participation Plan, and it would be useful to make this plan available to the public.

A well-designed poll that accurately captures public and stakeholder sentiment is very difficult to compile and requires both subject-matter experts as well as political and social scientists and professionals. For instance, the questions that appear to have been asked are singular, in that they don't ask what a preference is in conjunction with a consequence (a "closed-ended" question - <https://www.pewresearch.org/our-methods/u-s-surveys/writing-survey-questions/>). Of course a poll will reflect a lot of "nice things to have" if cost and impact are disregarded or in this case, apparently not even asked. For instance, a meaningful question to ask might have been "Are you in favor of dedicated bike lanes at the expense of traffic lanes (or parking spaces, or trees, or greenspace, or mobility-limited access).

The Stantec proposal speaks to methods of public outreach including focus groups and a stakeholder database, but the City website does not indicate how these methods were employed. In addition, even if employed, to what extent was advertising using direct mail, local print and TV venues, or even posted notices used to communicate and attract public participation? The numbers historically involved in the planning process and the level of public outrage post-recommendation of an alternative suggest not enough of these activities were performed.

Finally, the evaluation by Stantec seems to include issues that are best left to the Keene public at-large and their elected officials. Included in their ranking matrix are the issues of “Define/Expand Connection to Downtown District” and “Strengthen Image and Character, Including Arts and History” with choices/selections ostensibly coming from Stantec that significantly influence the outcome. These rankings give rise to the concern that not all issues should be equally weighted, as some issues may be significantly more important than imposing multimodal transportation changes or upgrading the walking environment absent implementing the RRFB’s and other possible passive control technologies referenced in the Stantec proposal. Issues of sentiment are typically not the purview of consultants without significant public input, so apparently this outcome reflects those preferences of the steering committee managing Stantec or a lack of time and budget to conduct this critical task properly. This is also an area where a professional “facilitator” is typically used who has no other role or allegiance on the project.

The November 15th Steering Committee Minutes (https://keenenh.gov/sites/default/files/2022-12/2022_11_15_AHDIP_Minutes_Adopted.pdf) make clear that there has been a “rush to judgement”, with the City Manager wanting to narrow the options simply because the Stantec budget is limited. In addition, the Mayor actually suggested a City Councilor go survey his constituency instead of the paid consultant hired for this purpose.

There is a simple solution to the deficiencies identified above. Conduct the subsurface infrastructure improvements required and obtain the benefits of any “low-hanging-fruit” in terms of the restoration (undergrounding utilities, new sidewalks, improve curb and gutter, drains, stormwater management, etc.) and continue to study the potential surface modifications to the existing streets. There is a marginal cost penalty in waiting to make any impactful surface modifications compared to the cost of the buried infrastructure work.

The City could conduct demonstrations of any of the proposed changes by blocking off any street or street section under evaluation for a period of time and actively monitoring the impacts, or by temporarily installing “K-Rail” or other temporary traffic control measures (<https://dot.ca.gov/programs/construction/construction-manual/section-4-12-temporary-traffic-control#4-1202B>) and testing and demonstrating the “mini” traffic circle on a real-world (not model) basis. Finally, a project of this magnitude would benefit from the appointment of an independent, 3rd-party, expert review panel composed of all needed competencies to ensure the integrity of the outcomes.

There is a great deal in the existing infrastructure project that the City and Stantec can trumpet and should obtain major credit for. Most cities across the USA defer their buried infrastructure replacement until the consequences cost far more than the remedy. Replacing the Downtown buried infrastructure will provide security and reliability for the next 100 years, and prevent water loss (leaks and ruptures, a resource issue), degradations in water quality (corrosion and residual loss, a public health issue), and the risk of contamination (sewage pipe leaks and rupture, an environmental protection issue). The elected officials and managers at the City should be satisfied with this accomplishment and continue to study any significant change to the character of the Downtown area.

Sincerely,

A handwritten signature in black ink that reads "Jonathan Loveland". The signature is written in a cursive style with a large, stylized 'J' and 'L'.

Jonathan P. Loveland, PE
Irvine, CA

[REDACTED]
[REDACTED]

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Table 1. Project Costs

	Design & Permitting	Phase I	Phase II	Phase III	Project Total		
Funding Source	Amount	Amount	Amount	Amount	Amount	RAISE	Non-Fed
Utility Infrastructure (100% Local)							
Water Infrastructure	\$0	\$744,000	\$558,000	\$558,000	\$1,860,000	\$0	\$1,860,000
Sanitary Sewer Infrastructure	\$0	\$616,000	\$462,000	\$462,000	\$1,540,000	\$0	\$1,540,000
Utility Design	\$340,000	\$0	\$0	\$0	\$340,000	\$0	\$340,000
Streetscape Improvements (80/20% Share)							
Final Design/Permitting	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$800,000	\$200,000
Mobility							
Streetscape Improvements	\$0	\$1,020,000	\$825,000	\$775,000	\$2,620,000	\$2,096,000	\$524,000
Roadway/Sidewalks/Signals	\$0	\$1,930,000	\$1,370,000	\$1,120,000	\$4,420,000	\$3,536,000	\$884,000
Resiliency						\$0	\$0
Stormwater/Green Infrastructure	\$0	\$685,000	\$540,000	\$675,000	\$1,900,000	\$1,520,000	\$380,000
Central Solar Power/EV Charging	\$0	\$800,000	\$175,000	\$175,000	\$1,150,000	\$920,000	\$230,000
Traffic Control/MOT	\$0	\$611,400	\$540,000	\$465,600	\$1,617,000	\$1,293,600	\$323,400
Mobilization/Project Administration	\$0	\$615,000	\$510,000	\$500,000	\$1,625,000	\$1,300,000	\$325,000
Contingency	\$0	\$730,000	\$550,000	\$550,000	\$1,830,000	\$1,464,000	\$366,000
Construction Administration	\$0	\$400,000	\$300,000	\$300,000	\$1,000,000	\$800,000	\$200,000
Project Total	\$1,340,000	\$8,151,400	\$5,830,000	\$5,580,600	\$20,902,000	\$13,729,600	\$7,172,400
						65.7%	34.3%

Funding Source	Funding Amount	Funding Amount	Funding Amount	Funding Amount	Funding Amount
RAISE Funds	\$800,000	\$5,433,120	\$3,848,000	\$3,648,480	\$13,729,600
Other Federal Funds	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds	\$540,000	\$2,718,280	\$1,982,000	\$1,932,120	\$7,172,400
Total Project Costs	\$1,340,000	\$8,151,400	\$5,830,000	\$5,580,600	\$20,902,000

	Design Cost (RAISE)	Design Cost (Non-Par)	Construction Cost (RAISE)	Construction Cost (Non-Par)	Annual Totals
2024	\$ 266,667	\$ 180,000	\$ -	\$ -	\$ 446,667
2025	\$ 533,333	\$ 360,000	\$ 543,312	\$ 271,828	\$ 1,708,473
2026	\$ -	\$ -	\$ 4,889,808	\$ 2,446,452	\$ 7,336,260
2027	\$ -	\$ -	\$ 3,848,000	\$ 1,982,000	\$ 5,830,000
2028	\$ -	\$ -	\$ 3,648,480	\$ 1,932,120	\$ 5,580,600
Total Project Costs	\$ 800,000	\$ 540,000	\$ 12,929,600	\$ 6,632,400	\$ 20,902,000

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

New Hampshire

8. APPLICANT INFORMATION:

* a. Legal Name: City of Keene, NH

* b. Employer/Taxpayer Identification Number (EIN/TIN):

02-6000441

* c. UEI:

YYAFC9KA35K1

d. Address:

* Street1: 3 Washington Street

Street2:

* City: Keene

County/Parish:

New Hampshire

* State: NH: New Hampshire

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 03431-3124

e. Organizational Unit:

Department Name:

Public Works

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Donald

Middle Name:

R.

* Last Name:

Lussier

Suffix:

Title: City Engineer

Organizational Affiliation:

City of Keene, NH

* Telephone Number: 16033526550

Fax Number:

* Email: dlussier@keenenh.gov

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

* 12. Funding Opportunity Number:

DTOS59-24-RA-RAISE

* Title:

FY 2024 National Infrastructure Investments

13. Competition Identification Number:

RAISE-FY24

Title:

FY24 RAISE Grants

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Revitalizing Downtown Keene, NH
The downtown complete streets improvement project replaces aging utilities and reallocates space for mobility and resiliency improvements.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	13,729,600.00
* b. Applicant	7,172,400.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	20,902,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	FY 2024 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Location File.kmz	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Funding Commitment Letter.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Merit Criteria.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Keene Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

FY 2024 RAISE Project Information Form.xlsx

A. PROJECT DESCRIPTION

A.1. OVERVIEW

The City of Keene is requesting \$13,729,600 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for the Revitalizing Downtown Keene Project (“Project”). This project will complete a 2-year community-driven planning and design process leading to the construction of a project that will:

- ▶ Allow Downtown to better accommodate entertainment-oriented activities that bring the community together and enhance the downtown’s vibrancy
- ▶ Prioritize the pedestrian environment and non-vehicular modes of travel
- ▶ Create a mobility hub that connects the area’s trail network, bringing more people to Keene’s downtown businesses
- ▶ Connect APP communities in Keene and beyond to the downtown
- ▶ Support a more sustainable built environment that sets precedent for the community’s climate resilience by integrating innovative green infrastructure for stormwater management, mitigating heat island effect, and introducing solar powered street lighting, EV charging and a downtown electrical circuit for public event use
- ▶ Deliver on the primary project purpose of creating an opportunity corridor to promote local inclusive economies and entrepreneurship by defining the Gilbo corridor and the expansion of downtown for long-term economic growth

A.2. STATEMENT OF WORK

The project will enhance downtown utility infrastructure resilience by upgrading the existing utility systems to better withstand needs and environmental challenges. It will further define and revitalize connections to Keene’s downtown

district by improving access to multimodal transportation and facilitating a more pedestrian-friendly environment. The project will create more open, flexible, and accessible spaces to expand community event opportunities. Collectively, the project’s components aim to promote a sustainable and resilient built environment that offers alternatives to occupied vehicles, reduces carbon emissions, creates safer streets, and implements green stormwater and sustainable infrastructure within Keene’s downtown core.

The primary components of the project’s scope will include:

- ▶ **Community engagement and design.** Important work has been completed on creative and proactive approaches to engagement in and around the downtown project area through the project’s preliminary design phase. Hands-on workshops, partnering with community groups, and stakeholder collaboration will inform the final design.
- ▶ **Final design process.** Keene has completed an extensive [Keene Downtown Improvements Planning Study](#) which has informed an ongoing preliminary design process currently underway. The project will build upon preliminary design efforts and continue to work with the community for the completion of the final design and all necessary permitting.
- ▶ **Construction.** The Project will include utility upgrades, the addition of pedestrian and bicycle infrastructure, reconstruction of portions of the roadways, and expansion and improvement of sidewalks.

The proposed improvements include elements that fall across the following categories: downtown corridor operations, intersection operations, crosswalk improvements, flexible sidewalk space, bike lanes, environmental resilience, sustainable infrastructure, and enhance tree canopy management. Each project element contributes to the overall goal of revitalizing and creating alternative connections to downtown, enhancing connectivity and access to the regional trail network, especially for members of APP communities, and in reinforcing Keene as a sustainable economic and cultural hub within the Monadnock region.

FIGURE 1-1: PROJECT OVERVIEW

FIGURE 1-2A: PLAN VIEW OF PROPOSED CORRIDOR SECTION ON MAIN STREET

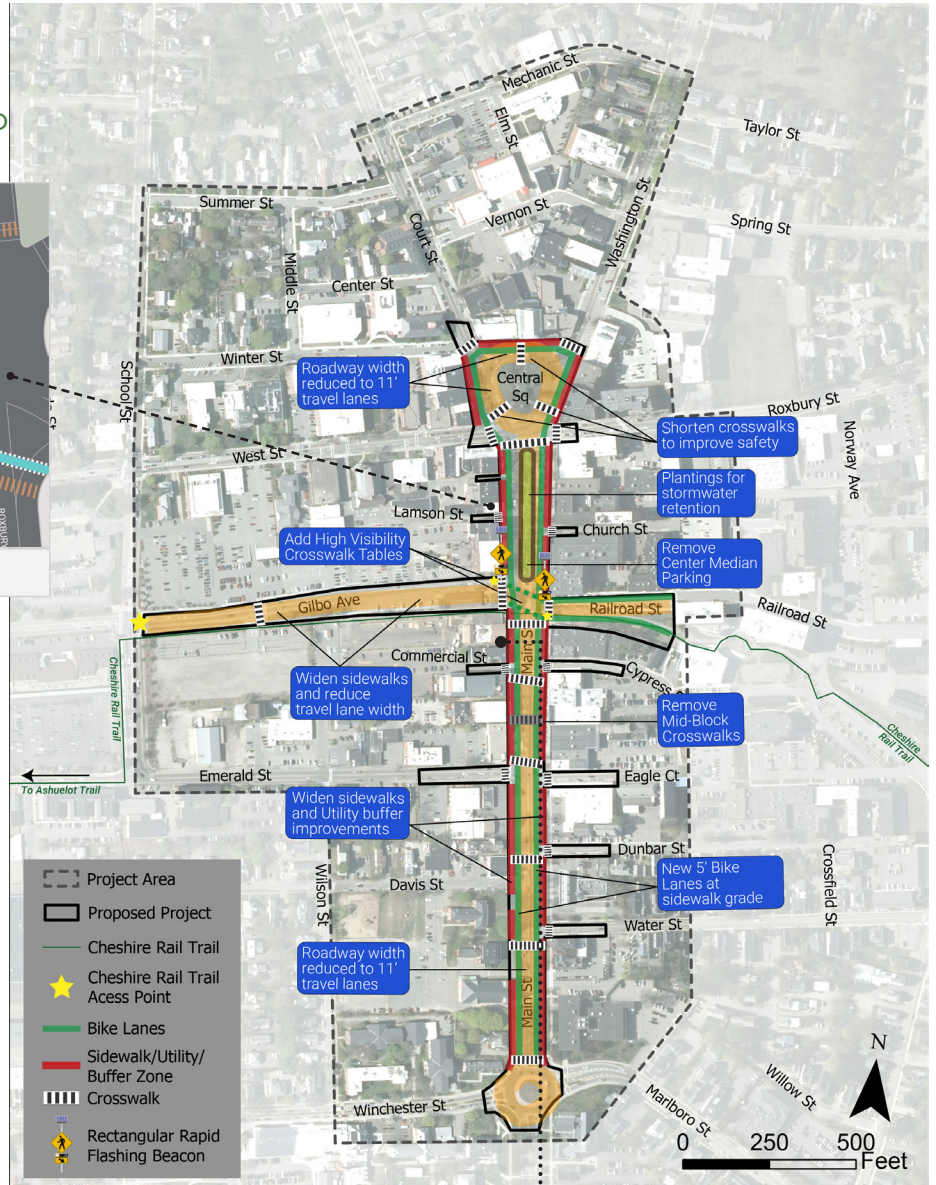
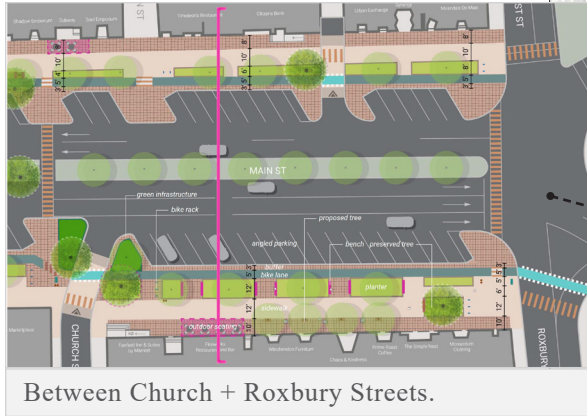
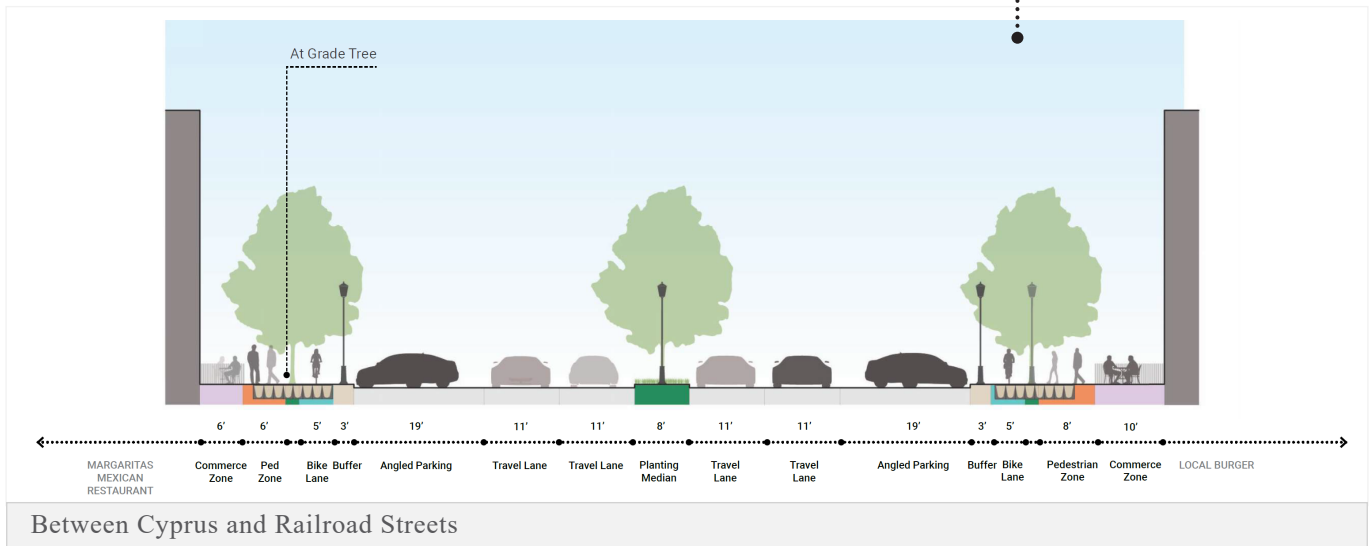


FIGURE 1-2B: PROPOSED CORRIDOR SECTION ON MAIN STREET



A.3. TRANSPORTATION CHALLENGES THE PROJECT ADDRESSES

Keene's downtown and project area faces several challenges that were identified by the project design team and raised by community members through an extensive public engagement process as part of the [Keene Downtown Improvements Planning Study](#). In addition to reliability and capacity issues relating to the city's aging utility infrastructure, there are concerns about pedestrian and bicycle safety, traffic congestion, the accessibility of downtown, and the environment that have direct implications downtown's residents, visitors, and local businesses.

Pedestrian and Bicycle Safety

Crosswalks lengths do not allow ample time for pedestrians to cross the street. Additionally, areas of the downtown project area have limited street lighting, signage, and poorly maintained sidewalks which limit visibility and compromise pedestrian safety. Limited to no dedicated bike lanes and bikes routes through the downtown in combination with limited bicycle storage and racks also discourage cycling as a viable transportation option.

Traffic Congestion

Aged and inefficient traffic signal systems downtown create traffic congestion, especially during commuting hours that lead to delays, increased travel times, and added stress for drivers. This creates conditions that take away from the pedestrian environment of downtown and can also impede emergency vehicle access.

Accessibility

The public realm in Keene's downtown project area does not currently meet universal accessibility standards making it less accessible to individuals with disabilities and those with limited mobility. Several portions of sidewalks and 29 building entrances are in need of adequate curb cuts, tactile paving, ramps, and other ADA compliant infrastructure. Similar interventions are also needed to make many of Keene's businesses accessible. Reducing physical barriers to business and building entrances through ramp installation, automatic doors, clear signage, and educating businesses on accessibility will go a long way in making Keene's downtown more welcoming and usable for all.

Environment

Sections of downtown are susceptible to flooding during frequent and intensive rain events which can cause significant property damage and put lives at risk. Concentrated amounts of greenhouse gas emissions from traffic congestion also contribute to greater air pollution and related health impacts. The downtown contains considerable amounts of impervious surfaces that amplify heat during the summer, leading to higher temperatures and health impacts. Trees are integral players in enhancing a community's climate resilience as they help to manage stormwater, purify air, regulate temperature, and provide shade. Downtown Keene's tree canopy is in fair condition, but preservation and replacement is needed to ensure the environmental health of the city. Reducing the community's energy footprint is a top priority and the project includes solar powered street lighting, EV charging and downtown electrical circuits.

A.4. PROJECT HISTORY

A strong history of intentional and innovative planning in Keene has allowed the city to cultivate an engaged community with a distinctive identity and a high quality of life. Despite being the heart of the region, downtown Keene's last major revitalization occurred in 1988. Since then, the City has planned and implemented several plans that have included visions and improvements for its streets and downtown. Increasingly, its focus is on transforming streets and downtown infrastructure to better accommodate the modern needs and preferences of its residents and businesses and support a more accessible, livable, and better-connected multi-modal transportation system.

These efforts have included the following plans and initiatives:

[Keene Comprehensive Plan \(2010\)](#): Plan for six vision areas: a quality-built environment, a unique natural environment, a vibrant economy, a strong citizenship and proactive leadership, a creative learning culture, and a health community.

[Complete Streets \(2015\)](#): Adopted complete streets resolution for well-balanced and connected transportation infrastructure that is safe, more livable, and welcoming for all users.

[Downtown Revitalization Study \(2018\)](#): Review of economic state of downtown and study how the streetscape could better accommodate a modern downtown.

[Strengthening Connections: Downtown and Trails \(2021\)](#): Report leveraging the City’s natural assets for economic vibrancy, specifically related to better connecting trails/rail trails with the downtown.

[Strategic Parking Plan \(2021\)](#): A strategy plan for improving and optimizing parking to better meet the diverse needs to Keene's residents, visitors, and workforce.

[Housing Needs Assessment & Strategy \(2023\)](#): Needs assessment and strategy study to identify markets and forces that affect the city’s housing supply and demand over the next 10 years.

A.5. RELATED PROJECTS

The project follows several other planning and infrastructure projects the City has taken on and reflects its forward-thinking approach to transportation choice and connectivity within Keene and beyond.

In addition to the plans referenced in Section 1.4, the project directly relates to Keene's [Complete Streets Design Guidelines](#) and its accompanying Rethink Marlboro Street initiative as well as the goals of its [Climate Adaptation](#) and [Climate Action Plans](#) and its [Greenhouse Gas Emissions Inventory](#). It also complements the [Marlboro Street Corridor Economic Revitalization Zone, RSA 79-E, Marlboro Street Rezoning Initiative, Cottage Court Overlay](#), and [Neighborhood Parking Plan](#) which focus on regulatory changes for infill development and economic development near downtown.

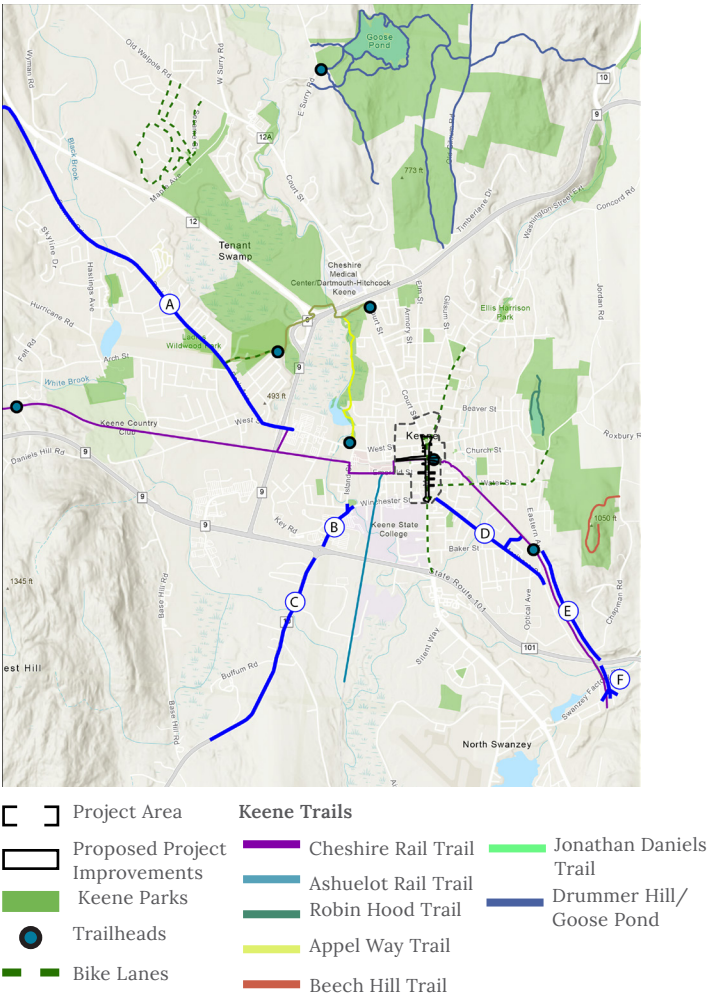
The project also ties into six other planned infrastructure projects that are expanding multimodal opportunities, creating complete streets, and developing more formal connections to the regional rail trail network. These include the Cheshire Rail Trail Phase 3 Project (A), the Upper (B) and Lower (C) Winchester Street Reconstruction Projects, the Marlboro Street Corridor Project (D), and Phase 1 (E) and future phases (F) of the Transportation Heritage Trail Project (Shown in Figure 1-4 below).

A.6. PROJECT LOCATION

The Project is located in downtown Keene, NH and includes areas within and just north of Central Square (up to Vernon Street), Railroad Street to 93rd Street, Gilbo Avenue to School Street, Main Street south to the Main/Marlboro/Winchester intersection, portions of West Street, and Roxbury Street to Roxbury Plaza. The Main/Marlboro/Winchester roundabout and Central Square anchor the southern and northern ends of the project area, respectively. The Cheshire Rail Trail intersects the project area on Main Street at the Gilbo Avenue/Railroad Street intersection and serves as a prominent downtown connection to other neighborhoods and surrounding communities. See Section B. Project Location for the Project Location File.

There are 3 distinct census tracts (CT) as defined by the U.S. Census Bureau: CT 9714.03, CT 9711, and CT 9713. CT 9714.03, which runs along the

FIGURE 1-4. LEVERAGED PROJECTS



western side of Main Street is designated as an Area of Persistent Poverty (APP) as defined per US DOT's HDC tool per US DOT'S definition of Area of Persistent Poverty¹. Additionally, three other APP CTs are located just south (CT 9709.02 and 16 miles southwest (CT 9684 and 9685) of the project site. The Ashuelot and Cheshire Rail Trails and NH Route 10 connect these communities to downtown Keene.

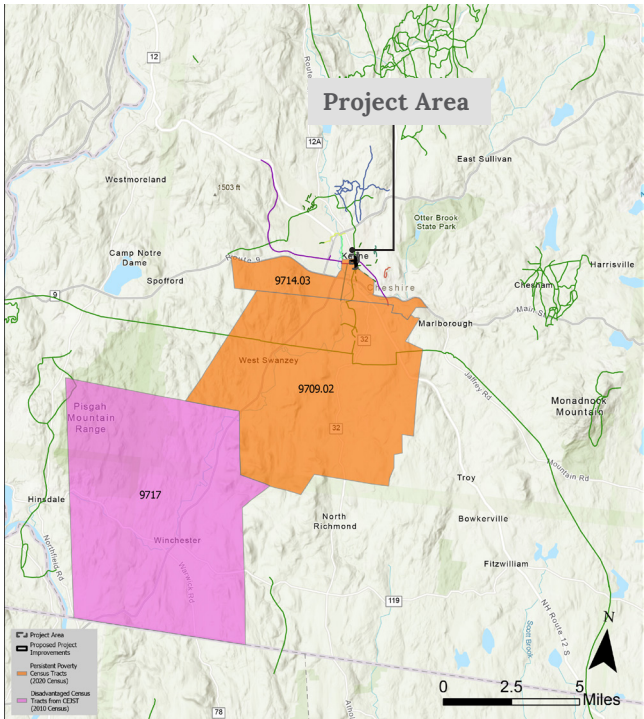
As noted in the recent [Keene Housing Needs Assessment and Strategy](#) (2023), nearly 12% of Keene's population lives in poverty which is higher than the Cheshire County average (10%) and NH state average (7%). Many of those afflicted are children, placing Keene's percentage of children in poverty also higher than the county and state averages. There is one Persistent Poverty Census tract within Keene, and it overlaps with and borders the proposed project area. Additional Areas of Persistent Poverty (APP) and one Historically Disadvantaged Community (HDC) are located to Keene's west, southwest, and northwest in the nearby communities of Winchester, Brattleboro, and Springfield.

A.7. CURRENT DESIGN STATUS

Acknowledging the significance of Downtown Keene as the community's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality, the City of Keene sought out to plan and study its downtown through the comprehensive Downtown Infrastructure Improvement and Reconstruction Project.

Ensuring broad community input, the project established an Ad-Hoc Steering Committee, a Technical Advisory Committee, coordinated with key City departments, and collaborated with Council Advisory Committees. Originally planned as a 9-month project selection process, the 16-month planning phase included two (2) open public workshops amongst seven (7) public Ad-Hoc Steering Committee meetings where six (6) preliminary design alternatives for Main Street, three (3) preliminary design alternatives for Central Square, and three (3) preliminary design

FIGURE 1-5: AREAS OF PERSISTENT POVERTY



alternatives for the Gilbo Avenue/Railroad Square were presented. The Committee's efforts resulted in a preferred alternative recommendation to City Council.

In an effort to clarify the recommendations by the Ad-Hoc Steering Committee, Keene City Council expanded the project engagement process and hosted two (2) open public informational meetings and two (2) open public design workshops amongst three (3) City Council meetings, resulting in forwarding project recommendations to the Municipal, Services, Facilities, and Infrastructure (MSFI) Committee. MSFI hosted two (2) open public advisory committee meetings where a design alternative recommendation was returned to City Council for consideration.

A final design alternative was selected by City Council in July 2023 and the preliminary design phase of the project is underway. Preliminary design (30% design) is schedule to be completed by August 2024 (see [Project Webpage](#) for current design status and latest information). Final design, included in the Revitalizing Downtown Keene project, will start shortly thereafter. See **Project Schedule** in Section E, Project Readiness, for RAISE Grant schedule.

¹ Areas of Persistent Poverty & Historically Disadvantaged Communities tool, US DOT, <https://www.transportation.gov/RAISEgrants/raise-app-hdc>.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Project Location File.kmz

C. PROJECT BUDGET

C.1. SOURCES, USES, AND AVAILABILITY

The City of Keene is requesting **\$13,729,600** in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds for the Revitalizing Downtown Keene Project . This project will commence following a 2-year community-driven planning and design process leading to its’ construction. The overall project is estimated to cost **\$20,902,000**, including final design, public engagement, permitting, construction and contract administration. The total project cost estimate includes a nominal contingency of about 13%.

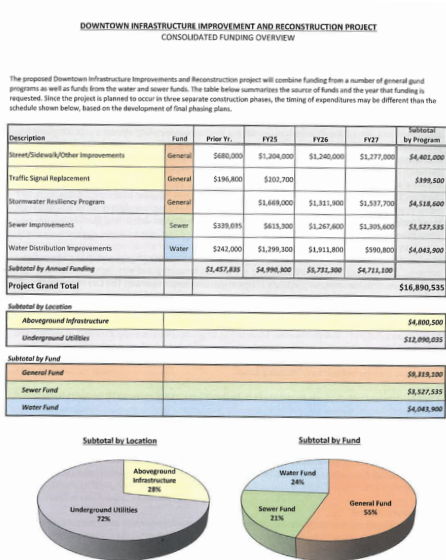
Table C-1 provides a high-level breakdown of costs by major project component and phase. Major project components include final design and permitting, water and sanitary sewer sustainability improvements, mobility and resiliency improvements, traffic control, mobilization, project and construction administration, and a project contingency. The water and sanitary sewer replacement improvements are **funded 100% by local water and sewer funds** and will not be participatory in the RAISE Grant federal fund request.

This project was first introduced as a **high priority utility replacement project** given age and poor condition of the downtown utility infrastructure. The project includes the replacement of underground water and sanitary sewer utility mains and services. Appurtenant structure including valves, hydrants, manholes and service stops are included. Some sections of pipe will be upsized to account for future needs of the downtown corridor. This project has been planned for some time but unfortunately had been deferred through several budget cycles. The project is now prioritized for final design and construction is scheduled for late 2025. Funding for the utility replacement project have been documented in the Keene Capital Improvement Program and **fully funded by Keene City Council**.

In 2022, Keene City Council began a series of discussions with staff and key stakeholders to the utility replacement project to consider streetscape

improvements following restoration from the water and sewer replacement project. Those discussion resulted in the solicitation for planning, engagement and engineering services to engage the broader Keene community and determine just how the top-side infrastructure would be restored. The Downtown Infrastructure Improvement Project completed a comprehensive study that now informs the **Revitalizing Downtown Keene project**.

The existing roadway sections along Main Street, Court Street, Washington Street, and Gilbo Avenue will be reinvented as complete street facilities, free of accessibility issues, added safety features designed to reduce vehicle crash incidents, and wider sidewalks to accommodate a generous pedestrian space and protected bicycle facilities. Innovative stormwater infrastructure will include Silva Cells and structural planting soils along Main Street, Central Square and Railroad Square. Bioretention and rain garden systems will be featured in open spaces and landscaped areas throughout the project area. Traffic signal upgrades will be required at the Main/West/Roxbury intersection to support better signal coordination, fire/police preemption, transit priority and improved pedestrian crossings. Other project costs include raised crosswalk tables, Rapid Rectangular Flashing Beacons (RRFB’s) at critical crossing locations. Resiliency improvements such as new tree plantings, a reduction in overall impervious areas throughout the downtown corridor and expanded



Keene Capital Improvements Program funding.

TABLE C-1: PROJECT BUDGET SUMMARY BY PHASE

Funding Source	Design + Permitting Amount	Phase 1 Amount	Phase 2 Amount	Phase 3 Amount	Project Total Amount	RAISE	Non-Fed
Utility Infrastructure (100% Local)							
Water Infrastructure	\$0	\$744,000	\$558,000	\$1,860,000	\$0		\$1,860,000
Sanitary Sewer Infrastructure	\$0	\$616,000	\$462,000	\$462,000	\$1,540,000	\$0	\$1,540,000
Utility Design	\$340,000	\$0	\$0	\$0	\$340,000	\$0	\$340,000
Streetscape Improvements (80/20% Share)							
Final Design/Permitting	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$800,000	\$200,000
Mobility							
Streetscape Improvements	\$0	\$1,020,000	\$825,000	\$775,000	\$2,620,000	\$2,096,000	\$524,000
Roadway/Sidewalks/Signals	\$0	\$1,930,000	\$1,370,000	\$1,120,000	\$4,420,000	\$3,536,000	\$884,000
Resiliency							
Stormwater/Green Infrastructure	\$0	\$685,000	\$540,000	\$675,000	\$1,900,000	\$1,520,000	\$380,000
Central Solar Power/EV Charging	\$0	\$800,000	\$175,000	\$175,000	\$1,150,000	\$920,000	\$230,000
Traffic Control/MOT	\$0	\$611,400	\$540,000	\$465,600	\$1,617,000	\$1,293,600	\$323,400
Mobilization/Project Administration	\$0	\$615,000	\$510,000	\$500,000	\$1,625,000	\$1,300,000	\$325,000
Contingency	\$0	\$730,000	\$550,000	\$550,000	\$1,830,000	\$1,464,000	\$366,000
Construction Administration	\$0	\$400,000	\$300,000	\$300,000	\$1,000,000	\$800,000	\$200,000
Project Total	\$1,340,000	\$8,151,400	\$5,830,000	\$5,580,600	\$20,902,000	\$13,729,600	\$7,172,400
						65.7%	34.3%
RAISE Funds	\$800,000	\$5,433,120	\$3,848,000	\$3,648,480	\$13,729,600		
Other Federal Funds	\$0	\$0	\$0	\$0	\$0		
Non-Federal Funds	\$540,000	\$2,718,280	\$1,982,000	\$1,932,120	\$7,172,400		
Total Project Costs	\$1,340,000	\$8,151,400	\$5,830,000	\$5,580,600	\$20,902,000		

TABLE C-2A: 2020 CENSUS TRACT - PROJECT COST PER CENSUS TRACT

2020 Census Tract(s)	Total Costs per Census Tract
9713 (Central Square - North)	\$8,021,400
9714.03 (Main Street - West)	\$6,965,000
9711 (Main Street - East)	\$5,915,600
Total Project Costs:	\$20,902,000

TABLE C-2B: 2010 CENSUS TRACT - PROJECT COST PER CENSUS TRACT

2010 Census Tract(s)	Project Costs per Census Tract
9713 (Central Square - North)	\$8,021,400
9714.03 (Main Street - West)	\$6,965,000
9711 (Main Street - East)	\$5,915,600
Total Project Costs:	\$20,902,000

TABLE C-2C: CENSUS-DESIGNATED PROJECT COSTS

Urban/Rural	Project Costs
Urban (2020 Census-designated urban areas with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$20,902,000
Total Project Costs:	\$20,902,000

plaza and park spaces round out the proposed improvements.

The streetscape portion of the infrastructure improvement project will be funded by a request for RAISE grant funding to supplement a local cost share of 20% for the improvements. **Local matching funds for the streetscape portion is \$3,432,400.** These funds have also been documented in the Keene Capital Improvement Program and fully funded by Keene City Council.

Table C-2a, C-2b, and C-2c summarize project fund expenditures based on Census Tract (CT) location for both the 2020 and 2010 census. In the case of Keene, census tracks have not changed. It is noted that CT 9714.03, which runs along the western side of Main Street is designated as an Area of Persistent Poverty (APP) as defined per [US DOT's HDC tool](#) per US DOT'S definition of Area of Persistent Poverty (Areas of Persistent Poverty & Historically Disadvantaged Communities | US Department of Transportation). Additionally, three other APP CTs are located just south (CT 9709.02

and 16 miles southwest (CT 9684 and 9685) of the project site. The Ashuelot and Cheshire Rail Trails and NH Route 10 connect these communities to downtown Keene. The City of Keene is a Census-designated rural area.

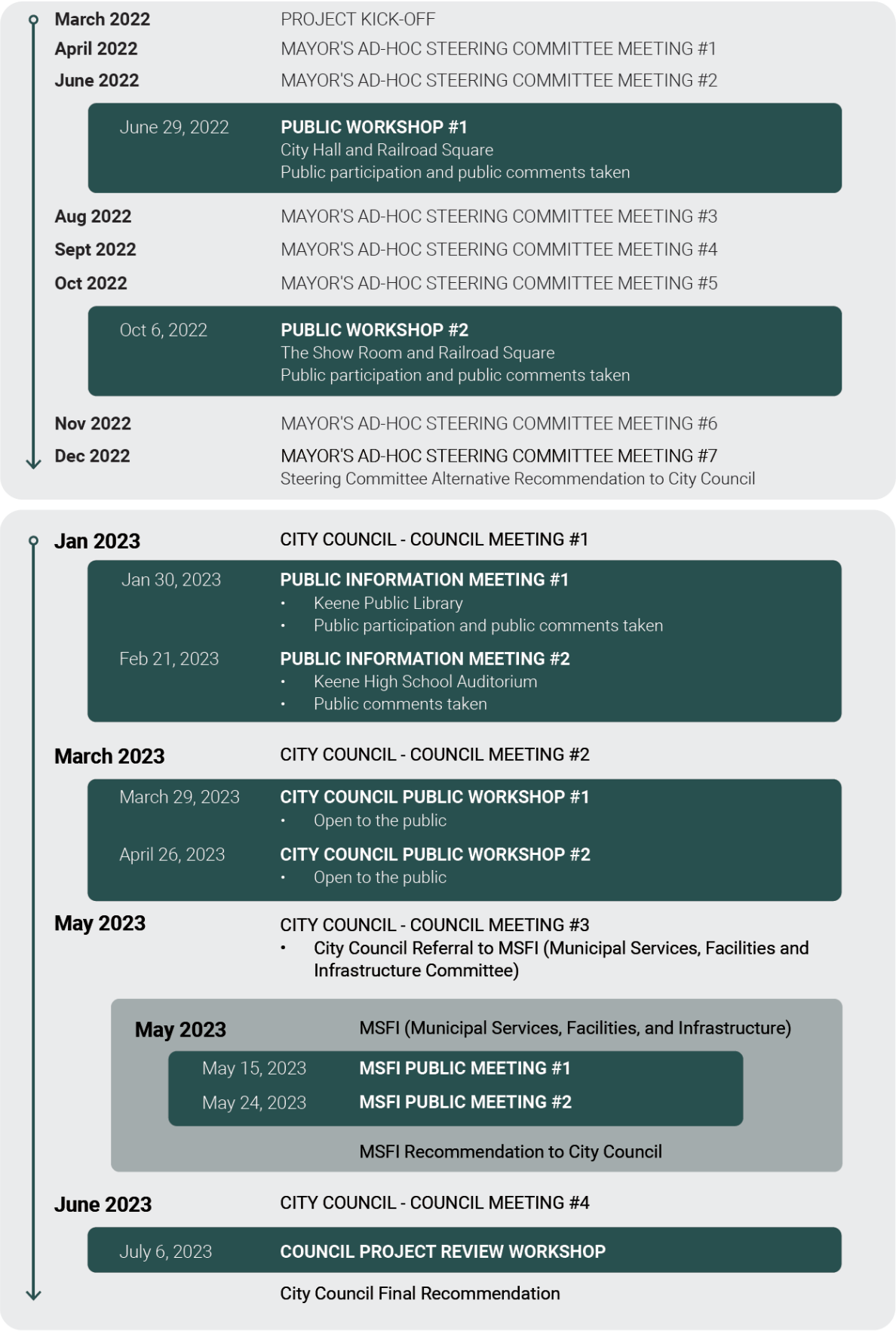
C.2. CONTINGENCY AMOUNT

A 13% contingency has been added on all construction components and phases of work. Based on latest project costs estimates and related projects, this contingency amount is adequate to support overall project costs through preliminary design. At the conclusion of preliminary design that is currently underway, revised project estimates will be adjusted to reflect 30% design completion.

C.3. LEVEL OF DESIGN

Acknowledging the significance of Downtown Keene as the community's economic engine with a commitment to maintaining its vibrancy, relevance,

FIGURE C-1: PROJECT TIMELINE AND LEVEL OF EFFORT IN PROJECT DESIGN PROCESS



and functionality, the City of Keene, informed by previous planning initiatives including downtown infrastructure, utilities, housing, resiliency, and sustainability, sought out to plan and study the comprehensive [Downtown Infrastructure Improvement Project](#).

Ensuring broad community input, the Keene Mayor established an Ad-Hoc Steering Committee, a Technical Advisory Committee, coordinated with key City departments and collaborated with Council Advisory Committees. Originally planned as a 9-month project selection process, the **16-month planning phase** included two (2) open public workshops amongst seven (7) public Ad-Hoc Steering Committee meetings where six (6) preliminary design alternatives for Main Street, three (3) preliminary design alternatives for Central Square, and three (3) preliminary design alternatives for the Gilbo Avenue/Railroad Square were presented. The Committee's efforts resulted in a preferred alternative recommendation to City Council.

In an effort to clarify the recommendations by the Ad-Hoc Steering Committee, Keene City Council expanded the project engagement process and hosted two (2) open public informational meetings and two (2) open public design workshops amongst three (3) City Council meetings, resulting in forwarding project recommendations to the Municipal, Services, Facilities, and Infrastructure (MSFI) Committee. MSFI hosted two (2) open public advisory committee meetings where a design alternative recommendation was returned to City Council for consideration.

A final design alternative was selected by City Council in July 2023 and the preliminary design phase of the project is underway. Preliminary design (30% design) is scheduled to be completed by August 2024 (see link to [Project Webpage](#) for current design status and latest information). Final design, included in the Revitalizing Downtown Keene project, will start shortly thereafter. See **Project Schedule** in Section E, Project Readiness, for RAISE Grant schedule.

C.4. COST ESTIMATES

Construction costs were estimated based on a corridor concept and New Hampshire Department

of Transportation (NHDOT) average unit costs generally from 2023 to reflect recent cost escalations. Quantity assessments were derived from the corridor concept designs and preliminary design for most of the largest items. Estimates for smaller items were based on total corridor length and concept quantities. **Cost estimate worksheets** are provided in NHDOT format for detailed review.

C.5. COST SHARE OF NON-FEDERAL FUNDING MATCH

As outlined in Table C-1, total project cost is estimated at \$20,902,000. The City of Keene seeks \$13,729,600 or about 65.7% of the streetscape portion of the project costs with RAISE grant funding. The City has secured the funding commitment total of \$7,172,400 or about 34.3% of the remaining project costs through the City's [Capital Improvement Program \(CIP\)](#).

Local funding sources include Water Fund and Sewer Fund Bonds for 100% of the utility replacement improvements (\$3,740,000) through the project funding years FY25, FY26, and FY27 (7/1/2024 through 6/30/2027). At current time, total water and sewer funds appropriated and approved are \$6,990,400, providing adequate funding for the anticipated locally-funded project components of this project. Local funding sources include General Fund Obligation Bonds for the streetscape improvements (\$3,432,400) in the same funding years outlined above. At current time, total general funds appropriated and approved are \$3,923,700, again providing adequate available funding for this project. This is a significant buffer if needed to support any unanticipated costs not covered by the contingency.

As noted in the RAISE Grant Notice of Funding Opportunity (NOFO), projects located within rural areas as well as projects located within Areas of Persistent Poverty (APP) required no local funding match. In this case, the City of Keene is well prepared and has committed to over 34% of the costs of this project.

It is also important to note that the City of Keene has invested about \$1.5M in the planning study and preliminary design effort in order to ready this project for the 2024 grant appropriations.



February 28, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

RE: **Revitalizing Downtown Keene**
2024 RAISE Grant Application
Funding Commitment Documentation

Secretary Buttigieg,

This letter is intended to serve as documentation of the City of Keene's commitment of local matching funds for the above referenced grant application.

As outlined in Section C. Project Budget, Table C-1, total project cost is estimated at \$20,902,000 for the **Revitalizing Downtown Keene** project. The City of Keene seeks \$13,729,600 or about 65.7% of the project total costs with 2024 RAISE grant funding. The City has secured funding for project costs totaling \$7,172,400 or about 34.3% of the total project costs through funds secured in the City's Capital Improvement Program (CIP).

Local funding sources include Water Fund and Sewer Fund capital reserves and bonds totaling 100% of the utility replacement improvements (estimated \$3,740,000), through the project funding years FY25, FY26, and FY27 (7/1/2024 through 6/30/2027). At current time, total water and sewer funds appropriated and approved are \$6,990,400, providing adequate funding for the anticipated locally-funded project components of this project. Other local funding sources include General Fund Obligation Bonds for the streetscape improvements (\$3,432,400) in the same funding years outlined above. At current time, total general funds appropriated and approved are \$3,923,700, again providing adequate available funding for this project. This is a significant buffer if needed to support any unanticipated costs not covered by the contingency outlined in the RAISE Grant application.

This communication confirms the availability of funds noted above and affirms the City of Keene's capability to raise and fund our obligations to this project.

Sincerely,

Elizabeth A. Dragon
City Manager

D. MERIT CRITERIA

D.1 SAFETY

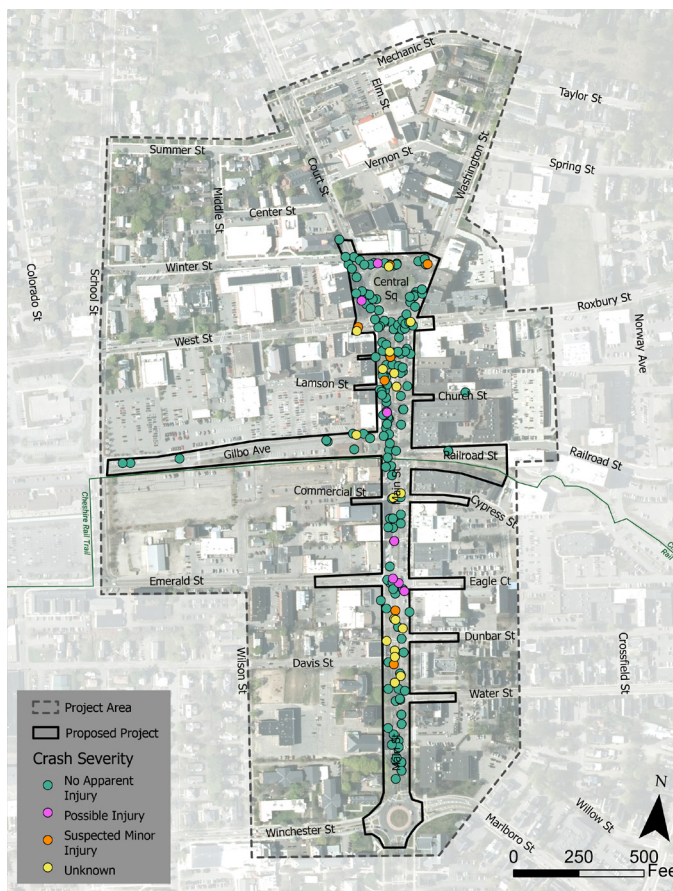
According to the Keene Public Works Department, analysis of City streets as part of the Vision Zero Plan, Main Street as well as the area within Central Square (Washington Street and Court Street) are among the highest crash corridors within the City of Keene. Multi-lane roadways, excessively wide lanes within Central Square, as well as center median parking along Main Street from the intersection with West Street and Roxbury Street to the intersection with Gilbo Avenue creates additional conflict points within the corridor and invites mid-block “jay walking” pedestrian crossings. The existing downtown corridor has no bike lanes nor dedicated bicycle facilities, and the lack of pavement markings and adequate lighting, pedestrian and bicycle safety has become a top priority. Additionally, the Cheshire Rail Trail crosses Main Street at the Gilbo Avenue/ Railroad Street intersection where sight distance is compromised by a sharp deflection in the Main Street corridor alignment and the shared use path crossing is understated and a concern for safety.

The Project is designed to slow traffic and improve access for people walking, biking, and rolling across the Downtown corridor, both by slowing motorized traffic and providing protected and higher-visibility paths for these vulnerable uses, and reallocating space within the existing public right-of-way to introduce complete streets elements that don’t exist today.

Additional benefits will be realized by:

- ▶ Roadway travel lanes will be reduced to **improve pedestrian visibility and shorten crosswalks**
- ▶ Center median parking will be removed to **eliminate the conflict threat of vehicles** entering and exiting spaces opposite from one another, as well as frequency of pedestrians “jay walking” to get to sidewalks.
- ▶ With the reallocation of space within the right-of-way by eliminating center median parking, the sidewalk panel can be widened to **introduce wider flexible sidewalk space as well protected bike lanes at the sidewalk grade.**

FIGURE D-1. CRASHES



- ▶ The inclusion of **protected bike facilities** will have a transformative safety benefit. Municipalities with protected bike facilities experience, on average, 44% fewer deaths and 50% fewer serious injuries across all user groups (not just bicyclists) than cities without such facilities.

KEY IMPACTS TO SAFETY:

- ▶ *Pedestrian and bicycle focused complete streets improvements increased access for people walking, biking, rolling, and taking transit in this under served community*
- ▶ *Resiliency infrastructure investments related to reducing wind and providing shade (e.g., trees, covered shelters, etc.) can help increase comfort and reduce barriers of access to non-car travel modes*
- ▶ *Investments in the Downtown corridor represents investments in the heart of Keene’s neediest community, near key community assets*

- ▶ According to the BCA, the addition of improved bike/ped infrastructure will result in an annual reduction of 19.51 No Injury (O) crashes per year, 0.17 Possible Injury (C) crashes per year, and 0.67 Non-incapacitating (B) crashes per year.
- ▶ **Pedestrian-focused safety improvements** include **raised crosswalks/bike lanes** to sidewalk grade at all side street intersections with Main Street that will benefit walkers and cyclists alike.
- ▶ Recognizing the significance of the Cheshire Rail Trail crossing on Main Street at Gilbo Avenue and Railroad Street, a Main Street wide raised crossing table with activated **rapid flashing beacons (RRFB's)** will be added to improve crossing sight lines and prioritize crossings. This location will become the hub to Main Street and downtown Keene from locations hundreds of miles away.
- ▶ Added bus stop locations offer transit riders will benefit from more stop frequency and **shaded sheltered waiting areas**.
- ▶ Signal phasing improvements and approach lane modifications are designed to reduce conflicts and **decrease angle-crash conflicts**.

D.2 ENVIRONMENTAL SUSTAINABILITY

Like many cities, Keene is facing the consequences of a changing climate, including extreme temperatures, heavy and prolonged precipitation, and inland storms. According to recent experiences, stormwater flooding already impacts the downtown areas including roadways, sidewalks and transit routes along Main Street, Gilbo Avenue and Central Square. In fact, Main Street and Gilbo Avenue will be impacted by long-term flooding as noted in Figure D-2.

The Project seeks to improve environmental sustainability and quality of life in this underserved and overburdened neighborhood through focused interventions in two major areas: transportation and resiliency.

Specific strategies that the City will pursue include:

Transportation

- ▶ Based on safety opportunities introduced

FIGURE D-2. STORMWATER FLOODING ALONG BEAVER BROOK



Nuisance flooding at the intersection of Eagle Ct. and Main Street.

through complete street solutions, modal shift from dependency on motor vehicles to walking, bicycling and the use of transit can expect reductions in greenhouse gas emissions. Reduction in vehicle travel times create better system reliability from the project for the Downtown neighborhoods.

- ▶ Redesigning these corridors to prioritize people walking, biking, and taking transit will reduce the release of air pollutants from private vehicle travel. At the regional level, by increasing the performance of the transit network as well as the trail network connectivity, this project will reduce transportation-related environmental

KEY IMPACTS TO SUSTAINABILITY:

- ▶ *Preservation and increase in tree canopy will provide natural air and water quality benefits*
- ▶ *Increase in beneficial green infrastructure elements and stormwater improvements will reduce flooding in high-risk areas*
- ▶ *Provision of additional green space will reduce the effects of urban "hot spots" helping protect the health and safety of this community by reducing their exposure to heat risks, which can lead to excess morbidity and mortality*
- ▶ *Reducing the effects of heavy precipitation events reduces flood risk and flood-related damage to transportation-related infrastructure and other critical infrastructure*
- ▶ *High quality multimodal facilities will induce people to use these modes of transportation rather than drive, causing reducing vehicle miles traveled and thus carbon emissions*

impacts associated with the City's growing economy.

- ▶ Installing infrastructure for EV charging in the public right of way, which will promote this greener choice for others while supporting existing EVs.

Resiliency

With opportunity to repurpose the Downtown public right-of-way to include resilient green infrastructure solutions, landscaped medians, stormwater bumpouts, and silva cell treatments can store, treat, and mitigate stormwater runoff flows and aid in water quality filtration. Innovative stormwater solutions include bio-swales, permeable pavements, and infiltration systems allow the recharge of water back into the ground.

Preservation and addition of street trees to provide shade and reduces the heat risk to residents. The additional tree canopy also helps to reduce air-borne, transportation-related pollutants that exacerbate health issues.

Promote energy efficiency and reduce the amount of energy used to support downtown infrastructure.

The project will include co-locating a centralized solar system on a multi-purpose canopy structure to provide solar energy offsets to downtown lighting and electrical services, while also serving the needs for heat cover and downtown events.

There are 30 stormwater bumpouts proposed for Main Street, Gilbo Avenue, Washington Street and Court Street (Central Square). Each bumpout will treat approximately 0.25 acres of impervious surface for a total of 7.5 acres of managed impervious surface. The stormwater bumpouts will support significant vegetation that will be an air quality benefit and reduce heat island effects in the area.

Along the Main Street raised island, a band of Silva Cells is proposed which will provide storage for stormwater and contribute to tree growth. As a result of the Silva Cells the trees will grow faster with a larger canopy which will increase their potential for managing stormwater and provide much needed shade.

D.3 QUALITY OF LIFE

Downtown Keene is the economic center of the community and region in western NH.

The downtown is home to many community assets such as community centers, minority-owned businesses, artist communities, business incubators, historic homes, and popular to recent immigrant communities. As noted on Table D-1, the Census Tracts EJ Screen Analysis, the majority of the residents within the Project Area are low-income and would rely more heavily on transit and alternative active modes of transportation in commuting to work than state and national averages.

A community's social vulnerability is influenced by a variety of social conditions that impact its ability to prevent or adapt to shocks, disasters, or other impacts like economic crises and climate change. The CDC/ATSDR Social Vulnerability Index ranks Keene's census tracts at a high level of vulnerability compared to state and national averages. This indicates that the local population faces a higher proportion of socioeconomic, household, minority, and/or housing conditions that can compromise quality of life. For example, a significant proportion

TABLE D-1: EJ SCREEN¹ ANALYSIS OF PROJECT AREA CENSUS TRACTS

Demographic Indicators	Project Area	Keene	Cheshire County	NH	United States
CENSUS TRACTS: 9714.03, 9711, 9713					
People of Color Population	7%	9%	6%	7.4%	39%
Low Income Population	57%	27%	23%	7.2%	31%
Linguistically Isolated Population	0%	0%	0%	0%	5%
Population with <HS Degree	7%	7%	6%	12.4%	12%
Population < 5 years of age	1%	4%	5%	4.5%	6%
Population > 64 years of age	10%	20%	20%	20%	17%
Persons with disabilities	12%	14%	14%	12.1%	13%
KEY TRANSPORTATION CHARACTERISTICS					
Public Transportation Commute Share	0.4%	0.18%	0.17%	-	5%
Walk/Bike/Other	9%	8%	5%	-	4%
Zero Vehicles Available	5.64%	4.32%	2.36%	2.77%	8.3%

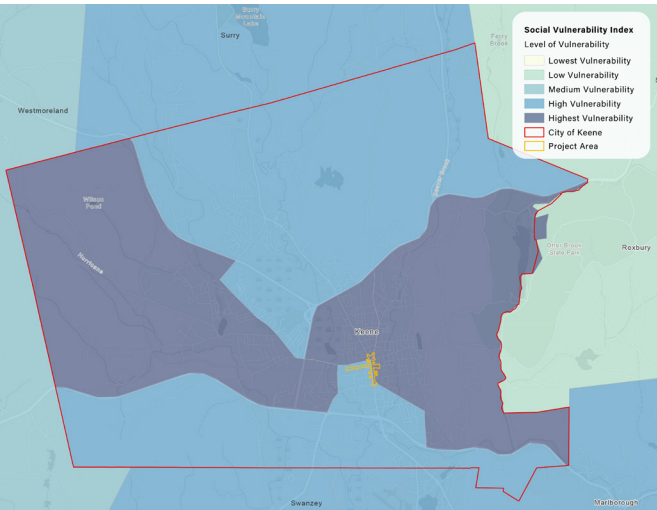
¹ [US Environmental Protection Agency’s environmental justice \(EJ\) mapping and screening tool](#); based on nationally consistent data, combines environmental and demographic indicators in maps and reports.

of the population in Keene identifies as low income, minority, over the age of 65, or as living with a disability. Such groups tend to be more vulnerable and less resourced and therefore more impacted by changing economic, environmental, or public health conditions

The Revitalizing Downtown Keene Project increases quality of life primarily by increasing transportation choice for individuals to provide more freedom on transportation decisions. Through the extensive public review process, participants continued to remark that the current downtown “seems to be focused on cars and parking”. This project is intended to encourage economic equity by reducing barriers to opportunity that come to residents and workers that must live, work and play in autocentric environments and create interconnected centers for employment, business, education, affordable housing and recreation.

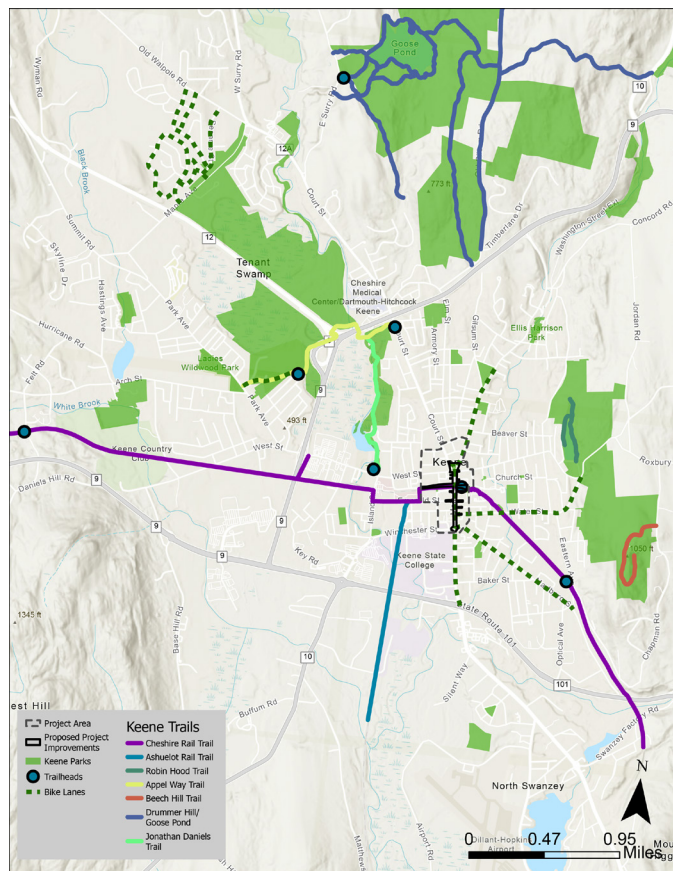
Each phase of the project will expand transportation choice by narrowing lanes along Main Street and through Central Square, widening sidewalks for safe, contiguous access, and for the introduction of protected bikes lanes at sidewalk grade connecting all downtown residential, business, civic and

FIGURE D-3. SOCIAL VULNERABILITY



Map generated from the [CDC/ATSDR Social Vulnerability Index](#). The social factors used to determine vulnerability include socioeconomic status, household characteristics, racial and ethnic minority status, housing type, and access to transportation.

FIGURE D-4. EXISTING RAIL TRAIL AND PATHWAYS FACILITIES



recreation centers to the vast network of rail-trails and shared pathways to other neighborhoods.

The project will improve the quality of life of residents in a number of ways, including:

- ▶ Safer connections to transportation alternatives including walking, biking and bus transit, enhancing residents' connection to major employment centers, vital healthcare institutions, retail sites, and other critical destinations at the regional level.
- ▶ Increase in tree canopy, green infrastructure to increase health and safety of area residents and provide cooling benefits and additional street buffer for all users.
- ▶ Reducing the effects of high heat days, which in turn reduces the amount of fatigue associated with travel during hotter days, helping more people to choose walking, rolling, and biking to community destinations.
- ▶ Additional transit stops along Main Street will

KEY IMPACTS TO QUALITY OF LIFE:

- ▶ *Universal Design features for all elements of the project including sidewalks, curbs, bus shelters, and pedestrian signalized crossings*
- ▶ *Project components that mitigate the effects of extreme heat and heat gain for the transportation infrastructure along these corridors will increase use by non-motorized travelers maintaining their comfort and reducing fatigue*
- ▶ *Improved crossings will knit community streets together, as opposed to today when these corridors act like barriers.*

encourage more use and improve current service levels in Downtown.

- ▶ Landscaped bump outs, protected crossings, and improved mid-block crossings with rapid flashing beacons increase safety for non-motorized travelers.

D.4 MOBILITY AND COMMUNITY CONNECTIVITY

The Downtown corridor is challenged by a lack of safe pedestrian and bicycle accommodations. Figure D-4 illustrates only limited portions of the corridor that have dedicated bicycle lanes which is Washington Street north of Central Square. This section is disconnected from the rest of the Downtown neighborhood to the south.

The Revitalizing Downtown Keene Project will include a range of improvements for downtown vehicle traffic, parking bus access, pedestrians, and bicycles. In addition, the majority of the downtown corridor does not have reliable ADA accessible sidewalk sections and curb ramps at street crossings further hindering accessibility to individuals with limited mobility.

Overall project universal design features will include:

- ▶ Wide sidewalks and pathways
- ▶ Shaded bus shelters
- ▶ Micro parks and areas off main paths for respite
- ▶ Well-lit and consistent lighting

- ▶ Green infrastructure including street trees and bioswales to reduce heat, buffer street noise, and reduce glare
- ▶ Upgrade signalized intersections with audible warnings
- ▶ Add pedestrian activated rectangular rapid flashing beacons (RRFB's) at mid-block crosswalks

The Project will enhance pedestrian and bicyclist connectivity, access, and safety throughout the downtown corridor, home to schools, the library, City Hall, Keene State College, the community center for every stage of life, grocery stores, cultural and entertainment sites, and centers of learning and worship. This in turn encourages thriving communities where people can truly work, live, and play without a car.

The project will proactively incorporate the latest in universal design, including targeting improvements at intersections and mid-block crosswalks. This includes use of detectable warning strips, audible crossing cues, and pedestrian-level lighting. In addition, the Project provides these additional community connectivity benefits:

- ▶ Safe pedestrian and bicycle connections to all downtown areas from the Cheshire Rail-Trail to the rest of Keene areas to the north, south, east and west.
- ▶ Reconstructed sidewalks including ADA-accessible curb ramps and pedestrian-scale lighting for better visibility.
- ▶ Dedicated bicycle lanes at sidewalk grade along Main Street, Gilbo Avenue, Washington Street and Court Street transforming this downtown corridor into a multimodal hub that allows people to access downtown through a variety of transportation choices.
- ▶ Safer mid-block crossings with cross walk lane markings and rectangular rapid flashing beacons (RRFB's) helping to provide safe cross-neighborhood connections throughout the corridor.

KEY IMPACTS TO MOBILITY AND CONNECTIVITY:

- ▶ *Lower vehicle speeds, narrower crosswalks and universal access will improve multimodal connectivity in downtown service that is faster, more reliable, more frequent, and less crowded*
- ▶ *Better connections to sections of downtown that are not on Main Street*
- ▶ *Improves the streetscape and pedestrian environment supporting local businesses and supports revitalization of the downtown corridor*
- ▶ *Provides residents with better connections to educational, training, and workforce development opportunities*

D.5 ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Today's downtown corridor essentially serves as a barrier to connectivity, from measurable threats such as crashes and lack of protected pedestrian and bicycle facilities, to qualitative issues such as heat island effects, a threatened tree canopy and excessive roadway width. Area residents need a reliable transportation system for access to jobs and activities. Further, the project area is one of lower income residents, for whom owning a vehicle is likely a large financial burden. However, the built environment is not friendly to other modal choices besides driving, despite the expense.

The Project will transform the downtown corridor to contribute to the local economy. The design will be safer and more convenient for residents and visitors to walk and bike between destinations, improving the viability of small local businesses.

In a historic city such as Keene, there are limited areas of developable land remaining in the Downtown near major economic drivers and near existing and potential transit hubs. The City needs to encourage development to remain competitive, attract new jobs, and increase the tax base to provide necessary City services for the current residents, while steering development to the right locations.

Gilbo Avenue Corridor

The [Arts and Culture Corridor Study](#), prepared by the Monadnock Economic Development Corporation, looked to create an arts and culture corridor along Gilbo Avenue. The Arts and Culture Corridor is an ambitious and visionary project looking to reinvent a core portion of downtown Keene. The corridor will define the City as an active and vibrant place to visit, shop, stroll, eat, meet friends and bring the family and will promote the Gilbo corridor as a place of character and culture which will attract locals and visitors alike. Currently the city has a strong core of artists, many businesses that have an artistic vibe and sensibility and several organizations and institutions that strive to support these. There are also a number of strong cultural institutions and venues in the corridor area.

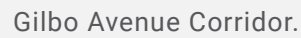
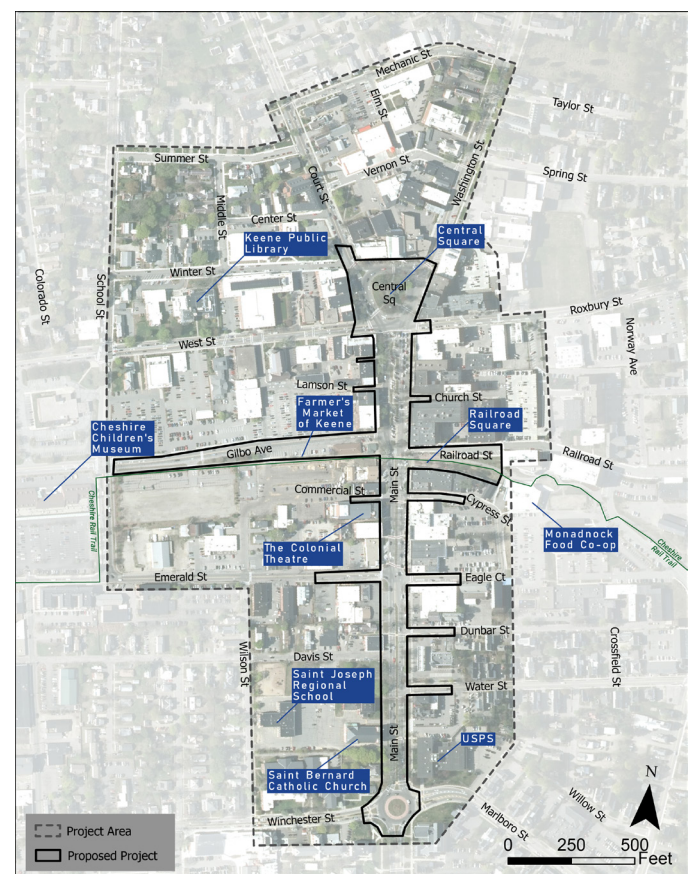


FIGURE D-5. CORE COMMUNITY AMENITIES WITHIN THE PROJECT AREA



and flexible plaza and open spaces. The project will further reveal the arts and cultural resources of the city and bring their artistic power to bear on the character of the area, while also striving to support the people and institutions in the arts and culture community. Connecting both east sides and west sides of Main Street create instant depth to downtown Keene and abundant opportunity to create new and exciting spaces and destinations. Job creation and rising property values will follow. The Gilbo Arts and Culture Corridor is a clear economic priority for Downtown Keene and offers the best opportunity to promote local inclusive economic entrepreneurship and create long-term growth and new development/redevelopment in downtown.

Cheshire Rail Trail Connection

Most notably to mention is the unique connections to downtown by its area rail-trails and pathways and the positive economic impacts it can drive. The [Strengthening Connections: Downtowns & Trails](#) report completed by the University of NH Cooperative Extension on behalf of the City of Keene outlined that trails and natural spaces provide many benefits and services - some of which are quantifiable (such as spending on recreation) and others, such as improving water quality and flood control, as less easily quantified but nonetheless important. These “ecosystem services,” which are essentially benefits humans receive from nature, all

contribute to community wellbeing and quality of life.

In 2017, the Outdoor Industry Association reported significant economic benefits from the outdoor recreation economy and when outdoor recreation intersects with a community’s downtown center, strong economic outcomes follow. The outdoor recreation economy accounts for \$887 billion in annual spending, supports nearly 7.6 million jobs, and generates \$124.5 billion in annual federal, state and local tax revenue. Furthermore, according to U.S. Department of Commerce’s Bureau of Economic Analysis (BEA), the outdoor recreation economy in 2022 accounted for 2.2 percent of the overall U.S. Gross Domestic Product, contributing \$563.7 billion to the economy (BEA, 2022).

By focusing on rail trail and pathway connectivity to downtown, the **Revitalizing Downtown Keene** project will incorporate a raised table crosswalk with high visibility signage and pavements to recognize the importance of the trail crossing resource. Connecting Railroad Square to the Gilbo corridor now provides a pedestrian and bicyclist priority connection to downtown and its new protected bike lanes and widened sidewalks. The vast network of City rail trails and pathways that stretch hundreds of miles to and from the Keene community now connect to downtown Keene and can serve as an alternative transportation and recreation corridor.

KEY IMPACTS TO ECONOMIC COMPETITIVENESS:

- ▶ *Addresses equity as a principal project concern by integrating expanded transportation choice and universal design principals to downtown neighborhoods experiencing the disproportionate impacts that limit access*
- ▶ *Delivers primary project purpose of creating an opportunity corridor to promote local inclusive economies and entrepreneurship by defining the Gilbo corridor and the expansion of downtown and long-term economic growth*
- ▶ *Recognizes the importance of Keene's rail trails and pathways and the significance of having a downtown center connection*

D.6 STATE OF GOOD REPAIR

Keene’s downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. Over the last 10-15 years, it has seen a transformation from retail to more entertainment-oriented activities as residents, visitors, and other users’ needs and interests have changed alongside economic shifts. Meanwhile, the last major downtown revitalization in Keene occurred in 1988 and this work has supported the Downtown for the last 30 years.

Most of the existing underground utility infrastructure services date back over 120 years, and roadway, sidewalk and open space areas have not been fully universally designed. Revitalization efforts in 1988 only included limited improvements

TABLE D-2. HOW PROJECT IMPACTS COMMUNITY CHALLENGES

Downtown Keene Challenges Today	Community Impact	Project Corridor Benefits	Community Impact
Aging utility infrastructure	Service disruptions + water quality issues	Upgraded water, sanitary sewer, drainage, + private utility infrastructure	High-quality + consistent utility services to residents + businesses that can withstand environmental challenges
Traffic congestion + delays	Increased travel times; Concentrated vehicle emissions + degraded air quality	Dedicated bike lanes increase safety + feasibility of non-vehicular transit to and from downtown	Reduced travel times for commuters + alternative mobility options for residents + visitors accessing downtown
Flood-prone areas	Creates delays + property damage	Improved drainage + stormwater management features manage excess water during heavy rain events	Safer environment for all users, less infrastructure + property damage
Lack of accessibility for all users	Creates barriers to the public realm and businesses for users of different abilities	Universal design features, wide paths, + ADA-accessible street crossings + curb cuts	Increased use by everyone, including children, people with disabilities, + seniors
Wide streets	Creates unsafe pedestrian environment	Reduced street widths on Main Street + Central Square	More comfortable environment for pedestrians to cross Main Street
Narrow sidewalks	Limits pedestrian travel + does not accommodate outdoor dining + public realm amenities	Flexible space + expanded sidewalk area added along Main Street	Creates space for sidewalk commerce + a more enjoyable + safer walking environment
Limited to no bicycle facilities	Makes biking downtown dangerous + deters cycling as a viable transportation option	Bike lanes at sidewalk grade + connections to regional rail trail network	Safer + more inviting conditions for biking that can connect users to downtown + beyond

and as such, Downtown infrastructure has seen failures and issues with capacity that are expected to continue and to increase. Operations and maintenance costs have never been higher to keep up with aging infrastructure.

Keene's existing downtown environment and aging infrastructure pose several issues and concerns surrounding utility reliability, environmental impacts, traffic congestion, pedestrian and cyclist safety, limited access to public transit, and universal accessibility to the downtown's public realm and businesses. Recognizing conditions are critical, the City has prioritized the replacement of underground water and sanitary sewer infrastructure to ensure it can effectively address future demand and development and redevelopment needs. With this comes the opportunity to transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures. New infrastructure can address traffic and public safety issues, create a universally accessible downtown, support a changing climate, and meet the demands on infrastructure that support the needs of Keene's community over the next fifty years.

The Revitalizing Downtown Keene Project will

replace core utility infrastructure to a state of good repair to serve the downtown's evolving resident and business population, improve intersection operations, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate resiliency elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups including those with high social vulnerabilities. Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to areas of persistent poverty (APP) communities within and surrounding Keene. The increased accessibility provides alternative transportation choices for people to connect to downtown and the wider region.

The existing conditions of Downtown infrastructure including water and sanitary sewer mains, storm drainage systems, street pavements, sidewalks, and crosswalk ramps all contribute to high annual operations and maintenance costs. To manage its assets city-wide, the City maintains an extensive asset management data-base on street pavement and sidewalk conditions that support its comprehensive

Capital Improvement Plan. The following infrastructure assessments are summarized.

Main Street:

- ▶ Ramps: 50% of the ramps on Main Street are ADA non-compliant.
- ▶ Sidewalks: Sidewalks are in fair condition with a Sidewalk Condition Index (SCI) of 75. Sidewalk grades, irregularities and tripping hazards reduce overall effectiveness.
- ▶ Pavements: Pavement areas for Main Street is in fair condition with a Pavement Conditions Index (PCI) of 68. Sections of Main Street are on the verge of deteriorating into poor condition and requiring restoration beyond resurfacing in the next few years.

Washington Street:

- ▶ Ramps: 25% of the ramps on Washington Street are non-compliant.
- ▶ Sidewalks: Sidewalks are in good condition with an SCI of 89. Sidewalk grades, irregularities and tripping hazards reduce overall effectiveness.
- ▶ Pavements: Pavement area for Washington Street (within the Central Square area) is in fair condition with a PCI of 58. Sections of pavement area from Roxbury Street to Washington Street is in poor condition and needs to be reconstructed.

Court Street:

- ▶ Ramps: 50% of the ramps on Court Street are non-compliant.
- ▶ Sidewalks: Sidewalks are in good condition with



Keene's strong history of planning and civic engagement has contributed to the vibrancy of its downtown as a cultural and economic center.

Source: City of Keene

KEY IMPACTS TO STATE OF GOOD REPAIR:

- ▶ *The Project prioritizes the replacement of core water and sanitary sewer utilities throughout the downtown area*
- ▶ *Infrastructure replacement will include re-purposing space within the right-of-way to prioritize safety, expansion of multimodal access, and resilient and sustainable design for stormwater management*
- ▶ *The projects' focus on state of good repair is centered on design that promotes ease and consistency to reduce operations and maintenance costs*

an SCI of 83. Sidewalk grades, irregularities and tripping hazards reduce overall effectiveness.

- ▶ Pavements: Pavement area for Court Street is in fair condition with a PCI of 56. Sections along Court Street as well as West Street are in poor condition and need to be reconstructed.

Gilbo Avenue:

- ▶ Ramps: 25% of the ramps on Gilbo Avenue are non-compliant.
- ▶ Sidewalks: Sidewalks are in good condition with an SCI of 80. Sidewalk grades, irregularities and tripping hazards reduce overall effectiveness.
- ▶ Pavements: Pavement area for Gilbo Avenue is in fair condition with a PCI of 58. Sections along Gilbo Avenue are excessively wide and will be narrowed and sections where pavement is in poor condition will be reconstructed.

Water Infrastructure:

- ▶ Based on 2022 unaccounted water loss totaling 121.34 million gallons system wide, Downtown water systems account for about 1.37% of the total network pipe area. The estimated lost water from leakage is about 2,223 HCF. Proposed replacement of water mains and services assumes loss rate will reduce from 18% to 2% within the project area.

This project will address the non-compliant and substandard conditions throughout the Downtown corridor. In addition to maintaining the performance of the infrastructure within the downtown corridor in a state of good repair, it's critical to invest in and modernize the assets to be prepared for the impacts of climate change, so that the same or better level of service can be provided, and more climate friendly modes can be prioritized. Furthermore, by increasing travel by climate friendly modes (bus transit, walking/rolling, and biking) this project will help to reduce single occupancy vehicle traffic thereby reducing wear and tear on roads from personal vehicle use.

The City of Keene has the necessary equipment and budget to maintain this infrastructure once it is reconstructed. In addition to standard snow removal, the addition of bioswales and green infrastructure will require yearly inspection and period maintenance but is anticipated to reduce costs related to stormwater flooding and related damage, resulting on overall net decrease in ongoing costs. This net decrease in future Operations and Maintenance expenses is reflected in the negative ongoing costs in the BCA analysis.

D.7 PARTNERSHIP AND COLLABORATION

The City of Keene has completed this project using an inclusive and consensus-based approach. The City will continue its partnership with local businesses, residents, and visitors. The City will partner with FHWA and NHDOT to coordinate this project with other area roadway reconstruction projects as needed.

The comprehensive planning study has been completed and preliminary design is underway. A robust planning and engagement phase for preliminary design will continue. This includes a diverse range of stakeholders such as:

- ▶ Monadnock Region Chamber of Commerce
- ▶ Keene Downtown Merchants Association
- ▶ Southwest Regional Planning Commission
- ▶ NH Governor Chris Sununu
- ▶ NH Department of Transportation

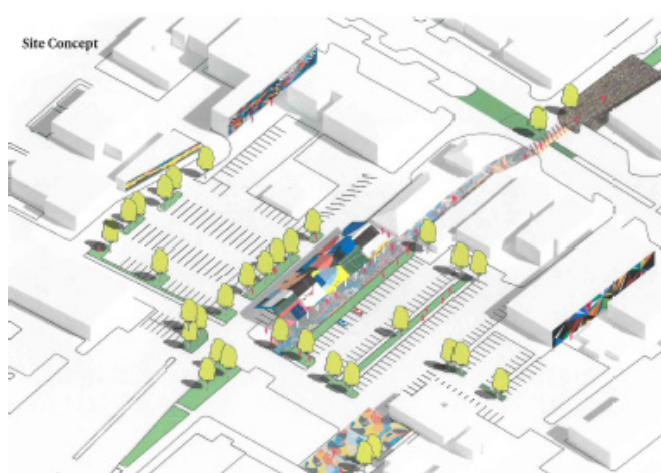
- ▶ Keene State College
- ▶ Colonial Theater
- ▶ Cheshire Medical Center
- ▶ Art's Alive
- ▶ Keene Bicycle, Pedestrian, Pathways Advisory Committee
- ▶ Keene Energy and Climate Advisory Committee

D.8 INNOVATION

Faced with the ever-changing challenge of a changing climate, extreme weather and temperatures, heavy precipitation, and more frequent inland storms, Keene residents surrounding the dense downtown center suffer from above average heat indexes and poorer air quality due to a combination of a thinning tree canopy and large expanses of impervious pavements. The City must be as lean and innovative as they can be to face the future.

Innovative Technologies

The project will establish a **centralized solar power and battery storage source** to power downtown street lighting, downtown electrical circuit for events, and EV charging stations. To accomplish this, the centralized solar power location will come in the form of a covered pavilion that will **serve as solar power platform but function as a covered event pavilion**. Located along Gilbo Avenue, the structure will anchor the Arts and Culture Corridor as a flexible space cover. Rooftop photovoltaic



Pavilion Structure, Art's Alive 2019 Arts Corridor Session

(PV) panels supported by a battery storage source will contribute to the downtown electrical power needs including on-street and plaza space lighting, downtown electrical power circuit for event uses and electric vehicle (EV) charging stations. The innovative centralized solar power source approach will help Keene achieve its **net zero goals**.

Innovative stormwater strategies offer multiple benefits, addressing both flooding and water quality improvement challenges. As technologies continue to improve, the use of innovative stormwater strategies have become more of the norm in some places, however Keene simply hasn't had the change to explore options with constrained downtown areas and limited funding.

Low Impact Development (LID) is designed to mimic natural water balances by combining infiltration, evaporation, and transpiration while limiting runoff. Revitalizing Downtown Keene will introduce state-of-the-art LID technologies including porous concrete or permeable pavers that allow water to pass through, reducing runoff.

Green Infrastructure (GI) integrates natural features into urban areas to manage stormwater including bioretention areas or rain gardens. This project will include planted depressions that capture and treat stormwater, bioswales and subsurface bio-treatment areas will improve water quality and reduce runoff. When design in unison with a robust tree canopy plan, benefits can be measurable. The project includes some 30 locations where Silva Cells can be installed to mitigate runoff flows and provide a good water source for trees, limiting the use of municipal water to support irrigation systems.

D.9 KEY BENEFITS

As detailed in the Benefit-Cost Analysis Report and summarized in Table D-3, the project will generate total benefits of \$24,545,416 over its 20-year life cycle. Benefits include improved traffic safety, vehicle travel times savings, emission reductions and vehicle operating costs. Benefits resulting in the reallocation of right-of-way space through lane reductions, widening sidewalks and adding protected bikes represents about 70% of all benefits.

KEY IMPACTS TO INNOVATION:

- ▶ *Addresses equity as a principal project concern by integrating innovative heat and stormwater resilience into the project design to defend against impacts of climate change*
- ▶ *Incorporating innovative technologies like a centralized solar power and battery storage structure that functions as an event pavilion but serves as the power needs of downtown lighting and electrical systems*
- ▶ *Expand on-street EV charging in key locations downtown to serve the needs of the community*

There is projected to be a significant increase in bicycling, walking/rolling as a result of the new bicycle and pedestrian infrastructure including up to 11,688 new trips by bike annually as a result of the Project. Benefits as a result in reductions in stormwater runoff, public health, reduced pavement damage avoidance round out the benefits.

The multimodal infrastructure that includes new pedestrian and bicycle facilities will enhance safety for all users. Raised crosswalks at sidewalk grade



The Keene Evening Sentinel mural at 28 Washington Street designed by Joe Diaz in partnership with Keene Walldogs.

TABLE D-3: SUMMARY OF QUANTITATIVE BENEFITS OVER PROJECT LIFE CYCLE

(in units of 2020\$ (rounded)), discounted by prescribed 7%, with the exception of emissions reductions at 2%)

Description	Value
Benefit 1: Improved Traffic Safety	\$3,343,285
Benefit 2: Travel Time Savings	\$181,845
Benefit 3: Vehicle Operating Cost Savings	\$212,760
Benefit 4: Emissions	\$56,701
Benefit 5: Avoided Highway Externalities	\$64,196
Benefit 6: Amenity Benefits	\$12,682,942
Benefit 7: Health Benefits	\$4,933,077
Benefit 8: Pavement Damage Reduction	\$20,548
Benefit 9: Stormwater Runoff Avoided Infrastructure	\$508,698
Total Benefits	\$24,545,416
Capital Costs	\$18,123,279
Ongoing Costs	(\$2,542,047)
Residual Value	\$15,581,232
Total Costs	\$20,894,000
BENEFIT COST RATIO (BCR)	1.35
NET PRESENT VALUE (NPV)	\$6,422,136

on all side streets as well as crosswalks on Main Street that are raised tables with crossing signals allow non-vehicle users including seniors and people with disabilities, to have safe passage across streets.

In addition to improving opportunities to expand transit use, the project is anticipated to greatly expand walking and biking. The addition of healthy transportation options for residents will also have qualitative benefits in helping to provide healthy exercise options in the neighborhood.

In addition to quantitative benefits, the project will realize the following qualitative benefits:

- ▶ Long-term vitality of the commercial corridor, which lies within an area of persistent poverty, by reducing air quality impacts and providing pedestrian and bicycle infrastructure
- ▶ Creates an opportunity to expand downtown through investment on Gilbo Avenue and the Cheshire Rail Trail connecting the east and west sides of main Street
- ▶ Increased appeal and use of active transportation modes, which improve public health out-

comes while minimizing transportation-related environmental impacts

- ▶ Opportunities for higher income jobs for local residents by providing direct, safe connections between the educational institutions and work-force development centers on the Corridors and regional job centers
- ▶ Minimized health and economic impacts of climate change and high heat indices for those living along the corridors through the employment of resiliency design features and innovative green stormwater management

The project will better connect three distinct areas of downtown into a more accessible, multi-modal , and resilient corridor.



E. PROJECT READINESS

E.1. OVERVIEW

The City of Keene administers and manages millions of federal grant dollars from various federal agencies including the US Department of Housing & Urban Development (HUD), the US Federal Highway Administration (FHWA), through its partner New Hampshire Department of Transportation (NHDOT), and the NH Department of Environmental Services (NHDES).

The City of Keene and its partners possess the technical experience to undertake this project, the practical experience and capacity to ensure that it meets state and federal requirements and that legal remedies are sought for noncompliance with specifications and/or construction deadlines, and the financial capacity to carry out this project to completion.

E.2. PROJECT SCHEDULE

As outlined in Section C.3, Project Budget, Level of Design, the City of Keene completed an extensive [Keene Downtown Improvement Project](#) planning phase in 2023 and preliminary design of this project began is underway and is expected to be complete in August 2024. Final design and permitting is included in the RAISE Grant scope of work and is expected to commence following successful award of this grant and agreement with FHWA.

If awarded in June 2024, we expect final FHWA Grant Agreement to be completed by September 2024 and final design will begin in October 2024. Final design, permitting, and final plans, specifications, and estimates (PS&E) will be completed in August 2025, with a Construction Contract Agreement and Notice to Proceed award by October 2025 – **well in advance of the statutory deadline of September 30, 2028, for obligation of project funds.** This favorable timeline is possible given the City's commitment to the Revitalizing Downtown Keene project, its extensive public partnership in completing a comprehensive planning study for this project and

commissioning its preliminary design in advance of the RAISE Grant award.

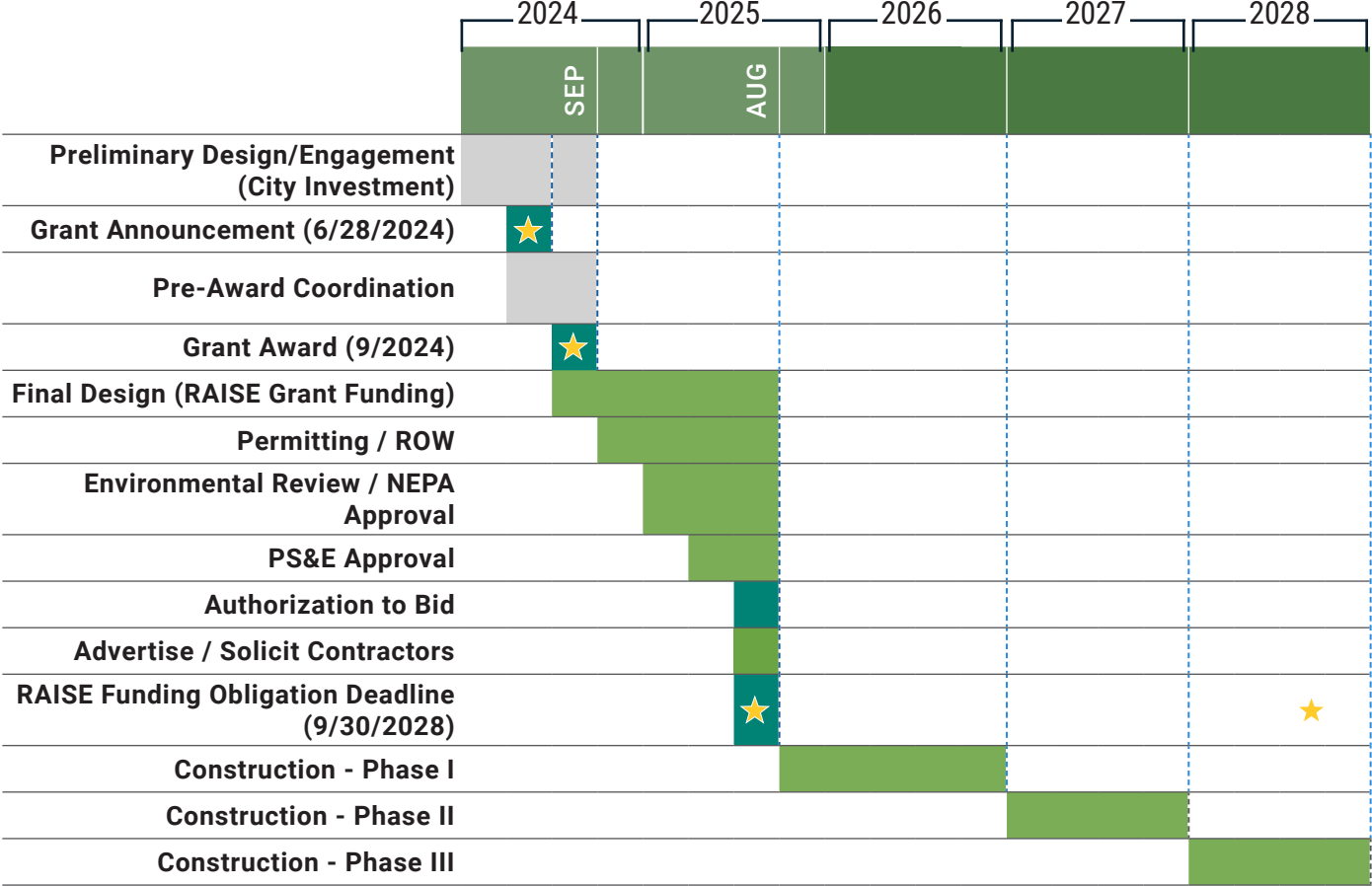
The project includes three (3) phases of construction: Phase I – Central Square, Phase II - Main Street (North), Phase III – Main Street (South). Inclusive of the work is replacement of water and sanitary sewer main and services through the downtown area. Where this work is funded with City water and sewer enterprise funds, the water and sewer replacement work is non-participating in the Federal grant request. A detailed construction phasing plan will be developed to coordinate the work throughout downtown. It is expected that each phase will be completed in its entirety in each phase year. An extensive stakeholder communication will be development for critical communications during construction.

E.3. ENVIRONMENTAL RISK ASSESSMENT

The environmental risks for the Project are minimal. Federal environmental approvals for construction of this project would be required under the National Environmental Protection Act (NEPA) and Section 106 of the National Historic Preservation Act.

It is expected that the FHWA would approve a Categorical Exclusion, as this project would take place entirely within the existing operational right-of-way (23 C.F.R. §771.117 (c)(3)). A Categorical Exclusion does not require documentation and normally requires a simple administrative approval. The NEPA process for this project is straight-forward because the project is contained within the existing right-of-way in the downtown corridor. The primary vertical elements limited to a transit shelters and signage would be located along the roadways thereby limiting visual effects to the surrounding area. It does not have potential to affect natural resources or to adversely impact air or noise thresholds, or Environmental Justice (EJ) populations. In fact, the Project will result in an improvement of natural resources and water quality through the extensive green infrastructure planned to minimize stormwater flows and improve water quality. Where every effort to minimize impacts to trees will be prioritized, the net count of trees will be significantly increased because of the project.

FIGURE E-1: PROJECT SCHEDULE



Agency correspondence and data review will be ongoing during the spring/summer of 2024.

The biggest risk anticipated as part of the Environmental Review will be related to cultural resources. Relatively limited historical impacts for the project lends itself to a streamlined Section 106 process. The City of Keene has experience in the Section 106 process for similar projects. It is expected that documentation, FHWA coordination, and State Historic Preservation Officer (SHPO) consultation can be completed in 6-months from the availability of information on the location and dimensions of overall infrastructure improvements. Initial consultation with SHPO and the NHDOT Bureau of Environment is expected to be complete by August 2024 as part of the preliminary design phase.

The City of Keene will provide documentation required to support the FHWA in Section 106 consultation with the NH Division of Historic Resources (NHDHR), which serves as the SHPO. During the comprehensive [Keene Downtown](#)

[Improvement Project](#) design study, documentation for a [Request for Project Review](#) was prepared by the project’s historic preservation team. The team’s efforts included review of NHDHR files via the online EMMIT platform and noted several resources in the Area of Potential Effects (APE) that have been surveyed on NHDHR inventory forms. These properties include the National Register-listed Colony’s Block at 4-7 Central Square, United Church of Christ at 23 Central Square, the Cheshire County Court House at 12 Court Street, and the Grace Methodist Episcopal Church at 34 Court Street.

Forms were completed for the Central Square District, Cheshire Railroad, and City Hall but needed more information to determine eligibility. The [Keene Main Street Historic District](#) includes resources just south of the Project Area from Water Street south to Route 101. While individual resources described in the Keene Main Street form are not part of the Project Area, this form provides context for the area and Main Street.

The Keene Townwide form completed in 1995 suggests areas that have potential to qualify as historic districts. Those included as part of or adjacent to the Project Area include:

- ▶ Central Square (mid-nineteenth through early twentieth century – mostly commercial)
- ▶ Court Street (mid-nineteenth through early twentieth century residential)
- ▶ Main Street (mid-eighteenth century through early twentieth century residential and commercial)
- ▶ Roxbury Street (nineteenth century residential)
- ▶ Washington Street (mid-late nineteenth century)

Several resources are also considered eligible for the National Register either as an individual resource or part of a historic district. However, it is expected that the project's effects to historic properties would not be adverse.

It is not anticipated that the FHWA will determine that there is a Section 4(f) Use of the USDOT Act. It is possible that the current trail along Cheshire Rail Corridor, which is the paved trail that travels east/west through Main Street, could be considered a Section 4(f) property. As this Project will improve the recreational use of this property, it is anticipated if a Section 4(f) determination is made, it would result in a de-minimis determination, which requires no further action. Should a Section 4(f) determination be required, the City would provide



National Register-listed sites at 1870 Colony's Block, 4-7 Central Square.(at right) and 1900 City Hall, 3 Washington Street (at left).

FHWA with the documentation necessary to support issuing a determination.

E.4. FEDERAL, STATE, AND LOCAL APPROVALS

Other than an EPA Construction General Permit, no federal environmental permits are anticipated to be required. At the State and Local level, there are no jurisdictional wetlands within the project area that will require a Wetlands permit, or water bodies that would trigger the need for a Shoreland Permit through NHDES. Project impacts will exceed the threshold for an Alteration of Terrain (AoT) permit through NHDES. The City is well versed in this process and the full project will be permitted in accordance with current AoT requirements. The City's intent to incorporate green infrastructure into the project will simplify this process, as will the fact that the project is likely to maintain or even slightly decrease the impervious area within the project limits.

In addition, no other thresholds for environmental review would be triggered by the Project. As part of the community engagement process and preliminary design, the Keene Public Works Department maintains a continually updated project website and will continue its open and transparent design development process through final design.

The project will be added to the NHDOT State Transportation Improvement Plan (STIP) as well as the Southern NH Regional Planning Commission (SNHRPC) Regional Transportation Improvement Plan (TIP). Letters of support from State and Regional officials have been included in the [Letters of Support](#) section for this project.

E.5 ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

The proposed project does not include any significant material risks. The proposed project does not require the acquisition of any land, vehicles, or abnormal construction materials. The City has already engaged private utility companies that have infrastructure in the project area - all of which is underground. The utilities are on board with the

project and will be collaborating with the City to upgrade some of their infrastructure along with this project. No aerial relocations will be necessary. The City has indicated that previous contaminated soils encountered within the Main Street/Emerald Street intersection area (site of a former gas service station) were remediated and removed. Although we don't expect to encounter additional contaminated soils in this area, a geotechnical investigation to support new structural elements and stormwater BMP's will be conducted as part of the preliminary and final design efforts. The effort will also confirm any limits of extended contaminated soils and develop mitigation plans if necessary.

The greatest risks that the proposed project faces are continued escalation of construction costs and unanticipated shortages of construction labor or materials. While these risks are difficult to prevent, steps have been taken to mitigate the potential impacts of these risks. Conservative estimates for construction unit costs have been utilized to determine the overall project cost estimate and appropriate annual inflation rates have been applied to the costs. Additionally, the proposed project schedule is relatively conservative and would allow ample time for bidding and Contractor procurement of necessary materials.

E.6 TECHNICAL CAPACITY

The City of Keene is the largest community in Cheshire County and is the center of western New Hampshire's commerce and transportation networks. City staff managing the 37 square miles of land area have a depth of experience and resources to both understand and adhere to the regulations and oversight requirements associated with a project of this magnitude. The City is responsible for the maintenance of 121 miles of roads within the community, which include several State routes and designated truck routes carrying large volumes of traffic, and 8.4 miles of formal shared street bicycle facilities (sharrows and bike lanes). The City also features an extensive rail-trail and pathway network totaling over 12 miles. There are also 12.3 miles of unimproved bike trails on City-owned land.

The City of Keene regularly completes State and Federally aided projects and possesses the



Existing street configuration near Central Square.

technical experience to undertake this project, the practical experience (and legal capacity) to ensure that it meets state and federal requirements and that legal remedies are sought for noncompliance with specifications and/or construction deadlines, and the financial capacity to carry out this project to completion. Staff have been trained to manage Federally funded projects through the Office of Federal Compliance administered by the NHDOT.

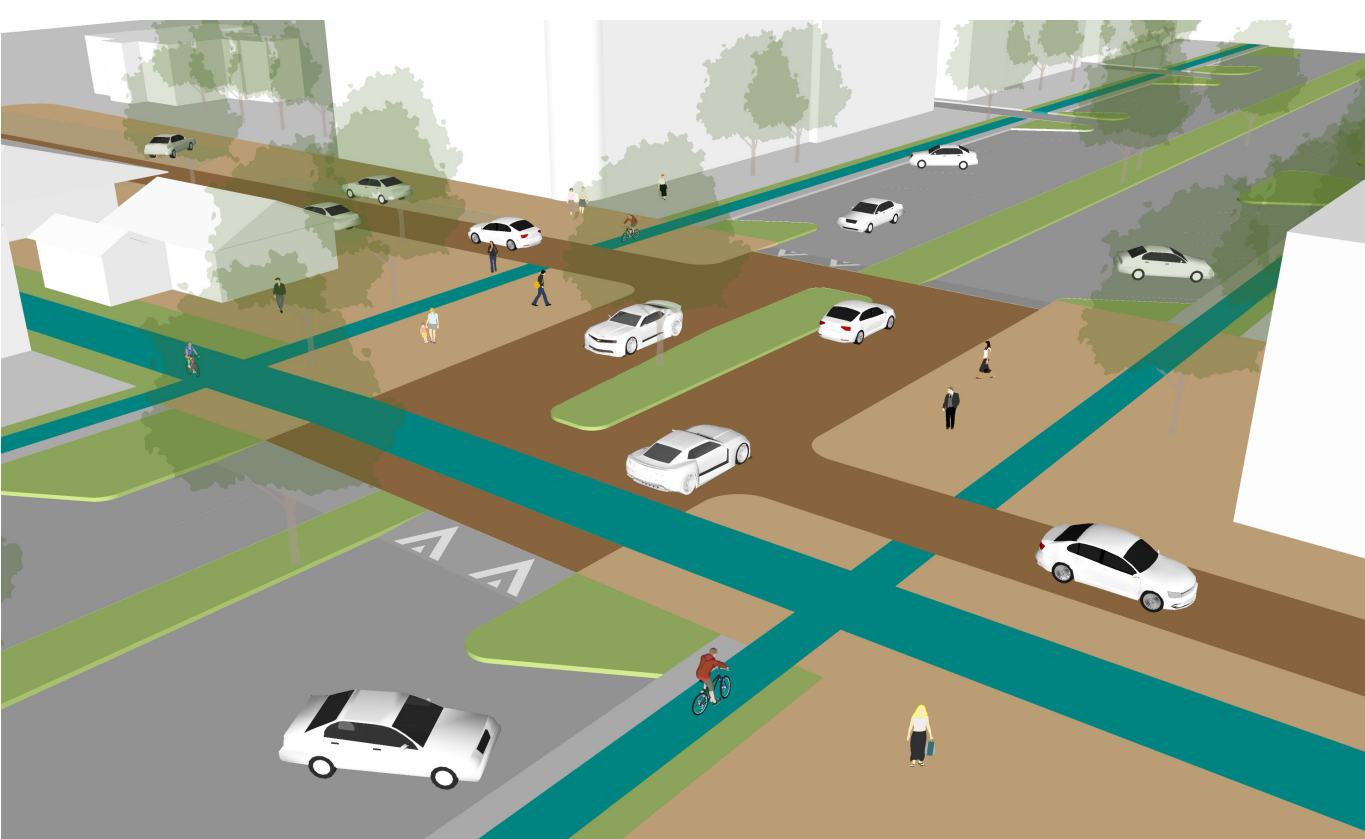
The Keene Public Works Department and Finance Department have the financial accounting and audit systems in place and has substantial experience effectively managing large federal grants and executing large-scale transportation projects. The Keene Purchasing Department has developed an array of standardized participating and non-participating Federal contract documents including the use of requirements such as Buy American, Davis-Bacon Wage Rates; and follows the Brooks Act for qualification-based selection processes for its service providers.

As the steward of the public rights-of-way in question, the City prioritizes accessible and inclusionary public outreach efforts during project design, allowing opportunity for all community members to participate. Through a qualifications-based selection process, the City of Keene has engaged a consulting design team to support both the planning study and preliminary design of this project. It is expected that consulting design and construction administration teams will be assigned to complete final design and construction services for this project.

FIGURE E-2: RENDERING OF PROPOSED PROJECT IMPROVEMENTS AT CENTRAL SQUARE



FIGURE E-3: PERSPECTIVE OF PROPOSED PROJECT IMPROVEMENTS AT RAILROAD SQUARE



Revitalizing Downtown Keene Benefit-Cost Analysis



BENEFIT-COST ANALYSIS TECHNICAL MEMORANDUM Revitalizing Downtown Keene

February 28, 2024

Prepared for:
RAISE Grant Program

Prepared by:
The City of Keene with Stantec Consulting, Inc.



Attachment 3

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EXECUTIVE SUMMARY

The City of Keene is requesting **\$13,729,600** in fiscal year 2024 RAISE discretionary grant funds for construction of the “Revitalizing Downtown Keene” Project (hereafter referred to as “the Project”). A benefit cost analysis was completed for the Project on behalf of the City of Keene in accordance with the benefit-cost analysis (BCA) methodology as outlined by the U.S. Department of Transportation (USDOT) in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs dated December 2023.

The analysis estimates that the total discounted project benefits will be **\$24,545,416** 2022\$ over 20 years, shown in Table 1. The benefit cost ratio (BCR) is estimated at **1.35** and the net present value (NPV) at **\$6,422,136** 2022\$ for the Project. Paired with a qualitative assessment of the project, it is clear community benefits from the Project far exceed project costs.

The Project will reshape two of the most important corridors in Downtown Keene - Main Street and Gilbo Avenue - into multimodal links which offer safer, more comfortable, and faster connections for all users.

Table 1 – Project Benefits Summary

Benefit #	Benefit Description	Merit Criteria	Monetized Benefits (Discounted at 3.1%)
1	Safety: Improved traffic safety and crash reduction	Safety Improved Mobility & Community Connectivity	\$3,343,285
2	Vehicle Travel Time Savings	Quality of Life Improved Mobility & Community Connectivity	\$181,845
3	Vehicle operating cost reduction	Economic Competitiveness Environmental Sustainability	\$212,760
4	Emissions reduction: (a) non-CO2 and (b) CO2	Environmental Sustainability	<u>Non-CO2:</u> \$4,910 <u>CO2:</u> \$51,791 (note that CO2 emissions are discounted at 2%)
5	Avoided Highway Externalities: (a) reduced congestion, (b) reduced noise pollution, (c) improved safety resulting from overall reduction in vehicle travel	Quality of Life State of Good Repair Safety Improved Mobility & Community Connectivity	\$64,196
6	Mobility amenity benefits: (a) Expand sidewalk, (b) Reduce traffic speed, (c) New dedicated cycling lane	Quality of Life Improved Mobility & Community Connectivity	\$12,682,942
7	Public health benefits (improved health): (a) related to	Quality of Life	\$4,933,077



Revitalizing Downtown Keene Benefit-Cost Analysis

Benefit #	Benefit Description	Merit Criteria	Monetized Benefits (Discounted at 3.1%)
	walking and (b) related to cycling		
8	Pavement Damage Reduction	Economic Competitiveness Environmental Sustainability	\$20,458
9	Stormwater Avoided Infrastructure Costs	Economic Competitiveness Environmental Sustainability	\$508,698
	Operations and Maintenance Savings	NA	(\$2,542,047) <i>Negative number</i>
All Benefits			\$24,545,416*
*Note that this number is not the same as the sum of the benefits because of order of operations. To calculate the total discounted benefits, benefits (including O&M) are aggregated by year, discounted by year, then summed together for all years of the analysis period.			

In comparison, the monetized and discounted costs are summarized in Table 2. The full **\$20,902,000** in capital costs was converted to the discounted cost, **\$18,123,279**, by applying a 3.1% discount rate. The ongoing Operations and Maintenance Costs are estimated to be a savings (negative cost) because the new roadways will cost less to maintain than it would cost to continue to maintain the existing aging infrastructure. The residual value is calculated to be \$0 because the design life of the project is assumed to be the same as the analysis period of this BCA, 20 years.

Table 2 – Project Costs

Cost Description	Monetized Costs* (Discounted)
Capital Costs	\$18,123,279
Operations and Maintenance Costs	(\$2,542,047)
Residual Value	\$0
All Costs	\$15,581,232

The following project benefits were modeled quantitatively within the BCA:

1. **Safety** due to multimodal safety improvements
 - a. Leveraging historical 5-year crash data, traffic safety benefits were modeled by forecasting collision reduction as a result of the following safety countermeasures:
 - i. Reduce Lane Width
 - ii. Install Bicycle Lane
 - iii. Upgrade to High Visibility Crosswalk
 - iv. Install Raised Ped Crosswalks
2. **Vehicle Travel Time Savings** due to operational improvements at the intersection of Main Street at West Street/Roxbury Street
 - a. Vehicle travel time savings were estimated by aggregating peak hour intersection delay improvements, converting to person trips, and scaling to an annual estimate
3. **Vehicle Operating Cost Reduction** due to mode shift



Revitalizing Downtown Keene Benefit-Cost Analysis

- a. Vehicle operating cost savings were modeled by estimating the reduction in vehicle-miles travelled (VMT) as a result of the mode shift from driving to walking or biking, induced by the enhanced walking and biking facilities provided by the Project
- 4. **Emissions Reduction** due to mode shift
 - a. Emissions reduction benefits were modeled by applying the emissions costs per VMT to the reduction in VMT, as a result of the mode shift from driving to walking or biking, induced by the enhanced walking and biking facilities provided by the Project. Modeled for both:
 - i. **non-CO2 emissions**
 - ii. **CO2 emissions**
- 5. **Avoided Highway Externalities** due to mode shift
 - a. Highway externality benefits were modeled by estimating the reduction in VMT as a result of the mode shift from driving to walking or biking, induced by the enhanced walking and biking facilities provided by the Project. Modeled externalities include:
 - i. **Congestion**
 - ii. **Noise**
 - iii. **Safety**
- 6. **Amenity Benefits** for people walking and cycling due to improved amenities and facilities
 - a. Pedestrian and bicyclist mobility amenities benefits were modeled by estimating the existing plus new/induced person-miles of walking or cycling on segments associated with the following benefits:
 - iii. **Expand sidewalk**
 - iv. **Reduce traffic speed**
 - v. **New dedicated cycling lane**
- 7. **Health Benefits** due to an increase in active transportation miles travelled
 - a. Public health benefits were modeled by estimating the new/induced person-miles of active transportation, induced from driving, within the appropriate age ranges for both:
 - vi. **Walking**
 - vii. **Cycling**
- 8. **Pavement Damage Reduction** due to mode shift
 - a. Pavement damage benefits were modeled by estimating the reduction in VMT as a result of the mode shift from driving to walking or biking, induced by the enhanced walking and biking facilities provided by the Project
- 9. **Stormwater Runoff Reduction** due to Green Infrastructure
 - a. Calculated using the Triple Bottom Line (TBL) Green Stormwater Infrastructure (GSI) Tool developed by the Water Research Foundation as part of project 4852, Economic Framework and Tools for Quantifying and Monetizing the Triple Bottom Line Benefits of Green Stormwater Infrastructure

The quantitative benefits of the project were modeled to determine their contribution to the BCR. This BCA report describes the detailed methodology for how these benefits were determined, including sample calculations.

For further information on the calculations and assumptions, you are invited to review in detail the enclosed unlocked Excel workbook containing the full BCA Model (Attachment 10 of the grant submittal).



1 INTRODUCTION

The City of Keene is requesting **\$13,729,600** in fiscal year 2024 RAISE discretionary grant funds for construction of the Keene: Revitalizing Downtown Keene Project (hereafter referred to as “the Project”). The City will provide **\$7,172,400** in local funds to support this project, which will cost **\$20,902,000** in total. This project will complete a 2-year community-driven planning and design process leading to the construction of a project that will:

- Allow Downtown to better accommodate entertainment-oriented activities that bring the community together and enhance the Downtown’s vibrancy
- Prioritize the pedestrian environment and non-vehicular modes of travel
- Create a mobility hub that connects the area’s trail network, bringing more people to Keene’s Downtown businesses
- Connect Areas of Persistent Poverty (APP) communities in Keene and beyond to the Downtown
- Support a more sustainable built environment that shapes/sets precedent for the community’s climate resilience by integrating innovative green infrastructure for stormwater management, mitigating heat island effect, and introducing solar powered street lighting, EV charging and a Downtown electrical circuit for public event use
- Deliver on the primary project purpose of creating an opportunity corridor to promote local inclusive economies and entrepreneurship by defining the Gilbo Avenue corridor and the expansion of Downtown for long-term economic growth

The project will enhance Downtown utility infrastructure resilience by upgrading the existing utility systems to better withstand needs and environmental challenges. It will further define and revitalize connections to Keene’s Downtown district by improving access to multimodal transportation and facilitating a more pedestrian-friendly environment.

The project will create more open, flexible, and accessible spaces to expand community event opportunities. Collectively, the project’s components aim to promote a sustainable and resilient built environment that offers alternatives to single-occupied vehicles (SOV), reduces carbon emissions, creates safer streets, and implements green stormwater and sustainable infrastructure within Keene’s Downtown core.

A benefit cost analysis was completed for the Project on behalf of the City of Keene in accordance with the BCA methodology as outlined by the USDOT in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs dated December 2023. The analysis estimates the BCR at **1.35** and the NPV at **\$6,422,136**. This analysis gives a clear indication that the project should proceed as the BCR is significantly higher than 1.00. Paired with a qualitative assessment of the project, it is clear that there are benefits in each of the merit criteria areas.

Revitalizing Downtown Keene Benefit-Cost Analysis

The Project is described in the Narrative, and Table 3 below provides an overview of key proposed design elements compared to existing characteristics that are relevant to the BCA analysis. The project includes corridor improvements at Central Square and on Main Street and Gilbo Avenue; corridors that facilitate and provide circulation to and through Downtown Keene.

Table 3 – Proposed Street Profile Changes

Location	Element	Existing	Proposed
Central Square	Vehicle	Average lane width of greater than 11 feet	Average lane width of 11 feet
	Bicycle	No bicycle facility	Add new 5-foot sidewalk-level protected bike lane
	Walking	Faded crosswalks	Moderate change to sidewalk width Shorten crossing distances Upgrade to high visibility and raised crosswalks at all side streets
	Parking	<i>No Change</i>	<i>No Change</i>
	Plantings	Thinning tree canopy, shrubs, and plants, failing irrigation system	Significant tree and plantings plan, preservation of priority trees, replace irrigation system
	Stormwater Management	Aging drainage systems, under capacity, prone to flooding	Replace drainage systems, reduce impervious area, infiltration systems to reduce runoff
Main Street (Central Square to Winchester Street)	Vehicle	Average lane width of 13 feet	Average lane width of 11 feet
	Bicycle	No bicycle facility	Add new 5-foot sidewalk-level protected bike lane
	Walking	Average sidewalk width of 11.1 feet Faded crosswalks	Average sidewalk width of 13 feet Upgrade to high visibility and raised crosswalks at all side streets Add Rectangular Rapid Flashing Beacon (RRFB) to Main Street at Gilbo Avenue / Railroad Avenue crossing
	Parking	Angled parking on center median and adjacent to curb	Remove center median angled parking
	Plantings	Thinning tree canopy, shrubs, and plants, failing irrigation system	Significant tree and plantings plan, preservation of priority trees, replace irrigation system
	Stormwater Management	Aging drainage systems, under capacity, prone to flooding	Replace drainage systems, introduce bio-treatment, Silva Cells, infiltration systems to reduce runoff
Gilbo Avenue (Main Street)	Vehicle	Average lane width of 21 feet	Average lane width of 11 feet
	Bicycle	<i>No Change</i>	<i>No Change</i>

Revitalizing Downtown Keene Benefit-Cost Analysis

Location	Element	Existing	Proposed
to School Street)	Walking	Average sidewalk width of 8 feet	Average sidewalk width of 12 feet
	Parking	<i>No Change</i>	<i>No Change</i>
	Plantings	Thinning tree canopy, shrubs, and plants, failing irrigation system	Significant tree and plantings plan, preservation of priority trees, replace irrigation system
	Stormwater Management	Aging drainage systems, under capacity, prone to flooding	Replace drainage systems, reduce impervious area, introduce bio-treatment, Silva Cells, infiltration systems to reduce runoff

The table below describes the quantified project benefits and costs:

Table 4 – Project Benefits Matrix

Benefit #	Section Reference in RAISE BCA Report	Benefit Description	Change causing benefit	Type of Impacts	Population Affected by Impacts	Economic Benefit	Monetized Benefits (Discounted at 3.1%)
1	4.2.1	Safety: Improved traffic safety and crash reduction	Implementation of the following safety countermeasures: • Reduce Lane Width • Install Bicycle Lane • Upgrade to High Visibility Crosswalk • Install Raised Ped Crosswalks	Reduced collisions involving people walking, bicycling, and driving	All future users walking, bicycling, or driving on the study corridors	Monetized value of collision reduction	\$3,343,285
2	4.2.2	Vehicle Travel Time Savings	Improved signal operations at Main Street at West Street/Roxbury Street	Improved vehicle travel time through reduced delay at the signalized intersection	All future drivers or passengers who travel through this intersection in a vehicle	Monetized value of time spent travelling	\$181,845
3	4.2.3	Vehicle operating cost reduction	Reduction in VMT due to mode shift due to enhanced walking and biking facilities	Reduced user vehicle operating costs because of fewer VMT	All future users walking or biking on the study corridors (directly) and local business owners (indirectly)	Monetized value of additional investment into the local economy permitted by user cost savings	\$212,760

Revitalizing Downtown Keene Benefit-Cost Analysis

Benefit #	Section Reference in RAISE BCA Report	Benefit Description	Change causing benefit	Type of Impacts	Population Affected by Impacts	Economic Benefit	Monetized Benefits (Discounted at 3.1%)
4	4.2.4	Emissions reduction: (a) non-CO2 and (b) CO2	Reduction in VMT due to mode shift due to enhanced walking and biking facilities	Reduced emissions because of fewer VMT	Residents, employees, and visitors of Downtown Keene	Monetized value of reduced emissions	Non-CO2: \$4,910 CO2: \$51,791 (note that CO2 emissions are discounted at 2%)
5	4.2.5	Avoided Highway Externalities: (a) reduced congestion, (b) reduced noise pollution, (c) improved safety resulting from overall reduction in vehicle travel	Reduction in VMT due to mode shift due to enhanced walking and biking facilities	Reduced congestion, noise pollution, and collisions because of fewer VMT	Residents, employees, and visitors of Downtown Keene	Monetized value of reduced congestion, reduced noise pollution, and improved safety	\$64,196
6	4.2.6	Mobility amenity benefits: (a) Expand sidewalk, (b) Reduce traffic speed, (c) New dedicated cycling lane	(a) Expanded sidewalk, (b) Reduced traffic speed due to lane narrowing, (c) New dedicated cycling lane	Enhanced cycling and walking experiences on the study corridors	All future users walking or biking on the study corridors	Monetized value of improvement bike and pedestrian infrastructure	\$12,682,942
7	4.2.7	Public health benefits (improved health): (a) related to walking and (b) related to cycling	Increase in active mode trips due to enhanced walking and biking facilities	Improved public health as a result of more active lifestyles (increase in active mode trips)	New users walking or biking on the study corridors	Monetized value of health benefits and a lesser burden on the local healthcare system	\$4,933,077
8	4.2.8	Pavement Damage Reduction	Reduction in VMT due to mode shift due to enhanced walking and biking facilities	Reduced pavement damage as a result of fewer VMT	All future road users (directly) and all local taxpayers (indirectly)	Monetized value of pavement damage avoidance	\$20,458
9	4.2.9	Stormwater Avoided Infrastructure Costs	New Green Infrastructure, Reconnect roof drainage from sewer system to	Reduced Stormwater Runoff and reduced treatment of stormwater at	City of Keene (direct) taxpayers (indirect)	Monetized value of savings in stormwater infrastructure	\$508,698

Revitalizing Downtown Keene Benefit-Cost Analysis

Benefit #	Section Reference in RAISE BCA Report	Benefit Description	Change causing benefit	Type of Impacts	Population Affected by Impacts	Economic Benefit	Monetized Benefits (Discounted at 3.1%)
			drainage system	sewer facilities.			

The final BCR of **1.35** and NPV of **\$6,422,136** indicate that the Project will generate a significant return on investment, with respect to safety, quality of life, and environmental sustainability for the local community along the project corridor.

2 GENERAL ASSUMPTIONS

The BCA for the Revitalizing Downtown Keene project was completed as described below to assess the level to which the expected benefits of the project justify the costs. The BCA compared a “No-Build” scenario with the proposed “Build” Scenario to document the expected benefits.

The detailed BCA was conducted for the Project using best practices for BCAs in transportation planning and reflecting current RAISE BCA guidance (USDOT BCA Guidance for Discretionary Grant Programs – December 2023). All calculations were made using a BCA spreadsheet template, provided by USDOT. All dollar figures in the BCA are expressed in constant 2022 US Dollars (2022\$). Detailed values are provided in the BCA model spreadsheet.

Values within the BCA model are subjected to a 3.1% discount rate, except for carbon emission reduction benefits which use a 2% discount rate, in accordance with BCA best practices and the RAISE BCA guidelines. However, values within this memo, such as sample calculations, may be reported in undiscounted dollars to show consistency with source data and make the underlying calculations easier to understand. Where values are discounted within the memo, it will be indicated.

The analysis was performed over the period from 2024 to 2048 (inclusive), with 2024-2028 being the design/construction years and 2029-2048 being the 20-year analysis period in which all project elements are open to the public and realize societal benefits.

The 20-year analysis period was used for this BCA analysis because it matches the expected useful service life of the roadway. The RAISE BCA guidelines recommend a 30-year analysis period for the initial construction or full reconstruction of highways or similar facilities and a 20-year analysis period for projects aimed at capacity expansion or to address other operating deficiencies of existing facilities.

3 PROJECT COSTS

3.1 CAPITAL COSTS

The costs associated with the project include final design, continued community engagement, engineering costs, pre-construction activities, construction costs, and construction inspections. These costs are reported in Table 5 in undiscounted (2022\$) dollars and in discounted (at 3.1%) dollars. The cost that uses 2022\$ were discounted to present value and are used in the BCR calculation.

Construction costs were estimated based on a variety of sources including the New Hampshire Department of Transportation (NHDOT) weighted bid unit prices, recent bids for work in the City of Keene and surrounding municipalities. Estimates generally draw on pricing from 2022 to reflect recent cost escalations. Quantity assessments were derived from the corridor schematic designs and initial preliminary design for most of the largest items. Estimates for smaller items were based on total corridor length or area. For more information on specific items, see Attachment 5, project cost estimate and Attachment 3, Project description.

Corridor preliminary design assumptions include:

- Costs for drainage were based on required inlet spacing and changes to inlet locations.
- Repaving of approximately 1.6 miles of roadway.
- Signal upgrades will be required at the Main Street at West Street/Roxbury Street intersection to support lane configuration changes, signal coordination, and improved pedestrian crossings.
- Mobility upgrades such as Bump Outs/Bulbs, raised tabled crosswalks, and a Rapid Rectangular Flashing Beacon (RRFB)
- Protected sidewalk-level bicycle lanes along Main Street and Central Square
- Full Reconstruction of Railroad Square and expansion of Central Square

Contingency, traffic control, and mobilization/demobilization were incorporated using the percentages listed below. Contingency is included to plan for anticipated inflation costs as well as any potential tweaks to the design. Given that preliminary design is underway, a reduced 13% contingency accounts for potential changes including anticipated inflation in costs.

- Contingency – 13%
- Traffic Control – 10%
- Mobilization/Demobilization – 10%

Revitalizing Downtown Keene Benefit-Cost Analysis

Table 5 – Project Costs

	Design Cost (RAISE)	Design Cost (Non-Par)	Construction Cost (RAISE)	Construction Cost (Non-Par)	Annual Totals (undiscounted 2022\$)	Annual Totals (discounted 3.1%)
2024	\$266,666.67	\$180,000.00			\$ 446,666.67	\$420,209.84
2025	\$533,333.33	\$360,000.00	\$543,312.00	\$271,828.00	\$ 1,708,473.33	\$1,558,950.08
2026			\$4,889,808.00	\$2,446,452.00	\$ 7,336,260.00	\$6,492,920.02
2027			\$3,848,000.00	\$1,982,000.00	\$ 5,830,000.00	\$5,004,667.49
2028			\$3,648,480.00	\$1,932,120.00	\$ 5,580,600.00	\$4,646,531.69
Total Project Costs	\$800,000.00	\$540,000.00	\$12,929,600.00	\$6,632,400.00	\$ 20,902,000.00	\$18,123,279.11

For the BCA ratio calculation, the costs (like the benefits) are discounted at 3.1% to calculate the present value. The undiscounted and discounted capital costs are both shown in Table 5 for each year of the preconstruction and construction periods.

3.2 OPERATIONS AND MAINTENANCE

Operations and Maintenance costs incorporated into the BCA represent the difference between maintenance that would be required under a No Build scenario and the maintenance required in the Build scenario. The estimated maintenance in the Build scenario, with the implementation of the Project, is less than the estimated maintenance in the No Build scenario, if the current aging infrastructure would need to be maintained for the next 20 years. Therefore, over the analysis period and design life of the project (20 years) the implementation of the project results in an Operations and Maintenance savings (or a net negative Operations and Maintenance cost) of (\$207,116) annually, undiscounted.

Table 6 – Operations and Maintenance Costs

Description of Cost Element	Annual No-Build Estimated O&M Cost	Annual Proposed Build Estimated O&M Cost	Basis of Estimate
Infiltration and Inflow (I&I) flow from leaking sewer mains	\$33,393.00	\$3,339.30	Current conditions volumes of I&I based on 2015 I&I Study. Subbasin #1 included all of the project area (plus additional areas surrounding the project). The Downtown footprint includes approximately 6.22% of Subbasin #1 pipes. Estimated Infiltration from leaking pipes within the project limits total 5,309 HCF. For the purposes of this analysis, it was assumed that all CIPP pipes in the system (including those within the project limits) have a 0% Infiltration rate. In the proposed condition, infiltration should be <10% of existing

Revitalizing Downtown Keene Benefit-Cost Analysis

Description of Cost Element	Annual No-Build Estimated O&M Cost	Annual Proposed Build Estimated O&M Cost	Basis of Estimate
			I&I, as all pipes and structures are pressure tested as part of construction QA/QC.
Lost Water cost	\$11,892.00	\$1,321.00	Based on 2022 "unaccounted water" of 121.34 million gallons system wide and approximately 1.37% of network pipe wall area being within the project footprint. Downtown estimated lost water from leakage equals approximately 2,223 HCF, at a rate of \$5.35 cost to produce. Proposed condition assumes loss rate will reduce from current 18% to 2% within the project footprint.
I&I flow from connected roof drains	\$83,900.00	\$12,585.00	Runoff from all Downtown building roofs enters the sanitary sewer system. Drainage stubs will be installed to connect roof drainage. Assume 85% of private property owners take advantage of project to re-plumb their buildings so that stormwater runoff enters the stormwater system. The City will no longer incur costs to treat this runoff as sewage at the treatment plant
Downtown electricity use, mostly for street lighting, some for decorative lights and power pedestals	\$13,126.00	\$3,000.00	Assume all Downtown power needs will be provided by a central solar power system following construction. Assume minimal annual maintenance costs for central power bank.
Streetlight pole replacement from damage	\$10,000.00	\$10,000.00	Likely no improvement for streetlight replacement from driver damage
Irrigation system Repairs	\$9,000.00	\$-	Highway Division records
Response to street flooding	\$500.00	\$-	Highway Division records
Drainage system emergency repairs	\$628.00	\$-	Extracted from Cartegraph; Stormwater Pipe and Inlet tasks of within an activity of repair, replace or rebuild, averaged over a 5-year period. No emergency repairs expected over 20-year design life.
Tree Trimming	\$2,500.00	\$1,000.00	Highway Division records
Tree Removal	\$5,000.00	\$-	Highway Division records

Revitalizing Downtown Keene Benefit-Cost Analysis

Description of Cost Element	Annual No-Build Estimated O&M Cost	Annual Proposed Build Estimated O&M Cost	Basis of Estimate
Tree pest control treatment	\$1,500.00	\$-	Highway Division records
Traffic Signal Repair services	\$3,000.00	\$1,500.00	Highway Division records
Electrical pedestal repair & maintenance	\$15,000.00	\$1,000.00	Highway Division records
Community event protocols	\$79,720.00	\$59,790.00	No Build budget based on 2023 actual costs to operate 9 annual community events in the Downtown. Proposed costs assume that engineered approaches to streamline and simplify the work required to barricade roads, provide security, waste collection, etc. will reduce the cost of hosting events by 25%.
Water Main Emergency Repairs	\$5,000.00	\$-	Extracted from Cartegraph. 2 Water main breaks on Main St./Lamson St. in 2023. Assume regular responses to breaks on Lamson St. and other Main St. properties in No Build scenario.
Sewer main / manhole emergency repairs	\$1,082.00	\$-	Extracted from Cartegraph. 5 Year average from 2018-2022. Respond to breaks on Lamson St. and Central Square.
Rim list routine maintenance	\$26,140.00	\$730.00	Labor & equipment estimates in January 2024. New sewer mains are cleaned and inspected on a 5-year cycle. Proposed condition cost assumes Vacon (vactor truck - a large vacuum for catch basins and pipes) with crew of 2 will spend 2 days to clean the mains within the project limits. Averaged over 5 years.
Total	\$301,381.00	\$94,265.30	

Elements with substantially identical costs in Build and No Build:

- Trash collection
- Sweeping
- Street Plowing
- Sidewalk Plowing
- Streetlight replacement due to driver damage

3.3 RESIDUAL VALUE

The project's design life is equivalent to the length of the analysis period (20 years), so the residual value is calculated to be zero dollars (\$0) at the end of the analysis period.

4 PROJECT BENEFITS

Six benefits categories were quantified for the Project. They are indicated in Table 7 below, along with the corresponding RAISE grant primary merit criteria:

Table 7 – Project Benefits Summary

Benefit #	Benefit Description	Merit Criteria	Monetized Benefits (Discounted at 3.1%)
1	Safety: Improved traffic safety and crash reduction	Safety Improved Mobility & Community Connectivity	\$3,343,285
2	Vehicle Travel Time Savings	Quality of Life Improved Mobility & Community Connectivity	\$181,845
3	Vehicle operating cost reduction	Economic Competitiveness Environmental Sustainability	\$212,760
4	Emissions reduction: (a) non-CO2 and (b) CO2	Environmental Sustainability	<u>Non-CO2</u> : \$4,910 <u>CO2</u> : \$51,791 (note that CO2 emissions are discounted at 2%)
5	Avoided Highway Externalities: (a) reduced congestion, (b) reduced noise pollution, (c) improved safety resulting from overall reduction in vehicle travel	Quality of Life State of Good Repair Safety Improved Mobility & Community Connectivity	\$64,196
6	Mobility amenity benefits: (a) Expand sidewalk, (b) Reduce traffic speed, (c) New dedicated cycling lane	Quality of Life Improved Mobility & Community Connectivity	\$12,682,942
7	Public health benefits (improved health): (a) related to walking and (b) related to cycling	Quality of Life	\$4,933,077
8	Pavement Damage Reduction	Economic Competitiveness Environmental Sustainability	\$20,458
9	Stormwater Avoided Infrastructure Costs	Economic Competitiveness Environmental Sustainability	\$508,698
	Operations and Maintenance Savings	NA	(\$2,542,047) <i>Negative number</i>
All Benefits			\$24,545,416*

Benefit #	Benefit Description	Merit Criteria	Monetized Benefits (Discounted at 3.1%)
*Note that this number is not the same as the sum of the benefits because of order of operations. To calculate the total discounted benefits, benefits (including O&M) are aggregated by year, discounted by year, then summed together for all years of the analysis period.			

4.1 BASELINE ASSUMPTIONS

Benefits 3, 4, 5, 6, and 7 of the BCA build on the following baseline assumptions: (1) growth in demand for walking/rolling and biking based on significant improvements to facilities for those modes, and/or (2) a corresponding reduction in vehicle miles traveled (VMT). This section walks through how the BCA estimates those two variables and how daily estimates are converted into annual estimates.

4.1.1 Baseline Existing & Growth in Demand by Mode

Baseline existing multimodal counts were taken in July 2022 as part of the Keene Improvements Downtown Existing Conditions (2022) analysis. Details on the types and locations of counts are summarized in Table 8.

Note that Keene State College is located immediately southwest of Downtown and the project area, and that counts were collected during the summer (July), while school was *not* in session. This means that the baseline estimates, particularly for people walking and biking, are likely lower than the true annual averages. Therefore, the multimodal trip and VMT shift estimates are conservative and likely underestimated.

Estimated percentage increases over baseline existing multimodal counts were applied to the baseline daily estimates to estimate the new/induced multimodal trips. The research-based information used to estimate a realistic increase in demand for each mode is summarized in Table 8.

Table 8 – Assumptions to Estimate Increase in Multimodal Trips, by Mode

Mode	Baseline Existing Daily Estimate	Baseline Existing Estimate Source	Estimated Increase (over Baseline)	Estimated Increase Source
People Walking/ Rolling	- Main Street: 1,710 - Railroad Avenue: 740 - Gilbo Avenue: 490	Peak-hour Turning Movement Counts (TMC); Keene Improvements Downtown Existing Conditions (2022) Midday peak hour counts scaled to daily estimates using a 10% peak-hour factor.	5.7%	WRCOG SB 743 Implementation Pathway Document Package ¹

¹ Fehr & Peers, *WRCOG SB 743 Implementation Pathway Document Package* (California: 2019), 94, accessed February 5, 2024, <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf>

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Mode	Baseline Existing Daily Estimate	Baseline Existing Estimate Source	Estimated Increase (over Baseline)	Estimated Increase Source
		Representing selected crossing locations as follows: • Main Street: Main Street & Commercial Street/Cypress Court west leg (25 pedestrians) and east leg (146 pedestrians) crosswalks • Railroad Avenue: Main Street & Gilbo Avenue/Railroad Street east leg crosswalk (74 pedestrians) (<i>closest approximation</i>) • Gilbo Avenue: Main Street & Gilbo Avenue/Railroad Street west leg crosswalk (49 pedestrians) (<i>closest approximation</i>)		
People Biking	Main Street to Central Square Corridor: 40	24-hour Multimodal Automatic Traffic Recorder (ATR) Counts Data Representing a single screenline location derived from an average of the following screenline locations: • Main Street South of Dunbar Street (two days of data collection: 7/20 and 21/2022) • Court Street north of Central Square (two days of data collection: 7/20 and 21/2022) • Washington Street north of Central Square (three days of data collection: 7/19, 20 and 21/2022)	80%	Estimating the effect of protected bicycle lanes on bike-share ridership in Boston: A case study on Commonwealth Avenue. <i>Case Studies on Transport Policy</i> . ²

4.1.2 Annualization

To convert **daily** estimates of multimodal trips into **annual** estimates the following assumptions were applied to walking and biking trips: weekday and weekend are assumed to be the same; estimates multiplied by 365.25 (to account for leap years). This assumption seeks to balance the fact that more utility walking and biking trips are likely on weekdays while more recreational walking and biking trips are likely on the weekend days.

² Karpinski, E. (2021). Estimating the effect of protected bike lanes on bike-share ridership in Boston: A case study on Commonwealth Avenue. *Case Studies on Transport Policy*, 9(3), 1313-1323. Accessed February 15, 2024, <https://www.sciencedirect.com/science/article/abs/pii/S2213624X21001097?dgcid=author>

4.1.3 New/Induced Annual Person Trips

Based on the assumptions presented above, the estimated New/Induced Annual Person Trips are presented below. Different benefits calculations use different subsets of these values. The values below represent the new walking trips across the Main Street, Railroad Avenue, and Gilbo Avenue corridors, and new bike trips along the Main Street corridor.

New bicycling trips are computed only for Main Street, where a new bike lane will be installed. There is no change in bicycling trips calculated for the other project corridors, where there is already a parallel bicycle facility, the Cheshire Rail Trail.

Table 9 – Growth in trips, by Mode and Location

Mode	Location	Existing Annual Person Trips	New/Induced Annual Person Trips
Bike	Main Street	14,610	11,688
Pedestrian	Main Street	624,578	35,601
Pedestrian	Railroad Avenue	270,285	15,406
Pedestrian	Gilbo Avenue	178,973	10,201

4.1.4 VMT Reduction

To estimate a reduction in vehicle-miles travelled (VMT) based on the increases in multimodal trips, first, the share of new multimodal trips, presented in Table 9, diverted from driving was estimated. Table 10 enumerates the assumptions used to estimate new multimodal trips that will be diverted from driving.

Next, the BCA estimates VMT reduction by multiplying the new/induced daily person trips diverted from driving, by mode, by both a corresponding estimate of average trip length for the new mode of transportation, and then dividing by an average vehicle occupancy (AVO) variable to account for carpooling and to avoid over-estimating. Sources and assumptions for this calculation are shown in Table 10.

Note that the average trip lengths, shown below used in this BCA, and sourced from the US DOT BCA Methodology, are longer than the project corridors. Nonetheless these trip lengths were used to reflect individuals' full trips both on and off of the project corridors.

Table 10 – Assumptions to Estimate VMT Reduction, by Mode

Variable	Assumption	Source
Share of New Walking Trips Diverted from Driving	100%	WRCOG SB 743 Implementation Pathway Document Package ³

³ Fehr & Peers, *WRCOG SB 743 Implementation Pathway Document Package* (California: 2019), 94, accessed February 5, 2024, <https://www.fehrlandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf>

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Variable	Assumption	Source
		<i>(This source presents a reduction in VMT due to pedestrian improvements. This reduction in VMT was used in Table 8 to estimate increase in pedestrian trips over the baseline; a conservative estimate of new pedestrian trips because not all new pedestrians on the corridors would be diverted from driving. Therefore 100% of the new pedestrian trips estimated using this factor can be assumed to be trips diverted from driving.)</i>
Share of New Biking Trips Diverted from Driving	10.9%	Quantifying Reductions in Vehicle Miles Traveled from New Bike Paths, Lanes, and Cycle Tracks ⁴
Average Walking Trip Length	0.86	US DOT BCA Methodology, Dec 2023
Average Biking Trip Length	2.38	US DOT BCA Methodology, Dec 2023
AVO	1.67	US DOT BCA Methodology, Dec 2023 Passenger Vehicles (All Travel)

Based on the assumptions presented above, the total annual reduction in VMT due to the projects improvements to facilities for walking and bicycling is estimated at 32,680 VMT per year.

4.1.5 No Build VMT

Most of the calculations used in this BCA monetize the **change** value, that is, **reduction** in VMT or **increase** in active mode trips, for example. However, for ease of use of the existing formula and structure in the BCA spreadsheet template, a No Build Annual VMT was estimated. These calculations are depicted below in Table 11. The baseline existing daily vehicle trips for this calculation reflect a screenline location on all three of the impacted corridors: Main Street, Gilbo Avenue, and Railroad Avenue. While the No Build VMT is provided, please note that this variable does not have an impact on the BCA results whatsoever. This variable is simply a placeholder from which the **change** values were subtracted, to ultimately report the **change** values for the BCA calculations.

Table 11 – No Build VMT

Metric	Value
Average Trip Length (mi) ⁵	10.53
Existing Daily Aggregate Vehicle Trips	22,539
Annualization Factor	365.25
Existing Annual Aggregate Vehicle Trips	8,232,370

⁴ Volker et al, *Quantifying Reductions in Vehicle Miles Traveled from New Bike Paths, Lanes, and Cycle Tracks* (California: 2019), 40, accessed February 21, 2024, https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/bicycle_facilities_technical_041519.pdf

⁵ USDOT Federal Department of Transportation, *Summary of Travel Trends: 2017 National Household Travel Survey* (2017), accessed February 5, 2024, https://nhts.ornl.gov/assets/2017_nhts_summary_travel_trends.pdf (Table 3b)

Existing Annual VMT	86,686,853
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4.2 BENEFIT CALCULATIONS

The sections below provide descriptions of each benefit included in the BCA. Benefits enumerated below are grouped by sheet (also referred to as “tab”) of the BCA spreadsheet. At least one sample calculation is provided below for each group of benefits. Sample calculations may not match exactly because of rounding.

4.2.1 Safety: Crash Reduction

The safety benefits incurred by this project include reductions in crash costs resulting directly from the Project. The City of Keene is concurrently working on a Safety Action Plan funded by the US DOT Safe Streets and Roads for All (SS4A) Grant Program. Crash data compiled and categorized by the City as part of that plan was used to inform the crash analysis for this BCA.

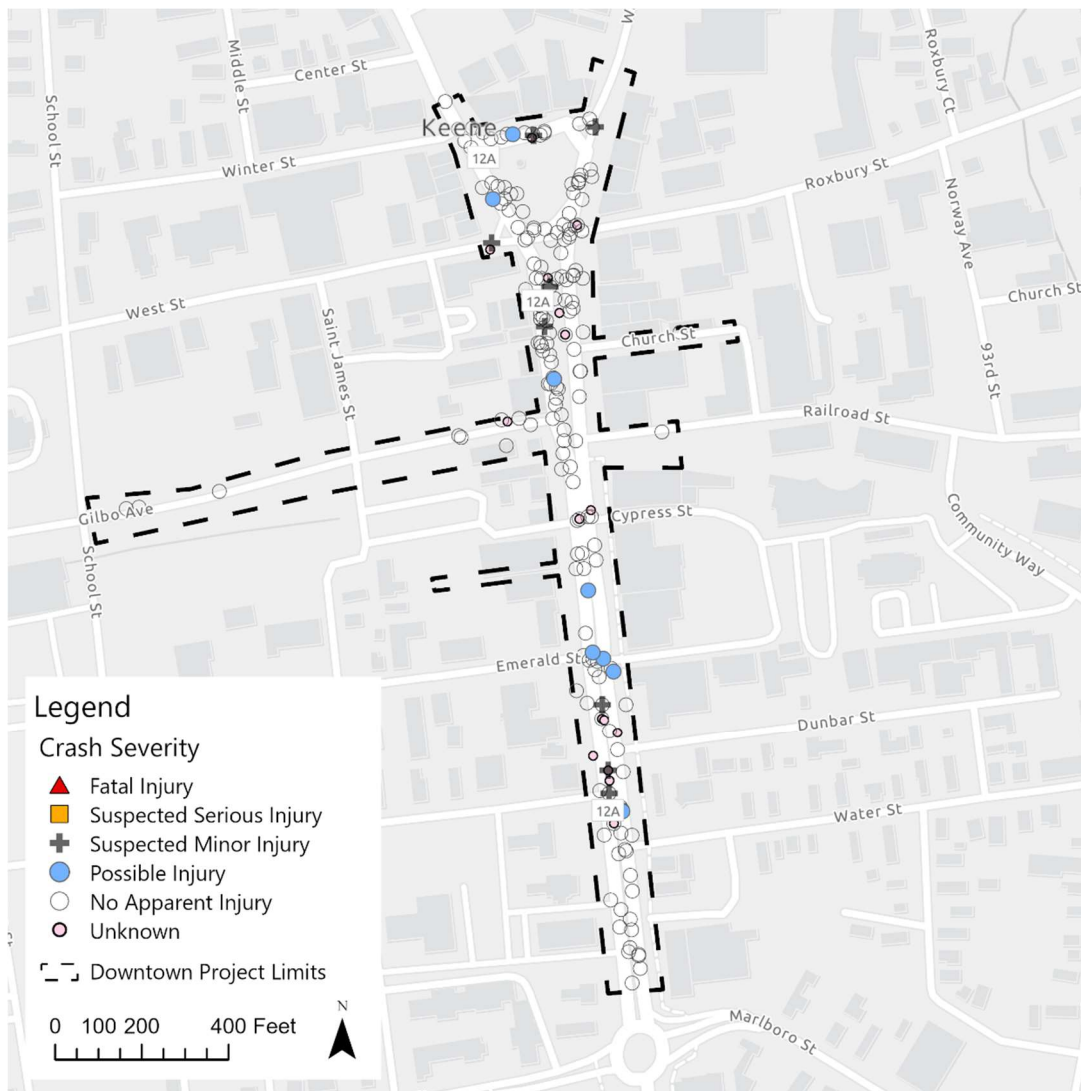
The conflicts between people walking/rolling, people on bikes, and people driving on the corridors and the high rates of incidents within the Project area indicate a lack of appropriate infrastructure to ensure the safety of roadway users. The crash data reflects a five-year period, 2018 to 2022, inclusive. Over the past five years for which data was available, there were 248 crashes in the study area. Crash data from the Safety Action Plan was loaded into ArcGIS (Figure 1), to match crashes to various components of the project.

The crash severity categories available from the Keene Safety Action Plan include severity classifications that do not exactly match the KABCO scale, for which the BCA guidance provides monetization values. Therefore, Table 12 summarizes how the severities in the Safety Action Plan crash data were matched with the severities and costs in the KABCO scale. Note that there were no fatal or suspected serious injury crashes within the study area in the last five years.

Table 12 – Crash Severity Categories

SEVERITY- from Keene	SEVERITY - BCA	Crashes (2018-2022)
No Apparent Injury	O - No Injury	220
Unknown	O - No Injury	18
Possible Injury	C - Possible Injury	2
Suspected Minor Injury	B - Non-incapacitating	8
TOTAL		248

Figure 1 – Corridor crash data visualized in ArcGIS



The crash reduction analysis uses crash modification factors (CMFs) from the USDOT's CMF Clearinghouse database related to the project types to calculate their estimated reduction in incidents related to the project improvements. Table 13 enumerates the project types, their locations, the average annual crashes, by severity, each location, the applicable CMF, and the types of crashes to which the CMF is applied. Note that no crashes are double counted; each crash is assigned to only one of the project groups in Table 13. Note that annual crashes were computed by dividing the total crashes over the five-year period by five.

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Table 13 – Crash Reduction Inputs

Location	CMF ID	Counter Measure	CMF	Combined CMF	Combined CRF	Applicable Crash Types	Annual No Injury (O) Crashes	Annual Possible Injury (C) Crashes	Annual Non-incapacitating (B) Crashes
Main Street	<u>CMF ID: 7825</u>	Reduce Lane Width	0.76	0.57	43%	All modes	24.20	0.00	0.80
	<u>CMF ID: 10743</u>	Install Bicycle Lane	0.649			All modes			
Main Street & Gilbo Avenue/ Railroad Street	<u>CMF ID: 4124</u>	Upgrade to High Visibility Crosswalk	0.81	0.58	42%	Angle, Head on, Left Turn, Rear End, Rear to Rear, Right Turn, Sideswipe	3.20	0.00	0.00
	<u>CMF ID: 135</u>	Install Raised Ped Crosswalks	0.64			All modes			
Gilbo Avenue	<u>CMF ID: 7825</u>	Reduce Lane Width	0.76	-	24%	All modes	2.40	0.00	0.00
Central Square	<u>CMF ID: 4124</u>	Upgrade to High Visibility Crosswalk	0.81	0.60	40%	Angle, Head on, Left Turn, Rear End, Rear to Rear, Right Turn, Sideswipe	13.80	0.00	0.60
	<u>CMF ID: 7825</u>	Reduce Lane Width	0.76			All modes			
	<u>CMF ID: 10743</u>	Install Bicycle Lane	0.649			All modes			
Main St Side Streets: ▪ USPS and Edward Jones parking lot entrance ▪ Water Street ▪ Davis Street ▪ Dunbar Street ▪ Church Street	<u>CMF ID: 4124</u>	Upgrade to High Visibility Crosswalk	0.81	0.58	42%	Angle, Head on, Left Turn, Rear End, Rear to Rear, Right Turn, Sideswipe	1.00	0.00	0.20
	<u>CMF ID: 135</u>	Install Raised Ped Crosswalks	0.64			All modes			
Main St Intersections (side streets plus unsignalized Main Street crossing): ▪ Eagle Court / Emerald Street ▪ Commercial Street / Cypress Street	<u>CMF ID: 4124</u>	Upgrade to High Visibility Crosswalk	0.81	0.58	42%	Angle, Head on, Left Turn, Rear End, Rear to Rear, Right Turn, Sideswipe	3.00	0.40	0.00
	<u>CMF ID: 135</u>	Install Raised Ped Crosswalks	0.64			All modes			

MAIN STREET

Along Main Street south of Central Square, a protected sidewalk-level bicycle lane will be installed, and the travel lanes will be reduced as detailed below.

- No Build average lane width: 13 feet
- Build average lane width: 11 feet
- Lane width reduction: 2.7 feet

The highest-quality and most applicable CMF noted in the CMF Clearinghouse database indicates a CMF of 0.76 (CMF ID: 7825) for a lane narrowing, with three stars, indicating moderate high confidence in the CMF value. This CMF represents *convert 12-foot lanes to 11-foot lanes*, although the Project corridor's starting width is wider at 13 feet on Main Street. There were no CMFs that reflected the 13-foot to 11-foot narrowing differential, meaning that this approach **likely results in an underestimate of the safety benefits of this lane narrowing**.

In addition, separated sidewalk-level bicycle lanes, provide an additional traffic safety treatment and associated CMF to the analysis. The CMF Clearinghouse database provides a CMF of 0.649 (CMF ID: 10743) for installation of bicycle lanes, with four stars. Note that this CMF represents a generalized installation of bicycle lanes, not sidewalk-level bicycle lanes in particular (a newer and less studied countermeasure in the US), meaning that this approach likely results in an underestimate of the safety benefits of this bicycle facility.

With both lane narrowing and bicycle lanes installed, the two CMFs were combined. To calculate the new CMF values, combining these two CMF treatments, [guidance](#) from the Clearinghouse⁶ was followed with the Systematic Reduction of Subsequent CMFs Method (Method 4.3) being selected as only two variables needed to be combined. Upon calculation, this method produced the following combined CMF:

$$CMF_{combined} = 0.649 \times \left(\frac{1 - 0.76}{2} + 0.76 \right) = 0.57$$

The corresponding reduction in both total crashes is therefore estimated to be 43%.

This corridor will incur **additional benefits not captured in this safety analysis**. As noted above, the lane narrowing is more significant than captured in the 12-foot to 11-foot lane narrowing countermeasure. In addition, by removing the angled parking in the median, a significant source of vehicle-to-vehicle conflict will be removed, plus there will be less demand for pedestrians to cross outside of crosswalks to access parked cars. Lack of research and precedent for this type of countermeasure in the CMF Clearinghouse means that these safety benefits cannot be reliably quantified.

⁶ CMF Clearinghouse, *Investigation of Existing and Alternative Methods for Combining Multiple CMFs* (June 30, 2011), accessed February 21, 2024, http://www.cmfclearinghouse.org/collateral/Combining_Multiple_CMFs_Final.pdf

MAIN STREET & GILBO AVENUE/RAILROAD STREET

Pedestrian improvements at Main Street & Gilbo Avenue/Railroad Street include upgrading to high visibility crosswalks and installing raised crosswalks. For high visibility crosswalks, a CMF of 0.81 (CMF ID: 4124) was selected, two-star rating, as this CMF applies more broadly to all crashes.

In addition, the CMF Clearinghouse database provides a CMF of 0.64 (CMF ID: 135) for implementation installing raised crosswalks. This CMF, three-star rating, was selected because it applies broadly to all crashes.

To combine these CMF treatments, the same [guidance](#) described above, from the CMF Clearinghouse, was followed and the method produced the following combined CMF:

$$CMF_{combined} = 0.64 \times \left(\frac{1 - 0.81}{2} + 0.81 \right) = 0.58$$

The corresponding reduction in both total pedestrian crashes is therefore estimated to be 42%.

This corridor will incur **additional benefits not captured in this safety analysis**. In addition to the countermeasures described above, this location also includes a Rectangular Rapid Flashing Beacon (RRFB). The CMF for this countermeasure was not included because it applies to pedestrian-only crashes while the other CMFs applied to this location apply to all crashes, so CMFs with different applicability were not mixed.

GILBO AVENUE

Along Gilbo Avenue west Main Street, a protected sidewalk-level bicycle lane will be installed, and the travel lanes will be reduced as detailed below.

- No Build average lane width: 21 feet
- Build average lane width: 11 feet
- Lane width reduction: 10 feet

The highest-quality and most applicable CMF noted in the CMF Clearinghouse database indicates a CMF of 0.76 (CMF ID: 7825) for a lane narrowing, with three stars, indicating moderate high confidence in the CMF value. This CMF represents *convert 12-foot lanes to 11-foot lanes*, although the Project corridor's starting width is wider at 21 feet on Gilbo Avenue. There were no CMFs that reflected the 21-foot to 11-foot narrowing differential, meaning that this approach **likely results in an underestimate of the safety benefits of this significant lane narrowing**.

The corresponding reduction in both total crashes is therefore estimated to be 24%.

CENTRAL SQUARE

Safety improvements at Central Square include upgrading to high visibility crosswalks, reducing lane widths, and installing bicycle lanes.

For high visibility crosswalks, a CMF of 0.81 (CMF ID: 4124) was selected, two-star rating, as this CMF applies more broadly to all crashes.

The highest-quality and most applicable CMF noted in the CMF Clearinghouse database indicates a CMF of 0.76 (CMF ID: 7825) for a lane narrowing, with three stars, indicating moderate high confidence in the CMF value. This CMF represents *convert 12-foot lanes to 11-foot lanes*.

In addition, separated sidewalk-level bicycle lanes, provide an additional traffic safety treatment and associated CMF to the analysis. The CMF Clearinghouse database provides a CMF of 0.649 (CMF ID: 10743) for installation of bicycle lanes. Note that this CMF represents a generalized installation of bicycle lanes, not sidewalk-level bicycle lanes in particular (a newer and less studied countermeasure in the US), meaning that this approach likely results in an underestimate of the safety benefits of this bicycle facility.

To combine these CMF treatments, [guidance](#) from the CMF Clearinghouse was followed with the Turner Method (Method 4.4) being selected as multiple values needed to be combined. Upon calculation, this method produced the following combined CMF:

$$CMF_{combined} = 1 - \left(\left(\frac{2}{3} \right) \times (1 - (0.681 \times 0.76 \times 0.649)) \right) = 0.60$$

The corresponding reduction in total crashes is therefore estimated to be 40%.

MAIN STREET SIDE STREETS

Pedestrian improvements at the five Main Street side streets listed below include upgrading to high visibility crosswalks and installing raised crosswalks.

1. USPS and Edward Jones parking lot entrance
2. Water Street
3. Davis Street
4. Dunbar Street
5. Church Street

For high visibility crosswalks, a CMF of 0.81 (CMF ID: 4124) was selected, two-star rating, as this CMF applies more broadly to all crashes.

In addition, the CMF Clearinghouse database provides a CMF of 0.64 (CMF ID: 135) for implementation installing raised crosswalks. This CMF, three-star rating, was selected because it applies broadly to all crashes.

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To combine these CMF treatments, the same [guidance](#) from the CMF Clearinghouse was followed and the method produced the following combined CMF:

$$CMF_{combined} = 0.64 \times \left(\frac{1 - 0.81}{2} + 0.81 \right) = 0.58$$

The corresponding reduction in total crashes is therefore estimated to be 42%.

MAIN STREET SIDE STREETS (SIDE STREETS PLUS UNSIGNALIZED MAIN STREET CROSSING)

Pedestrian improvements at the two Main Street side streets listed below include upgrading to high visibility crosswalks and installing raised crosswalks on both the side streets and the unsignalized crossing across Main Street.

1. Eagle Court / Emerald Street
2. Commercial Street / Cypress Street

For high visibility crosswalks, a CMF of 0.81 (CMF ID: 4124) was selected, two-star rating, as this CMF applies more broadly to all crashes.

In addition, the CMF Clearinghouse database provides a CMF of 0.64 (CMF ID: 135) for implementation installing raised crosswalks. This CMF, three-star rating, was selected because it applies broadly to all crashes.

To combine these CMF treatments, the same [guidance](#) from the CMF Clearinghouse was followed and the method produced the following combined CMF:

$$CMF_{combined} = 0.64 \times \left(\frac{1 - 0.81}{2} + 0.81 \right) = 0.58$$

The corresponding reduction in total crashes is therefore estimated to be 42%.

SUMMARY

This analysis results in an annual reduction of 19.51 No Injury (O) crashes per year, 0.17 Possible Injury (C) crashes per year, and 0.67 Non-incapacitating (B) crashes per year.

The CMFs are applied to existing crash patterns and do not include an assumption that the project would induce more walking and biking trips therefore exposing more people walking and biking to potential risk. As a result, the crash reductions use a conservative estimate, as assuming walking and bicycle traffic growth would yield higher crash reductions.

Table 14 – Sample Calculations of Monetized Benefits of Crash Reduction (Annual, Undiscounted)

Measure	Equations	Value
Average Annual No Injury (O) Crashes on Gilbo Avenue (reduced lane width location), baseline	(a)	2.40

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Crash Reduction Factor - Convert 12-foot lanes to 11-foot lanes	(b)	24%
Annual Reduction in No Injury (O) Crashes on Gilbo Avenue (reduced lane width location), baseline	(c) = (a) * (b)	0.58
Monetized value of one No Injury (O) crash	(d)	\$5,000
Monetized value of annual collision reductions on Gilbo Avenue (reduced lane width location), baseline	(e) = (c) * (d)	\$2,880.00

4.2.2 Vehicle Travel Time Savings

The project will result in marginal travel time savings for people driving through the signalized intersection on the southside of Central Square: Main Street at West Street/Roxbury Street due to shorter crossing distances (causing shorter cycle lengths) and more space for right turns. The vehicle travel time savings is based on a level-of-service intersection analysis conducted using the Synchro software. This peak hour intersection analysis was prepared as part of the Traffic Data and Operations Memorandum, for the Downtown Infrastructure Improvement and Reconstruction project (June 26, 2023).

To convert the intersection analysis into person-hours saved per year due to the Project, the BCA included the following steps:

1. **Delay per vehicle**, per approach (northbound, southbound, eastbound, and westbound) output from the Synchro analysis was summed to obtain the following total intersection peak delay estimates per vehicle:
 - a. AM Peak
 - i. No Build: 116.30 seconds per vehicle
 - ii. Build: 109.10 seconds per vehicle
 - b. PM Peak
 - i. No Build: 120.80 seconds per vehicle
 - ii. Build: 120.80 seconds per vehicle
 - iii. *This means that there was **no change in delay in the PM Peak**, therefore the PM peak was not part of this vehicle travel time savings analysis.*
2. **Total vehicle delay** was obtained by multiplying the peak intersection delay per person by the vehicle volumes, for each intersection approach. These vehicle volumes were the same volumes used to calculate the delays in Synchro, reported in step 1. The vehicle volumes were the same for both No Build and Build. This calculation results in the following total intersection peak vehicle delay estimates:
 - a. AM Peak: No Build: 49,516.70 seconds

- b. AM Peak: Build: 47,748.70 seconds
3. **Total person delay** was obtained by multiplying the peak intersection delay by an average vehicle occupancy (AVO). An AVO of 1.48 was used to reflect weekday **peak** vehicle occupancy for passenger vehicles, as provided in the BCA Guidance. This calculation results in the following total intersection peak person delay estimates:
 - a. AM Peak: No Build: 73,284.72 seconds
 - b. AM Peak: Build: 70,668.08 seconds
4. The total intersection peak person delay estimates were then converted to **annual person delay** estimates. First a daily factor of 4 was applied, assuming a similar level of delay that occurs during the AM peak hour would occur during the entire four-hour AM peak period. Then an annualization factor of 260 was applied; the number of weekdays in a year. This calculation results in the following total intersection annual person delay estimates:
 - a. AM Peak: No Build: 76,216,104.64 seconds or 21,171.14 hours
 - b. AM Peak: Build: 73,494,799.04 seconds or 20,415.22 hours

The result is an estimated 755.95 person-hours saved per year due to the Project, which was multiplied by the monetization value for general travel time savings (All Purpose).

Table 15 – Sample Calculations of Monetized Benefits of Vehicle Travel Time Savings (Annual, Undiscounted)

<u>Measure</u>	<u>Equations</u>	<u>Value</u>
Total annual travel time savings, hours, baseline	(a)	755.95
Value of time for general travel time (All Purpose) (\$/hr)	(b)	\$19.60
Monetized value of annual travel time savings, baseline	(c) = (a) * (b)	\$14,816.00

It is likely that the project will also provide **unquantified multimodal travel time benefits** by creating a completer and more connected bicycle network and removing the need to cross to median angled parking to access a parked car.

4.2.3 Vehicle Operating Cost Reduction

The project will prompt a mode shift by improving walking and biking conditions, which will lead to fewer vehicle operating costs, a lower cost burden on low-income people, and more money that can be invested elsewhere in the local economy. To estimate monetized benefits associated with these positive outcomes, the BCA multiplies the decrease in VMT on each corridor by mode as outlined in the Baseline Assumptions section by the monetization value for vehicle operation costs for Light Duty Vehicles per mile (0.52 \$2022/mile), provided in the RAISE BCA guidelines.

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For this benefit and for other benefits calculated in a similar manner, the sample calculation in this memo illustrates the monetization value being applied to the **change** in VMT, whereas in the BCA spreadsheet, the monetization value is applied to the total No Build and total Build VMT values, then the difference is computed to yield the same monetized savings value included in this memo.

Table 16 – Sample Calculations of Monetized Benefits of Vehicle Operating Cost Reduction (Annual, Undiscounted)

<u>Measure</u>	<u>Equations</u>	<u>Value</u>
Reduction in annual car/motorcycle vehicle-miles (baseline)	(a)	33,336
Value of light-duty vehicle operating cost savings per vehicle-mile	(b)	\$0.52
Monetized value of vehicle operating cost savings, baseline	(c) = (a) * (b)	\$17,334.84

4.2.4 Change in Emissions

The project will prompt a mode shift by improving walking and biking conditions, which will lead to a reduction in vehicle emissions from a net decrease in use of auto travel. To estimate monetized benefits associated with these positive outcomes, the BCA multiplies the decrease in VMT on each corridor by mode as outlined in the Baseline Assumptions section, by the following emissions monetization values provided in the RAISE BCA guidelines:

1. Light Duty Vehicles – Urban: **CO2 Emission per mile** (0.107 \$2022/mile)
2. Light Duty Vehicles – All Locations: **Non-CO2 Emission per mile** (0.012 \$2022/mile)

Table 17 – Sample Calculations of Monetized Benefits of CO2 Emissions Reduction (Annual, Undiscounted)

<u>Measure</u>	<u>Equations</u>	<u>Value</u>
Reduction in annual car/motorcycle vehicle-miles, baseline	(a)	33,336
Value of light-duty vehicle-urban CO2 emissions per vehicle-mile	(b)	\$0.107
Monetized value of annual CO2 emissions reduction, baseline	(c) = (a) * (b)	\$3,566.98

This method of calculation does not require conversion from reduction in VMT to estimated emissions before monetization; rather the reduction in VMT is monetized directly, based on values provided in the RAISE BCA guidelines.

Non-CO2 emissions are calculated using the same method and are intended to represent local air pollutants generated by transportation activities, notably sulfur oxides (SOX), nitrogen oxides (NOX), and fine particulate matter (PM2.5).

4.2.5 Avoided Highway Externalities

The project will prompt a mode shift by improving walking and biking conditions, which will lead to a reduction in highway externalities from a net decrease in use of personal vehicles including:

1. Congestion
2. Noise pollution
3. Safety (Note that this benefit calculation related to safety is separate and apart from the safety benefits detailed in section 4.2.1 which covers safety improvements due to infrastructure safety countermeasures, whereas this benefit covers safety improvements due to a reduction in VMT.)

To estimate monetized benefits associated with these positive outcomes, the BCA multiplies the decrease in VMT on each corridor by mode as outlined in the Baseline Assumptions section, by the following highway externalities monetization values provided in the RAISE BCA guidelines:

1. Light Duty Vehicles – Urban: **Congestion Cost per mile** (0.138 \$2022/mile)
2. Light Duty Vehicles – Urban: **Noise Cost per mile** (0.0019 \$2022/mile)
3. Light Duty Vehicles – Urban: **Safety Cost per mile** (0.02 \$2022/mile)

Table 18 – Sample Calculations of Monetized Benefits of Congestion Related Avoided Highway Externalities (Annual, Undiscounted)

Measure	Equations	Value
Reduction in annual car/motorcycle vehicle-miles, baseline	(a)	33,336
Value of congestion per vehicle-mile	(b)	\$0.138
Monetized value of congestion reduction, baseline	(c) = (a) * (b)	\$4,600.40

4.2.6 Mobility Amenity Benefits

The Project will provide mobility amenity benefits throughout Downtown Keene because of the improved multimodal facilities and amenities, including upgraded sidewalks, slower vehicle speeds, upgraded crossings, protected sidewalk-level bicycle facilities. These projects will improve the quality and comfort of people walking and biking on the project corridors, therefore reducing their implicit costs to travel. To estimate monetized benefits associated with these positive outcomes, the BCA multiplies the number of trips or miles travelled on impacted corridors, by mode, by monetization values presented below.

ACTIVE TRANSPORTATION

The amenity benefits of (a) expanded sidewalks, (b) reduced speeds (due to reduced lane widths), and (c) new dedicated cycling lanes will benefit new and existing people walking and biking.

Revitalizing Downtown Keene Benefit-Cost Analysis

Although a new signal for a pedestrian crossing (Rectangular Rapid Flashing Beacon (RRFB)) will be installed at the Main Street & Gilbo Avenue/Railroad Street intersection, a separate amenity benefit associated with *Install Signal for Pedestrian Crossing on Roadway with Volumes $\geq 13,000$ Vehicles per Day* was not included, because as noted in the RAISE BCA guidelines, "...to avoid double-counting, applicants should not include both estimates of pedestrian crash reduction benefits and the crosswalk and these intersection improvement values for the same project components."

The monetization values for active transportation were applied to the existing plus new trips induced by the project as both populations would incur these benefits, not just new/induced users.

The applied active transportation amenity benefit baseline monetization values provided in the RAISE BCA guidelines are summarized in Table 19.

Table 19 – Active Transportation Amenity Benefit Monetization, as Provided in RAISE BCA guidelines

Amenity	Monetization Value	Monetization Value Unit
Expand Sidewalk (per foot of added width)	0.11	2022\$/person-mile walked/foot of added width
Reducing Traffic Speed by 1 mph (for speeds ≤ 45 mph)	0.09	2022\$/person-mile walked/1 mph reduced
Dedicated Cycling Lane	1.86	2022\$/person-mile cycled

Walking: Expand Sidewalk

The project plans to expand the sidewalk widths on Main Street and Gilbo Avenue; this change will improve pedestrian comfort and experience. This sidewalk expansion will benefit pedestrians by creating a more pleasant, comfortable, and attractive environment for walking. An average sidewalk expansion amount was used for each corridor and results in the following calibrated monetization values:

- Main Street:
 - No Build average sidewalk width: 11.1 feet
 - Build average sidewalk width: 13.8 feet
 - Added width of sidewalk: 2.7 feet
 - **Calibrated Monetization Value:** 0.30 2022\$/person-mile walked (0.11 2022\$/person-mile walked x 2.7 feet = 0.30 2022\$/person-mile walked)
- Gilbo Avenue:
 - No Build average sidewalk width: 8 feet
 - Build average sidewalk width: 12 feet

Revitalizing Downtown Keene Benefit-Cost Analysis

- Added width of sidewalk: 4 feet
- **Calibrated Monetization Value:** 0.44 2022\$/person-mile walked (0.11 2022\$/person-mile walked x 4 feet = 0.44 2022\$/person-mile walked)

To quantify these benefits, the person-miles walked values associated with each of the Main Street and Gilbo Avenue corridors were multiplied by the calibrated monetization values. To calculate the person-miles walked, the annual existing + new walking trips (projected using the factors in the Baseline Assumptions section) were identified for a single average screenline location representing each corridor. Both existing and new pedestrians incur this comfort and trip quality benefit.

These annual new walking trips were then multiplied by the average walking trip length provided in the RAISE BCA Guidelines, 0.86 miles. This trip length factor is longer than each of the improved corridors, but it reflects the full length of trips taken by pedestrians who use the corridors for part of their trips.

The total existing plus new person-miles walked is multiplied by the respective monetization value to estimate the mobility benefit to people walking/rolling.

Walking: Reduce Traffic Speed

The project plans to reduce the speed of travel on Main Street and Gilbo Avenue by narrowing the roadway width; this change will improve pedestrian comfort and experience. This speed reduction will benefit pedestrians by creating a more pleasant, comfortable, and attractive environment for walking. The lane narrowing will result in an estimated average speed reduction of 4 miles per hour (mph) on Main Street and 9 mph on Gilbo Avenue.

The change in travel speed was calculated based on a speed reduction of 2 mph per foot of lane narrowing. This speed reduction comes from a National Association of City Transportation Officials (NACTO) literature review that states, *“There is no consensus in the literature on the relationship between lane width and speed. Some studies have shown speed reductions of as much as 3 mph for every foot of lane narrowing; other studies show a more slight speed reduction of about 1 mph per foot of lane narrowing or no significant effect at all.”* Based on this research the speed reduction of 2 mph was selected as a mid-point of the range provided in this literature review.⁷

For Gilbo Avenue this speed reduction calculation (lane width reduction (9 feet) x speed reductions per foot of lane narrowing (2)) would yield a 20-mph speed reduction, which is unrealistic on a low speed urban roadway. Therefore, the average speed reduction for Gilbo Avenue was capped at 5 mph.

This results in the following calibrated monetization values:

- Main Street:

⁷ National Association of City Transportation Officials (NACTO), *Relationship Between Lane Width and Speed: Review of Relevant Literature* (February 2003), accessed February 5, 2024, https://nacto.org/docs/usdg/review_lane_width_and_speed_parsons.pdf

Revitalizing Downtown Keene Benefit-Cost Analysis

- No Build average lane width: 13 feet
 - Build average lane width: 11 feet
 - Lane width reduction: 2.7 feet
 - Estimated average speed reduction: 4 mph
 - **Calibrated Monetization Value:** 0.36 2022\$/person-mile walked (0.09 2022\$/person-mile walked x 4 mph = 0.36 2022\$/person-mile walked)
- Gilbo Avenue:
 - No Build average lane width: 21 feet
 - Build average lane width: 11 feet
 - Lane width reduction: 10 feet
 - Estimated average speed reduction: 5 mph
 - **Calibrated Monetization Value:** 0.45 2022\$/person-mile walked (0.09 2022\$/person-mile walked x 5 mph = 0.45 2022\$/person-mile walked)

To quantify these benefits, the person-miles walked values associated with each of the Main Street and Gilbo Avenue corridors were multiplied by the calibrated monetization values. To calculate the person-miles walked, the annual existing + new walking trips (projected using the factors in the Baseline Assumptions section) were identified for a single screenline location representing each corridor. Both existing and new pedestrians incur this comfort and trip quality benefit.

These annual new walking trips were then multiplied by the average walking trip length provided in the RAISE BCA Guidelines, 0.86 miles. This trip length factor is longer than each of the improved corridors, but it reflects the full length of trips taken by pedestrians who use the corridors for part of their trips.

The total existing plus new person-miles walked is multiplied by the respective monetization value to estimate the mobility benefit to people walking/rolling.

Bicycling: Dedicated Cycling Lane

The project plans to add new separated sidewalk-level bicycle facilities along Main Street where there are no existing bicycling facilities. The new bicycle facility will benefit cyclists by creating a more pleasant, comfortable, and attractive environment for cycling. This bicycle connection will create a more complete cycling network in and around Keene by connecting to the Cheshire Rail Trail which intersects Main Street at Gilbo Avenue/Railroad Avenue.

To quantify these benefits, the person-miles cycled on Main Street were multiplied by the monetization value for a Dedicated Cycling Lane (1.86 \$2022/cycling mile). To calculate the person-miles cycled, the annual new cycling trips (projected using the factors in the Baseline Assumptions section) were identified at a single screenline location on Main Street. These annual new cycling trips were then multiplied by the average cycling trip length. The RAISE BCA Guidelines recommend an average cycling trip length of 2.38 miles. The total person-miles cycled for the corridor is multiplied by the monetization value to estimate the mobility benefit to people biking. This calculation is shown in Table 20

Table 20 – Sample Calculations of Monetized Benefits for Improved Bicycling Amenities (Annual, Undiscounted)

Measure	Equations	Value
Existing + New/Induced cycling trips (Main Street), baseline	(a)	26,298
Average trip length, in miles	(b)	2.38
Existing + New/Induced active transportation person-miles cycled (Main Street), baseline	(c) = (a) * (b)	62,589
Value of cycling-miles (dedicated cycling lane), baseline	(d)	\$1.86
Monetized value of cycling facility improvements (Main Street), baseline	(e) = (c) * (d)	\$116,415.99

4.2.7 Health Benefits

The project will prompt increased active transportation, which in turn will benefit individual health and public health and reduce the burden on the healthcare system. Improved bicycle and pedestrian amenities in the project area will promote this benefit. To estimate monetized benefits associated with these positive outcomes, the BCA first estimates the share of new/induced walking and biking trips induced from driving, outlined in the Baseline Assumptions section, made by people within the applicable age ranges. Applicable age ranges are defined as follows:

1. Walking: Ages 20-74: 75% (American Community Survey 5-year estimates, 2022)⁸
2. Cycling: Ages 20-64: 65% (American Community Survey 5-year estimates, 2022)⁹

The age ranges are based on age data for the study area Census Tracts for which detailed age data was available: Census Tract 9711; Cheshire County; New Hampshire and Census Tract 9713; Cheshire County; New Hampshire (age distribution data was not available for Census Tract 9714.01; Cheshire County; New Hampshire).

Once the new/induced walking and biking trips induced from driving, made by people within the applicable age ranges was calculated, these values were multiplied by the following health benefit monetization values provided in the RAISE BCA guidelines:

⁸ US Census, American Community Survey 5-Year Estimates Subject Tables, 2022, <https://data.census.gov/cedsci/>

⁹ US Census, American Community Survey 5-Year Estimates Subject Tables, 2022, <https://data.census.gov/cedsci/>

1. Walking (7.73 \$2022/induced trip)
2. Cycling (6.80 \$2022/induced trip)

Table 21 – Sample Calculations of Monetized Benefits of Walking Health Improvements (Annual, Undiscounted)

Measure	Equations	Value
New/Induced walking trips, baseline	(a)	61,209
Local applicable age range (walking: 20-74)	(b)	75%
New/Induced walking trips within applicable age range, baseline	(c) = (a) * (b)	45,906
Value of health benefits per walking trip	(b)	\$7.63
Monetized value of improved health benefits, baseline	(c) = (a) * (b)	\$350,266.18

4.2.8 Pavement Damage Reduction

The project will prompt a mode shift by improving walking and biking conditions, which will lead to a reduction in pavement damage from the wear and tear on roads caused by personal vehicles. To estimate monetized benefits associated with these positive outcomes, the BCA multiplies the decrease in VMT on each corridor by mode as outlined in the Baseline Assumptions section by the monetization value for pavement damage avoidance per mile (0.05 \$2022/mile), as recently reported by the Victoria Transport Policy Institute (2024)¹⁰ as the cost of pavement damage per vehicle-mile of urban driving.

Table 22 – Sample Calculations of Monetized Benefits of Pavement Damage Reduction (Annual, Undiscounted)

Measure	Equations	Value
Reduction in annual car/motorcycle vehicle-miles (baseline)	(a)	33,336
Value of pavement damage per vehicle-mile of urban driving	(b)	\$0.05
Monetized value of pavement damage avoidance, baseline	(c) = (a) * (b)	\$1,666.81

4.2.9 Stormwater Runoff Reduction

The project includes Green Infrastructure improvements such as Silva Cell tree pits which are intended to increase the cubic feet of stormwater managed along the Main Street corridor. Under existing conditions, other than existing street trees and planted medians which are not designed to specifically treat stormwater, there is no existing stormwater treatment infrastructure on the project corridors.

The project also includes sewer separation for roof runoff along the Main Street corridor from Emerald/Eagle Street to Central Square. Under existing conditions stormwater runoff is connected to the

¹⁰ Victoria Transport Policy Institute, *Evaluating Active Transport Benefits and Costs* (page 28), February 20, 2024, accessed February 25, 2024, <https://www.vtpi.org/nmt-tdm.pdf>

sewer main and will be separated to the drainage system. A sketch of the roof area is shown below in Figure 2 for reference. This roof area was factored at 85% to reflect a portion of the buildings which are already connected to the drainage system or buildings which may delay making the connection.



Figure 2 – Sewer Separation Extents

The stormwater benefit was calculated using the Triple Bottom Line (TBL) Green Stormwater Infrastructure (GSI) Tool developed by the Water Research Foundation as part of project 4852, Economic Framework and Tools for Quantifying and Monetizing the Triple Bottom Line Benefits of Green Stormwater Infrastructure (<https://www.waterrf.org/research/projects/economic-framework-and-tools-quantifying-and-monetizing-triple-bottom-line>). The tool analyzes stormwater benefits across a number of categories, customized based on location and other key factors such as climate zone and construction year. The input to the tool was an estimated amount of impervious areas managed for each green infrastructure practice associated with the Project. More detailed outputs from the tool can be found in Attachment A.

To be conservative, the estimate includes only some of the quantifiable benefits associated with the Project's proposed Green Infrastructure and Sewer Separation elements. Specifically, the estimates include benefits that the tool estimates as a result of Avoided Infrastructure Costs. Other excluded

Revitalizing Downtown Keene Benefit-Cost Analysis

categories of quantifiable benefits include Energy Savings, Water Supply, Property Values, in other sections of the Tool, although there will be benefits to the community in these categories. See Figure 3 for the key outputs used in the BCA calculation from the tool. The proposed sewer separation and biofiltration facilities were determined to have a benefit of \$655,725 (undiscounted) over the 20-year analysis period.

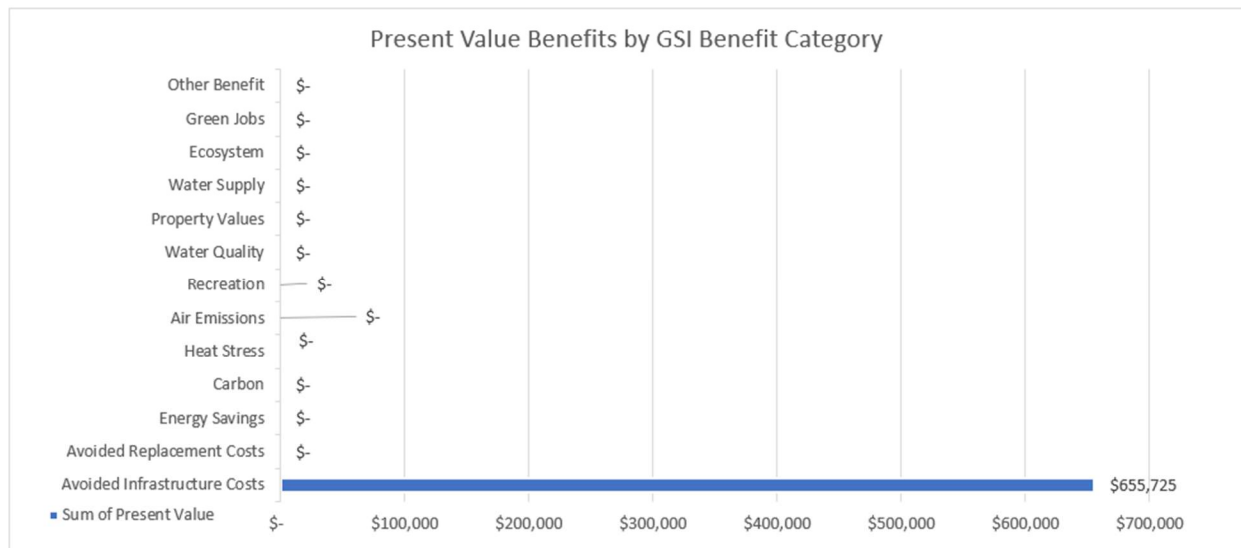


Figure 3 – TBL GSI Dashboard Sample Export

5 SUMMARY

The project results in a final BCA ratio of **1.35**, with the full breakdown of benefits and costs described below:

Table 23 – BCA Results

BCA Component	Monetized Benefits (Discounted at 3.1%)
Benefit 1: Safety: Improved traffic safety and crash reduction	\$3,343,285
Benefit 2: Vehicle Travel Time Savings	\$181,845
Benefit 3: Vehicle operating cost reduction	\$212,760
Benefit 4: Emissions reduction: (a) non-CO2 and (b) CO2	Non-CO2: \$4,910 CO2: \$51,791 (note that CO2 emissions are discounted at 2%)
Benefit 5: Avoided Highway Externalities: (a) reduced congestion, (b) reduced noise pollution, (c) improved safety resulting from overall reduction in vehicle travel	\$64,196
Benefit 6: Mobility amenity benefits: (a) Expand sidewalk, (b) Reduce traffic speed, (c) New dedicated cycling lane	\$12,682,942
Benefit 7: Public health benefits (improved health): (a) related to walking and (b) related to cycling	\$4,933,077
Benefit 8: Pavement Damage Reduction	\$20,458
Benefit 9: Stormwater Avoided Infrastructure Costs	\$508,698
Operations and Maintenance Costs	(\$2,542,047) <i>Negative number</i>
Total Benefits	\$24,545,416*
Capital Costs	\$18,123,279
Residual Value	\$0
Total Costs	\$15,581,232
Benefit/Cost (B/C) Ratio	1.35
Net Present Value (NPV)	\$6,422,136
*Note that this number is not the same as the sum of the benefits because of order of operations. To calculate the total discounted benefits, benefits (including O&M) are aggregated by year, discounted by year, then summed together for all years of the analysis period.	

Revitalizing Downtown Keene Benefit-Cost Analysis

The benefits of the project are many and are in excess of the costs, despite a conservative approach to estimating these benefits. The project shows a B/C ratio of **1.35** and is expected to result in significant benefits throughout the forecast period. Furthermore, there are additional unquantified benefits that would result from this project, including additional compounding crash reduction benefits and multimodal travel time benefits described above.

For further information on the calculations and assumptions, you are invited to review in detail the enclosed unlocked Excel workbook containing the full BCA Model (Attachment 10 of the grant submittal).

Attachment A

Key Inputs

- Stormwater management goal/hydrologic information
- Management area characteristics

Stormwater Management Goal

Annual rainfall that results in runoff

44.0 inches

Design storm (percentile)

85th percentile

Design storm depth (rainfall)

4.68 inches

Management Area Characteristics

Management area (acres)

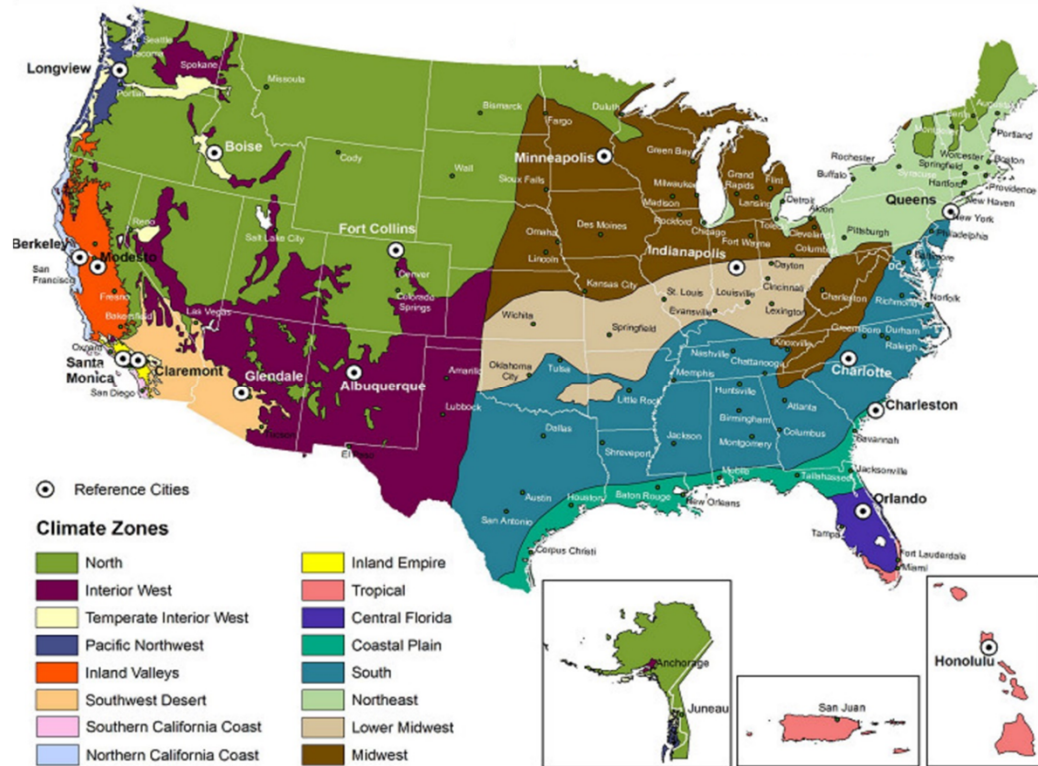
12 acres

Management area population

10,000

Climate Zone - see map below

Northeast



Source: U.S. Forest Service, n.d.



Avoided Infrastructure Costs

- Avoided CSO reduction projects
- Other avoided conventional stormwater management projects (e.g. surface storage facilities, conveyance piping, underground storage vaults, and detention basins)
- Avoided stormwater pumping and treatment (CSO communities)

Benefit Value Summary

Annualized Value	\$ 32,786
Present Value	\$ 655,725
analysis period (years)	20

Option 2

Use Option 1 or Option 2?

Option 1 - Avoided Cost Manual Entry

	\$	Avoided capital costs
	\$	Avoided annual O&M costs

Option 2 - Avoided Cost Calculators

Large-scale CSO Reduction Projects

Deep Tunnels

Does this benefit apply?

What percent of deep tunnel project will GSI scenario offset?

No

\$ -
0.25%
\$ -

million gallons

\$

percent

\$

Size of storage facility

Avoided deep tunnel/underground storage capital costs (total project)

Annual O&M as a percent of capital costs (do not include avoided pumping and treatment costs calculated)

Avoided annual O&M for deep tunnels/underground storage

Sewer Separation Projects

Does this benefit apply?

What percent of sewer separation project will GSI scenario offset?

Yes
85%

7
100,000
\$ 585,399
0.25%
\$ 1,244

acres

\$ per drainage acre

\$

percent

\$

Acres of the study area that would be managed through sewer separation under the baseline scenario (default value - 7 acres)

Unit value of avoided capital costs per drainage acre (default value - \$100,000 per drainage acre)

Avoided capital cost for sewer separation projects

Annual O&M as a percent of capital costs

Avoided annual O&M cost for sewer separation projects

All Other Stormwater Management Projects

Does this benefit apply?

Impervious area managed through GSI scenario

Percent of impervious area managed in GSI scenario that would be managed through conventional stormwater management projects

Unit cost of impervious area managed through conventional stormwater infrastructure (default value - \$3.00 per square foot)

Avoided capital cost of "other" gray infrastructure stormwater management projects

Annual O&M as a percent of capital cost

Avoided annual O&M value of other gray infrastructure stormwater management projects

Yes
74,288
20%
3.00
\$ 44,573
0.25%
\$ 111

square feet

percent

\$ / square foot

\$

percent

\$

Avoided Stormwater Pumping and Treatment Costs

Does this benefit apply?

Volume of stormwater retained annually through GSI practices

Percent of annual volume retained through GSI that will result in avoided pumping and treatment

Unit value of avoided pumping and treatment costs (default value - \$1.27 per thousand gallons)

Total annual value of avoided pumping and treatment costs

No
1,697
\$ 1.27
\$ -

thousand gallons

percent

\$ / thousand gallons

\$

GSI Benefit/Cost Results

Analysis Assumptions

Analysis Period	20 Years
Discount Rate	0.0%

Present Value - All Benefits and Costs

Total over study period Annualized values		
Benefits	#DIV/0!	#DIV/0!
Costs	#DIV/0!	#DIV/0!
Benefit-Cost Ratio	#DIV/0!	

Benefit Categories

Financial

- ☒ Avoided infrastructure and treatment costs
- ☒ Avoided replacement costs
- ☒ Energy savings
- ☒ Water quality improvements
- ☒ Carbon emissions reduction and sequestration
- ☒ Ecosystem benefits

Social

- ☒ Improved air quality
- ☒ Water supply benefits
- ☒ Improved aesthetics (property values)
- ☒ Reduced heat stress
- ☒ Increased recreation
- ☒ Green job creation

Other

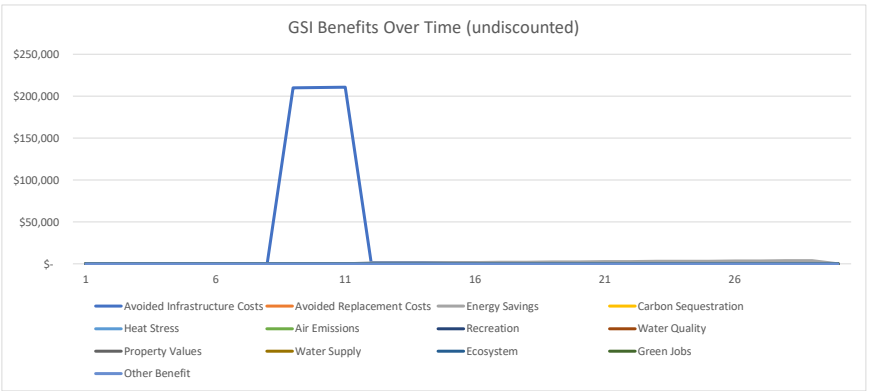
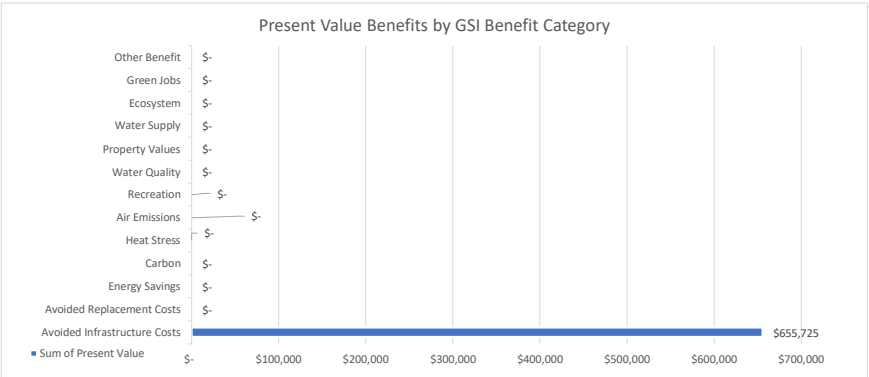
- ☒ Other benefits (enter to the right)

Benefits Calculated Outside Tool

Average annual (non-discounted)

TBL Benefit Type

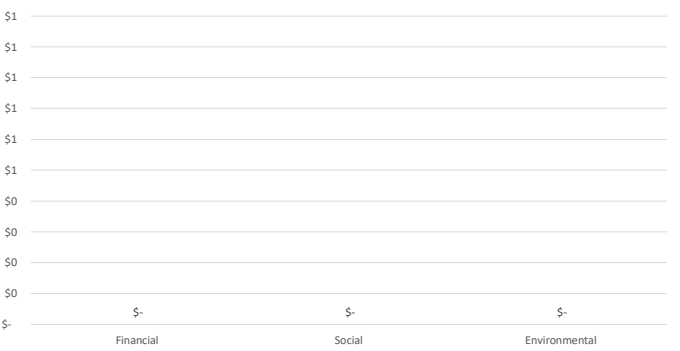
Other



TBL Accounting of GSI Benefits - Present Value

Environmental; \$- : 0%

TBL Accounting of GSI Benefits - Present Value



Physical Benefits from GSI to be Installed

Benefit Category	Physical Benefit	Annual Benefit Amount (at full implementation)	Units
Energy Savings	Electricity Savings	#VALUE!	kWh
	Natural Gas Savings	#VALUE!	Therms
Air Quality	Sulfur Dioxide Reduction	#VALUE!	Metric Tons
	Nitrogen Oxide Reduction	#VALUE!	Metric Tons
	Particulate Matter Reductions	#VALUE!	Metric Tons
	Ozone Reduction	#DIV/0!	Metric Tons
	Avoided GHGs from Energy Use	#VALUE!	Metric Tons
Carbon	Avg. CO2e Sequestered - Trees (Yr. 30)	8	Metric Tons
	Avg. CO2e Sequestered - Green Roofs	#DIV/0!	Metric Tons
	Avg. CO2e Sequestered - Bioret., Rain Gard	#DIV/0!	Metric Tons
	Avg. CO2e Sequestered - Wetlands	#DIV/0!	Metric Tons
	Potable Water Supply Offsets	-	Acre-feet
Water Supply	Groundwater Recharged	1.01	Acre-feet
	Avoided Fatalities (2050)	#DIV/0!	Deaths
Heat Stress	Avoided Hospitalizations (2050)	#DIV/0!	Hopsitalizations
	Avoided Emergency Room Visits (2050)	#DIV/0!	Visits
Property Values - Properties Affected	Single Family Residential	760	Properties
	Multi Family Residential	228	Properties
	Commercial	-	Properties
Recreation - Additional Park Visits	Pocket Parks	-	Visits
	Stormwater Parks	-	Visits
	Neighborhood Greening	-	Visits

Discounted Present Value of Benefits

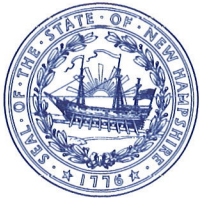
Benefit Category	Present Value	Annualized Value
Avoided Infrastructure Costs	\$ 655,725	\$ 32,786
Avoided Replacement Costs	#DIV/0!	#DIV/0!
Energy Savings	#VALUE!	#VALUE!
Carbon	#DIV/0!	#DIV/0!
Heat Stress	#DIV/0!	#DIV/0!
Air Emissions	#VALUE!	#VALUE!
Recreation	#DIV/0!	#DIV/0!
Water Quality	\$ -	\$ -
Property Values	#DIV/0!	#DIV/0!
Water Supply	\$ -	\$ -
Ecosystem	#DIV/0!	#DIV/0!
Green Jobs	#DIV/0!	#DIV/0!
Other Benefit	\$ -	\$ -

Non-discounted Benefits Over Time

Analysis Period		20 Years																						
Co-Benefit Categories		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	
2019 Dollars	Year	Sum (undiscounted)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Avoided Infrastructure Costs		655,725	-	-	-	-	-	-	-	-	209,991	210,443	210,894	1,355	1,355	1,355	1,355	1,355	1,355	1,355	1,355	1,355	1,355	
Avd. Capital Cost for Deep Tunnels		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Avd. O&M Cost for Deep Tunnels		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Avd. Capital Cost for Sewer Separation		585,399	-	-	-	-	-	-	-	-	195,133	195,133	195,133	-	-	-	-	-	-	-	-	-	-	
Avd. O&M Cost for Sewer Separation		23,636	-	-	-	-	-	-	-	-	-	415	829	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	
Avd. Capital Cost for Other Stormwater		44,573	-	-	-	-	-	-	-	-	14,858	14,858	14,858	-	-	-	-	-	-	-	-	-	-	
Avd. O&M Cost for Other Stormwater		2,117	-	-	-	-	-	-	-	-	-	37	74	111	111	111	111	111	111	111	111	111	111	
Avd. Stormwater Pumping and Treatment C		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Avoided Replacement Costs		#DIV/0!	-	-	-	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Avoided Annual Maintenance Cost of Conve		#DIV/0!	-	-	-	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Avoided Replacement Cost of Conventional		#DIV/0!	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Avoided Annual Maintenance Cost of Replac		#DIV/0!	-	-	-	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
Energy Savings Total		#VALUE!	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	#VALUE!	944	1,078	1,279	1,473	1,660	1,841	2,022	2,203	2,379	2,551	2,719
Energy Savings Trees Electricity		11,088	-	-	-	-	-	-	-	-	-	73	145	234	268	318	366	412	457	502	547	591	633	675
Energy Savings Trees Natural Gas		33,571	-	-	-	-	-	-	-	-	-	220	440	710	811	961	1,107	1,248	1,384	1,520	1,656	1,788	1,918	2,044
Energy Savings Green Roofs Electricity		#VALUE!	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	#VALUE!	-	-	-	-	-	-	-	-	-	-	-
Energy Savings Green Roofs Natural Gas		#VALUE!	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	#VALUE!	-	-	-	-	-	-	-	-	-	-	-
Water Supply Total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Water Harvesting Rain Barrels		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Water Harvesting Cisterns		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Check Box Result: Financial		Social		<u>Other</u>	
TRUE	Avoided infrastructure and treatment costs	TRUE	Improved air quality	TRUE	Other benefit category
TRUE	Asset life extension	TRUE	Water supply benefits		
TRUE	Energy Savings	TRUE	Improved aesthetics (property values)		
	Environmental	TRUE	Reduced heat stress		
TRUE	Water quality improvements	TRUE	Increased recreation		
TRUE	Carbon emissions reduction and sequestration	TRUE	Green job creation		
TRUE	Ecosystem benefits				

2042 23	2043 24	2044 25	2045 26	2046 27	2047 28	2048 29	2049 30	2050 31	2051 32	2052 33	2053 34	2054 35	2055 36	2056 37	2057 38	2058 39	2059 40	2060 41	2061 42	2062 43	2063 44	2064 45	2065 46	2066 47	2067 48	2068 49	2069 50	2070 51	2071 52	2072 53	2073 54	2074 55	2075 56
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2,886	3,054	3,218	3,380	3,539	3,698	3,857	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
717	758	799	839	879	918	958	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2,170	2,295	2,419	2,541	2,660	2,780	2,899	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR

CHRISTOPHER T. SUNUNU
Governor

February 5, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

Re: Support for the Revitalizing Downtown Keene RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of downtown Keene, New Hampshire, as the region's economic heart with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings increased access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural engine for both the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

This project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, as well as new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater array of groups.

Furthermore, the project would also cement Keene's downtown as a hub within the regional trail network that runs through different neighborhoods and connects to communities with persistent poverty within Keene and the immediate area. This increased accessibility would allow alternative choices for people to connect to downtown and the wider region.

The proposed application represents a significant investment for New Hampshire's Monadnock Region that would maintain and enhance the quality of life for area residents and visitors as well as ensure the continued economic vitality of Keene and its surrounding towns. I am pleased to offer my support for this application and hope you will look upon it favorably.

If you have any questions, please do not hesitate to contact my office at (603) 271-2121.

Sincerely,

Christopher T. Sununu
Governor

107 North Main Street, State House - Rm 208, Concord, New Hampshire 03301
Telephone (603) 271-2121 • FAX (603) 271-7640
Website: <http://www.governor.nh.gov/> • Email: governorsununu@nh.gov
TDD Access: Relay NH 1-800-735-2964



Arts Alive 15 Eagle Court
Keene, New Hampshire 03431
monadnockartsalive.org
(603)283-0944

February 5, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue,
S.E. Washington, DC 20590

Re: Support for the **Revitalizing Downtown Keene** RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The

increased accessibility provides alternative choices for people to connect to downtown and the wider region.

Additionally, Arts Alive supports this application because it makes space for cultural events, activities, and installations. The arts are a driver of economic health in small communities across the region, like Keene. Arts event attendees often spend an average of over \$30 per person in businesses beyond the arts venue they are patronizing, according to our 2022 Arts and Economic Prosperity Survey conducted in partnership with Americans for the Arts. Beyond direct financial benefit, Arts events help build community. According to our Arts Access Study 90% of community members agree that community events are an effective way to connect people in our region and 97% agree that a connected community fosters the wellbeing of its members. These spaces are vital to creating accessible public events in downtown Keene.

For these reasons, I submit that the Revitalizing Downtown Keene project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

Please do not hesitate to reach out to us with any questions, please contact me at jessica@monadnockartsalive.org or 802-380-5090.

Sincerely,



Jessica Gelter, Arts Alive

United States Senate

February 10, 2024

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write today in strong support of the application from the City of Keene for funding through the U.S. Department of Transportation's 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for the Revitalizing Downtown Keene Project.

Keene's downtown is an economic, social, and cultural hub for both the city and the region. This multi-modal project would strengthen Downtown Keene as an economic engine for the entire Monadnock region by expanding equitable access, resilient design, and improved quality of life to long underinvested communities. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multi-modal and active transportation access, integrates climate adaptation and resiliency measures, and makes Downtown Keene more accessible for everyone.

Downtown Keene serves a unique role in the region, situated near Keene State College, one of New Hampshire's largest universities, while also connected to communities with persistent poverty within and surrounding Keene. This project would replace core utility infrastructure, make downtown easier to access for cyclists and pedestrians, create new flexible community spaces, and support the wider use of multi-modal transit across a greater diversity of groups. The improvements enabled by this funding will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and will provide more choices for people to connect to downtown and the wider region.

This project represents a significant investment in Keene that would enhance quality of life and ensure the economic vitality of the greater Monadnock region. I encourage you to look favorably upon this strong application. Please do not hesitate to contact my office directly at 603-622-2204 if my staff or I can be of further assistance.

With every good wish,



Margaret Wood Hassan
United States Senator

COLONIAL

PERFORMING ARTS CENTER

February 12, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

Re: Support for the Revitalizing Downtown Keene RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown and the wider region. For these reasons, I submit that the Revitalizing Downtown Keene project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

As a cultural cornerstone and recognized lead provider of performing arts for our tri-state region (New Hampshire, Vermont and Massachusetts), The Colonial Performing Arts Center (CPAC) fully understands the importance of an accessible, relevant and vibrant city core. Located dead center in Keene's downtown business corridor for the past 100 years, CPAC welcomes the multimodal transportation options and increased dynamism this project will bring to the arts community and our city.

Please do not hesitate to reach out to us with any questions, please contact me at (603) 357-1233 x 102.

Sincerely,



Alec Doyle
Executive Director

95 Main Street - PO Box 77 • Keene, NH 03431
Business Office: 603-357-1233 • Box Office: 603-352-2033 • TheColonial.org

February 12, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the **Revitalizing Downtown Keene** RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Z ° À | | o | | v P ~ } Á v project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

In January of 2021, the City of Keene adopted a comprehensive plan for how to carry out various energy and climate goals within the community with a focus on transportation and sustainable planning. The previously mentioned elements of the downtown revitalization are all key components to carry out these community objectives and further enable us to adapt to the changing climate and reduce any additional local impact to such.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown and the wider region.

For these reasons, I submit that the Z ° À | | o | | v P ~ } Á v project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

Please do not hesitate to reach out to us with any questions, please contact Zach Luse at (603)399-6400 or zach@paragondigital.com X

Sincerely,



Zach Luse, Chair, City of Keene's Energy and Climate Change Committee



229 Main Street, Keene, NH 03435

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. The campus of Keene State College, New Hampshire's public liberal arts college, is in the heart of downtown Keene and our mutual thriving is inextricably linked. The RAISE grant provides the City of Keene with an invaluable opportunity.

Keene's downtown is the economic, social, and cultural hub for the city and surrounding Monadnock Region. This grant will allow us to reimagine and transform downtown Keene into a dynamic corridor that accommodates ever-expanding community uses, prioritize multimodal transportation access, and integrate climate adaptation and resiliency measures.

The project will cement Keene’s downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. With this funding, Keene can replace core utility infrastructure, upgrade walking and cycling environments, create new flexible community gathering spaces, and incorporate elements to reduce flooding, support better air quality, and lessen impacts of heat island effect. Keene can reduce roadway widths, improve crosswalks and sidewalks, and use new sidewalk grade bike lanes to prioritize people over cars and support the wider use of multi-modal transit.

The increased accessibility provides alternative choices for people to connect to downtown and the wider region. All these efforts will increase the sense of belonging in Keene across a greater diversity of groups.

Thank you for your consideration.

Nigel Sedhall

Melinda D. Treadwell, Ph.D.
President



The Senate of the State of New Hampshire

107 North Main Street, Concord, NH 03301-4951

February 13th, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the Revitalizing Downtown Keene RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown and the wider region.

The project will provide needed improvements to downtown Keene that will address the economic, environmental, and infrastructural needs of the community. The project simultaneously addresses community health and climate change by encouraging alternative means of travel and supporting a healthy environment, in addition to addressing regional poverty concerns by removing barriers to opportunity and making downtown Keene more accessible for all.

Please do not hesitate to reach out to us with any questions. Please contact Sophie Walsh at 603-271-3469.

Sincerely,

Congress of the United States
Washington, DC 20515

February 15, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

RE: Keene RAISE Grant Application

Dear Secretary Buttigieg,

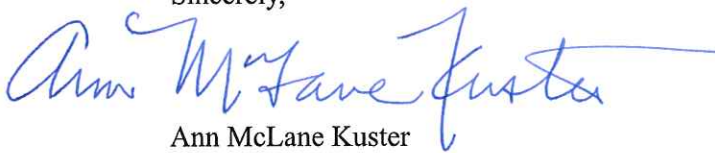
I proudly support the City of Keene's application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The Revitalizing Downtown Keene project is committed to maintaining vibrancy, relevance, and functionality for all, while improving equitable access, resilient design, and quality of life for long-underinvested communities.

Keene's downtown is an important economic, social, and cultural hub for the Monadnock Region. With DOT's support, Keene's proposal will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of the heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk-grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit. The project will also cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown Keene and the wider region—an important step in making a transportation system that works for more people.

I fully support the City of Keene's application, and I urge you to give it full and fair consideration. The proposed application represents a significant investment that would address regional transportation needs while enhancing the quality of life for area residents and supporting the continued efforts by the City of Keene to elevate underserved communities. Please keep my office informed as the award process moves forward by contacting Ryan Hyde on my staff at (603) 595-2006 or ryan.hyde@mail.house.gov.

Sincerely,



Ann McLane Kuster
Member of Congress



Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

603-357-7440 Fax

February 15, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Revitalizing Downtown Keene RAISE Grant Application

Dear Secretary Buttigieg:

On behalf of Southwest Region Planning Commission (SWRPC), please accept this correspondence in support of the Revitalizing Downtown Keene proposal under the U.S. Department of Transportation's (USDOT) RAISE Program. This multi-modal transportation project is very well aligned with the Program's strategic goals by addressing critical safety issues, improving access and mobility for our most vulnerable populations, addressing local climate and sustainability goals, and strengthening the local and regional economy. The proposal seeks to replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, improve air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support current efforts to improve transit services in the area.

Downtown Keene is the center of the Region, drawing employees, customers, students, and others from Southwest NH, Vermont and Massachusetts to jobs, goods, services and cultural destinations. According to recent commuting data, the City's population (approximately 23,000) grows by 25% on a typical weekday from workers alone.¹ In addition to the influx of workers, several thousand additional visitors come to the City's downtown daily to access medical and professional services, retail stores, restaurants, banks, schools, museums, theaters, government offices, and courts, Keene State College, Antioch University, and many other destinations. In rural New Hampshire, the predominant mode of transportation is the personal vehicle placing significant traffic impacts on Keene's downtown. The Revitalizing Downtown Keene project is instrumental in addressing the near ubiquitous safety conflicts that motorists, pedestrians and bicyclists experience in the downtown today by incorporating complete streets that encourage visitors to park and then walk, bike or use the City's transit system during their stay.

In addition to hosting the daily influx of visitors, Keene's downtown has the largest and densest residential population in the Region. Many of the Region's most vulnerable populations live in the downtown area. The mixed-use area hosts hundreds of multifamily and senior housing apartments as well

¹ U.S. Census Bureau. LEHD Origin-Destination Employment Statistics (2002-2021) accessed on February 14, 2024 at <https://onthemap.ces.census.gov>.

TDD Access: Relay NH 1-800-735-2964

web site: www.swrpc.org

as homeless shelters interspersed among commercial, governmental, educational, and cultural destinations. According to the U.S. Census Bureau, approximately 12% of households in the downtown do not own a vehicle—a very high number for rural New Hampshire.² Keene and its downtown are currently experiencing record high rates of homelessness, median home values and monthly rental costs as well as record low owner occupied and rental housing unit vacancies. According to the *Southwest New Hampshire Regional Housing Needs Assessment* published by SWRPC in 2023, the City of Keene will require 755 new housing units by 2030 in order to address housing cost escalation and low vacancy trends.³ After housing, transportation expenses are among the highest costs for our rural population. Having a City core that supports carless households will have real impact on residents making the City and Region more affordable, resilient and sustainable.

The *Revitalizing Downtown Keene* project aligns with many of the Region's long range transportation goals and objectives:⁴

Goal 1: The transport system will be managed to support and enhance the regional economy.

Objective 1A: It will be managed to foster a reliable business climate for existing and new businesses.

Objective 1B: It will be managed to leverage, attract and stimulate new investment.

Objective 1C: It will be managed to nurture and support regional economic diversity.

Objective 1D: It will provide transportation efficiency solutions for households, businesses, and taxpayers and free up scarce resources for personal, business and community investments.

Goal 2: The transport system will be managed to help preserve and enhance natural, cultural and historic resources.

Objective 2A: It will be managed to ensure high quality water, soil and air.

Objective 2B: It will be managed to reduce greenhouse gases from transportation emissions.

Objective 2D: It will be managed to preserve the sense of place of its villages, downtowns, parks and other unique cultural and historic destinations.

Objective 2E: It will work to preserve elements of the Region's transportation history including its historic bridges, trestle bridges, railroad depots, rail rights of way and other resources.

Goal 3: The transport system will provide people of all ages and abilities timely access to goods, services, recreation, entertainment and companionship.

Objective 3C: It will improve mode of transport choices as well as the quality of existing alternative choices inside the region and with outside destinations.

Objective 3D: It will support and encourage local efforts to improve street, sidewalk, bicycle path and virtual connectivity as well as land use practices that reduce overreliance on building transportation capacity or requirements for long-distance transportation solutions.

Goal 4: The transport system will be designed and managed to eliminate fatalities and injuries as well as provide reassurance to the traveling public that they are safe.

Objective 4A: It will be designed and managed to address unique safety challenges of special populations including but not limited to senior citizens, the disabled and the youth.

² U.S. Census Bureau. American Community Survey 5-Year Estimates for Census Tracts 9711, 9713 and 9714.03, Table B25044 accessed on February 14, 2024 at <https://data.census.gov>.

³ SWRPC. 2023. *Southwest New Hampshire Regional Needs Assessment* available at <https://www.swrpc.org/housing/>.

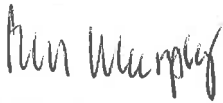
⁴ SWRPC. 2023. *Southwest Connects: Southwest Region Transportation Plan: 2023-2040* available at <https://www.swrpc.org/programs-services/transportation/long-range-transportation-plan/>.

- Objective 4C: It will address safety concerns of “incomplete streets” and its effect on the traveling public’s comfort walking, biking or using transit.
- Objective 4D: It will proactively mitigate potential dangers associated from severe storm events and other causes of potential hazards.

In summary, the Revitalizing Downtown Keene project serves as a shining example of the type of transportation investment that our Region has strived for, addressing not only real transportation needs, but also improving social and economic conditions for the Region and incorporating climate change resilience and adaptation measures that will preserve downtown Keene’s status as Southwest New Hampshire’s regional center of employment, services and culture.

Thank you for considering the City of Keene’s proposal and this correspondence. Please contact me if you have questions or would like to discuss this matter further.

Sincerely,



Tim Murphy
Executive Director

cc: Elizabeth Dragon, City Manager, Keene
Jesse Rounds, Community Development Director, Keene

February 17, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the *Revitalizing Downtown Keene* RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the *Revitalizing Downtown Keene* project to the U.S. Department of Transportation's RAISE Program. Downtown Keene is the region's economic engine reliant on its vibrance, relevance, and functionality for all. This multi-modal project brings equitable access, resilient design, and improved quality of life to long underfunded communities.

Downtown Keene serves as an economic, social, and cultural hub for the city and the surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a beautiful, dynamic corridor that creates flexibility for community use, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate mitigation and resiliency measures.

The project would restore core utility infrastructure, upgrade the walking and cycling environment, create new community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the heat island effect. Crossing distance reduction, crosswalk and sidewalk optimization, and new sidewalk-grade bike lanes will support pedestrians, cyclists, and drivers alike, and induce demand for the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Downtown Keene as a hub within the regional trail network that interweaves different neighborhoods and connects historically low-income regions. Increased accessibility provides alternative choices for people to connect to Downtown and the wider region. For these reasons, I submit that the *Revitalizing Downtown Keene* project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

Bicycle and Pedestrian Pathways Advisory Committee supports this project that seeks to reimagine our downtown at human scale. It is clear how it increases safety for pedestrians and cyclists, but also protects drivers by correcting Main Street's highwayish design, thereby

discouraging speeding and reckless driving. It encourages recreational tourism resulting in economic growth by capitalizing on our extensive rail trail network with adjacent towns. Improving bicycling and pedestrian infrastructure is part of Keene's ongoing master plan.

We recently renewed our status as one of LAB's Silver Bicycle Friendly Communities, the highest of the state, and the improvements to our Main Street could support our upgrading to Gold. Infrastructure is the most difficult and costly component of the project, and as such, the grant can ensure these changes are not deprioritized as the project unfolds. Although there is a small increased cost up front to make these changes, sidewalks and bike paths are far less costly to maintain than their equivalent for vehicular traffic, returning the investment in the long term. Please help us seize this rare opportunity to improve our downtown for generations to come while the city is handling necessary infrastructure restoration.

Please do not hesitate to reach out with any questions to Sam Jackson at (603) 706-8151.

Sincerely,



Sam Jackson, Acting Chair on behalf of all members of BPPAC

Philip M. Jones
40 A Stonehouse Lane
Keene, NH 03431
(603)-491-3967

February 20, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the *Revitalizing Downtown Keene* RAISE Grant Application

Dear Secretary, Buttigieg:

Please accept this letter of support for the *Revitalizing Downtown Keene* project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown and the wider region.

For these reasons, I submit that the *Revitalizing Downtown Keene* project aligns with the grant program priorities and would be a useful investment in RAISE grant funding.

Thank you for your consideration.

As a member of the House of Representatives – this project is an important infrastructure to support the economy of the Monadnock Region. As a City Council member – this grant is vital to help reduce the tax burden on our taxpayers.

Please do not hesitate to reach out to me with any questions, please contact (603-491-3967).

Sincerely,

Philip M Jones

Philip M. Jones,
New Hampshire State Representative
Keene City Council



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, P.E.
Assistant Commissioner
Andre Briere, Colonel, USAF (RET)
Deputy Commissioner

February 23, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the **Revitalizing Downtown Keene** RAISE Grant Application

Dear Secretary Buttigieg:

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For these reasons, I submit that the Revitalizing Downtown Keene project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

New Hampshire Department of Transportation (NHDOT) works closely with City of Keene to address regional transportation needs and has invested in a number of transportation projects in and around the City of Keene and continues to do so. The Downtown Keene Revitalization project would compliment and build on those investments and is consistent with NHDOT goals advocating complete streets. NHDOT is happy to support the City's raise grant application and urges your favorable consideration.

Please do not hesitate to reach out to me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "William Cass".

William Cass, PE
Commissioner

February 27, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

Re: Support for the Revitalizing Downtown Keene RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the Revitalizing Downtown Keene project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

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For these reasons, I submit that the Revitalizing Downtown Keene project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.



Sincerely,

Joseph L. Perras, MD
President / CEO
Cheshire Medical Center



February 7, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E. Washington, DC 20590

Re: Support for the **Revitalizing Downtown Keene** RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the **Revitalizing Downtown Keene** project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

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For these reasons, I submit that the **Revitalizing Downtown Keene** project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

Overall, the benefit is one of COMMERCE AND GROWTH for the biggest city in the Monadnock Region. We believe that this project can help the next generation of business and business development in the heart of Keene and continue the path that the previous generations committed to as they maintained the sustainability of our historic Mainstreet. The time is now, and we are totally behind the City of Keene and its commitment to revitalize downtown Keene.

Please do not hesitate to reach out to us with any questions, please contact Luca Paris at 603-209-8885

Sincerely,

A handwritten signature in blue ink that reads "Luca Paris". The signature is fluid and cursive, with a large loop at the end.

President/CEO - Great Monadnock Collaborative
603-209-8885
Luca@greatermonadnock.com

February 20, 2024

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Re: Support for the *Revitalizing Downtown Keene* RAISE Grant Application

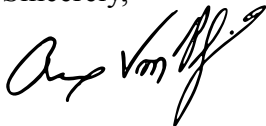
Dear Secretary Buttigieg:

As Keene's Conservation Commission, we take seriously our responsibility to protect and enhance our community's natural place within our surrounding environment. While it is true that Keene's downtown is the transportation, economic, and social hub of Southwestern New Hampshire, it is also our home. The commission sees the *Revitalizing Downtown Keene* project as an opportunity to ensure that our downtown melds even more deeply the built environment of Main Street & Central Square with the rolling hills and river valleys of the Monadnock Region.

The *Revitalizing Downtown Keene* project will allow us to enhance and expand our aging street tree environment; create comfortable, outdoor, human-scaled spaces and networks; and ensure Keene's ability to thrive in the coming decades in the face of unprecedented environmental, ecological, and climatic change. For all these reasons and more, we, the Keene Conservation Commission, wholeheartedly support the *Revitalizing Downtown Keene* project.

If we can be of any service in this project or if you have any further questions please feel free to contact us at (603) 352-5440.

Sincerely,



Sparky Von Plinsky
Chair, Keene Conservation Commission

June 2024





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PORT DEVELOPMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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

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



ALASKA HIGHWAY PERMAFROST DEGRADATION RESTORATION

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

* Estimated construction start date provided by Recipient

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

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



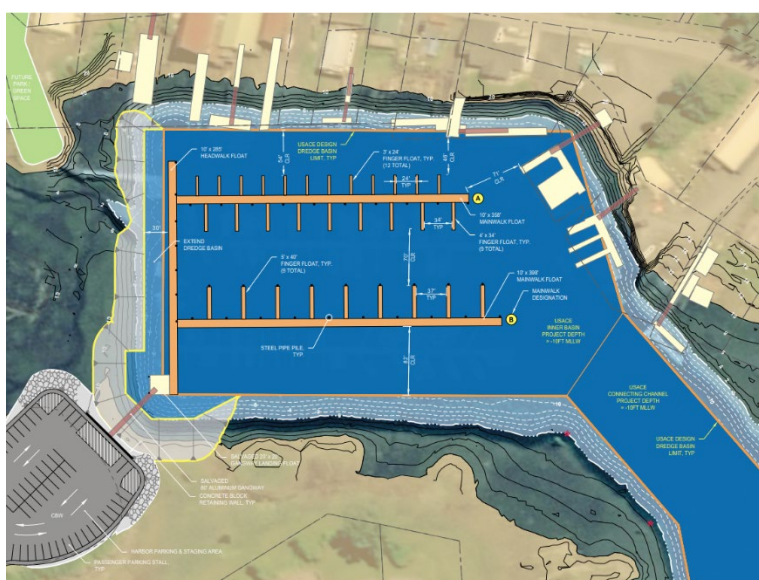
WRANGELL HARBOR BASIN REVITALIZATION AND TRANSPORTATION RESILIENCY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



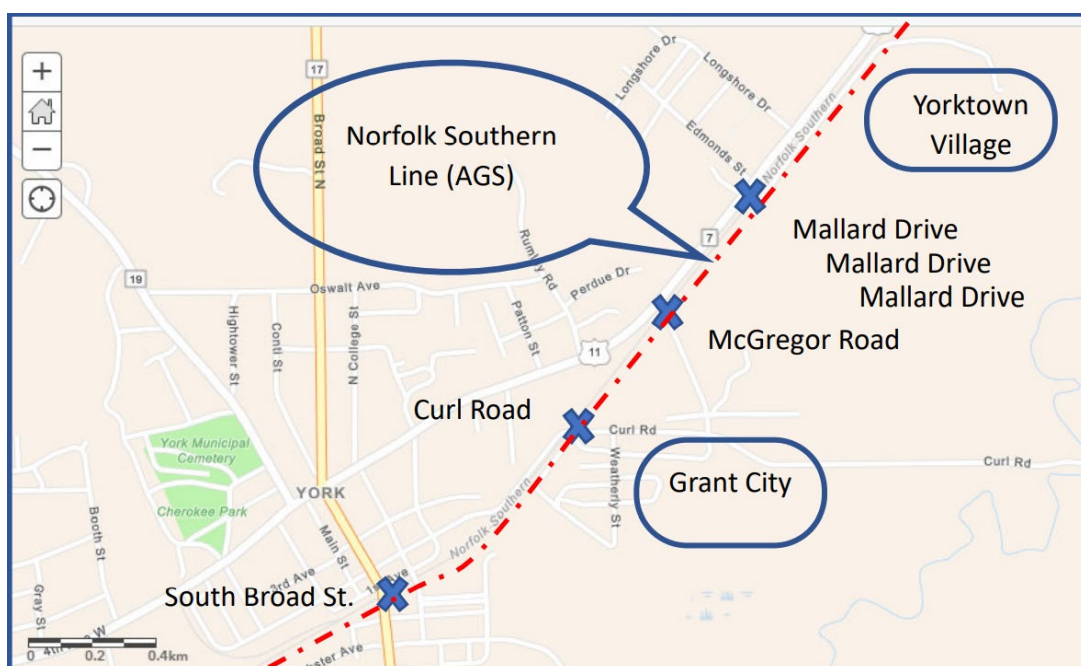
RAISE YORK STUDY

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

* Estimated construction start date provided by Recipient

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

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



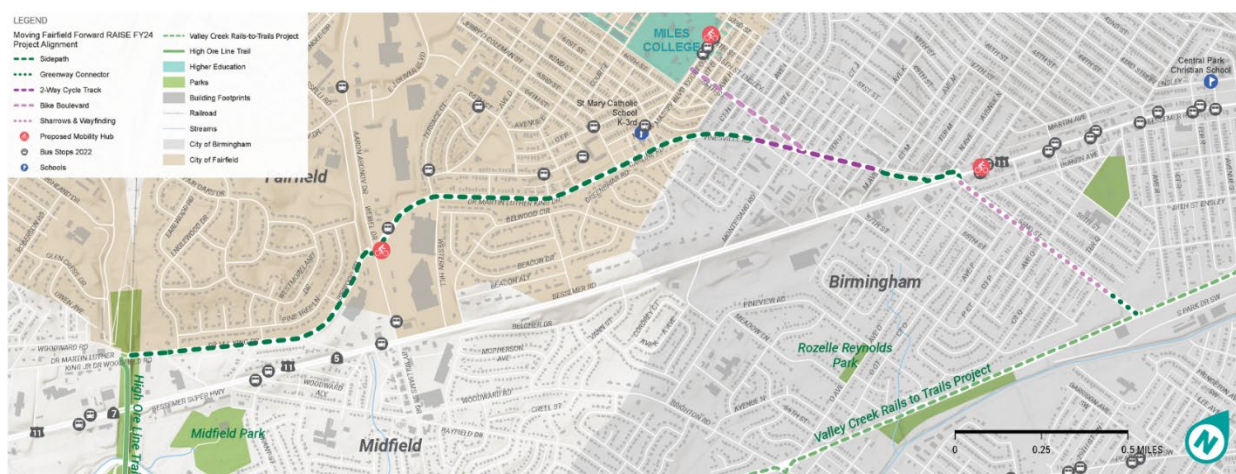
MOVING FAIRFIELD FORWARD: CONNECTING PEOPLE, SUPPORTING WELLBEING, AND MOVING ECONOMIES

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

* Estimated construction start date provided by Recipient

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

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



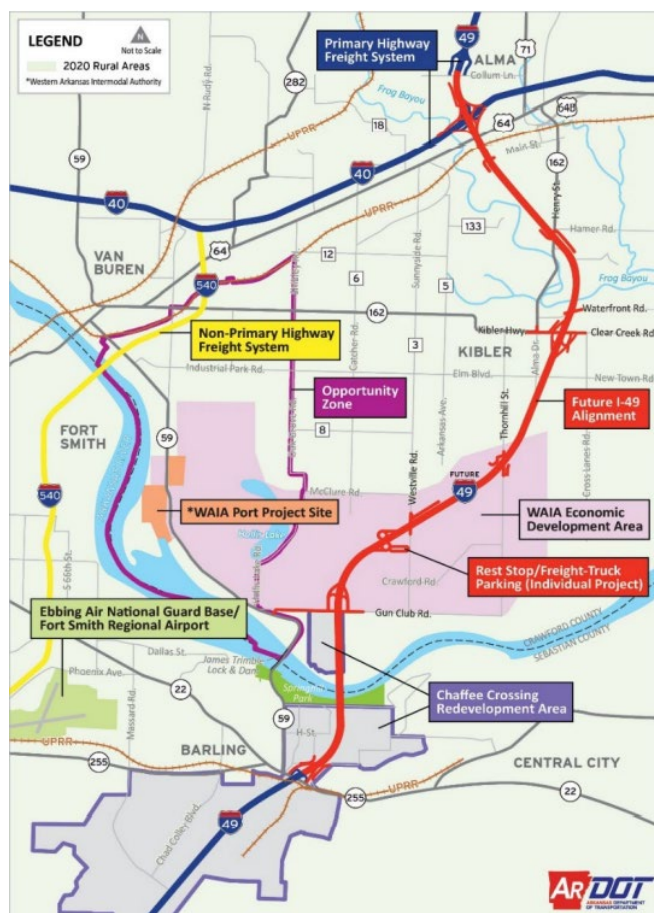
I-49 EXTENSION

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

* Estimated construction start date provided by Recipient

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

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



LITTLE RED GREENWAY

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

* Estimated construction start date provided by Recipient

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

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



BRIDGING HERITAGE: MAIN STREET REVITALIZATION

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

* Estimated construction start date provided by Recipient

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

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



PORT MASTERPLAN

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

* Estimated construction start date provided by Recipient

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

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



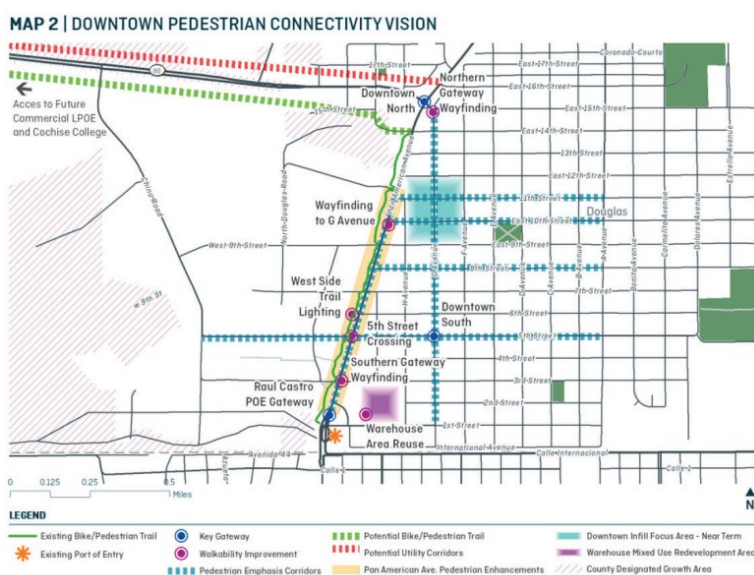
COMMERCIAL TRANSPORTATION INFRASTRUCTURE ENHANCEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



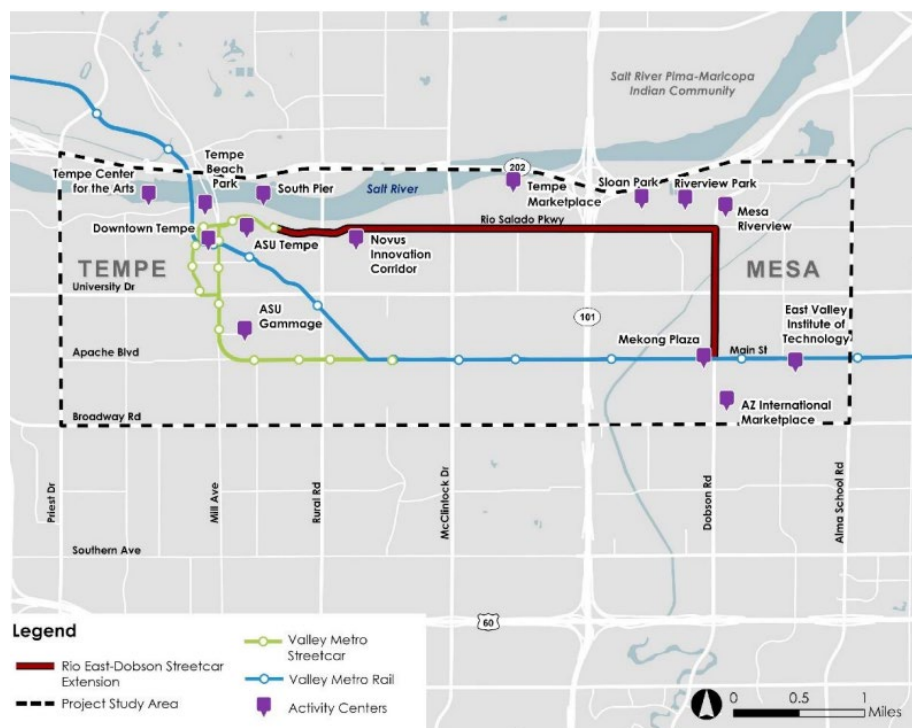
VALLEY METRO RIO EAST-DOBSON STREETCAR EXTENSION

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

* Estimated construction start date provided by Recipient

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

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



GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT

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

* Estimated construction start date provided by Recipient

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

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



Figure 1: Project Location Map

SANTA ANA BOULEVARD GRADE SEPARATION PROJECT

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

* Estimated construction start date provided by Recipient

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

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



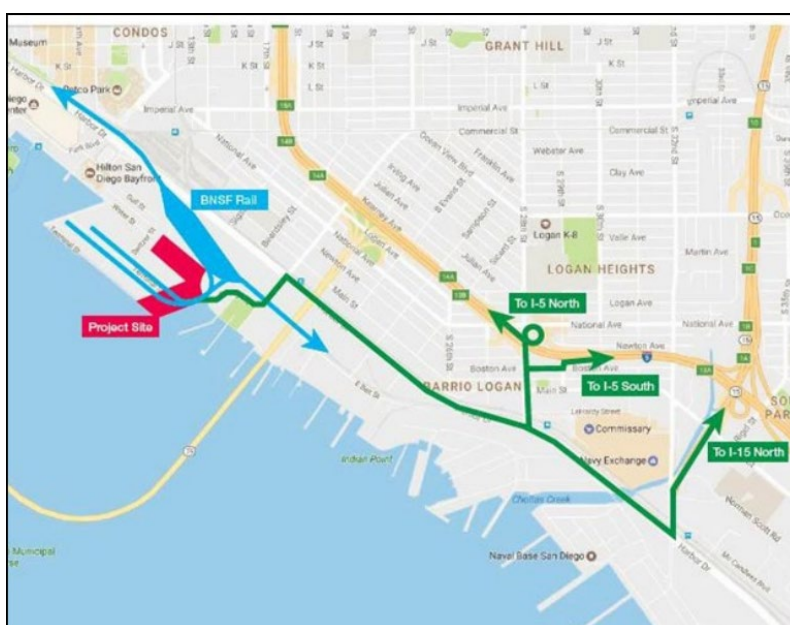
TENTH AVENUE MARINE TERMINAL (TAMT) REDEVELOPMENT PLAN PHASE II PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



SPRINTER CORRIDOR SERVICE IMPROVEMENT PROJECT – SAN MARCOS TO ESCONDIDO

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

* Estimated construction start date provided by Recipient

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

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



104TH AVE (CO 44) CORRIDOR IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



Riverdale Road Intersection – Proposed Improvements

MOBILITY ENHANCEMENTS FOR REGIONAL GROWTH AND EQUITY (MERGE) PROJECT

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

* Estimated construction start date provided by Recipient

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

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



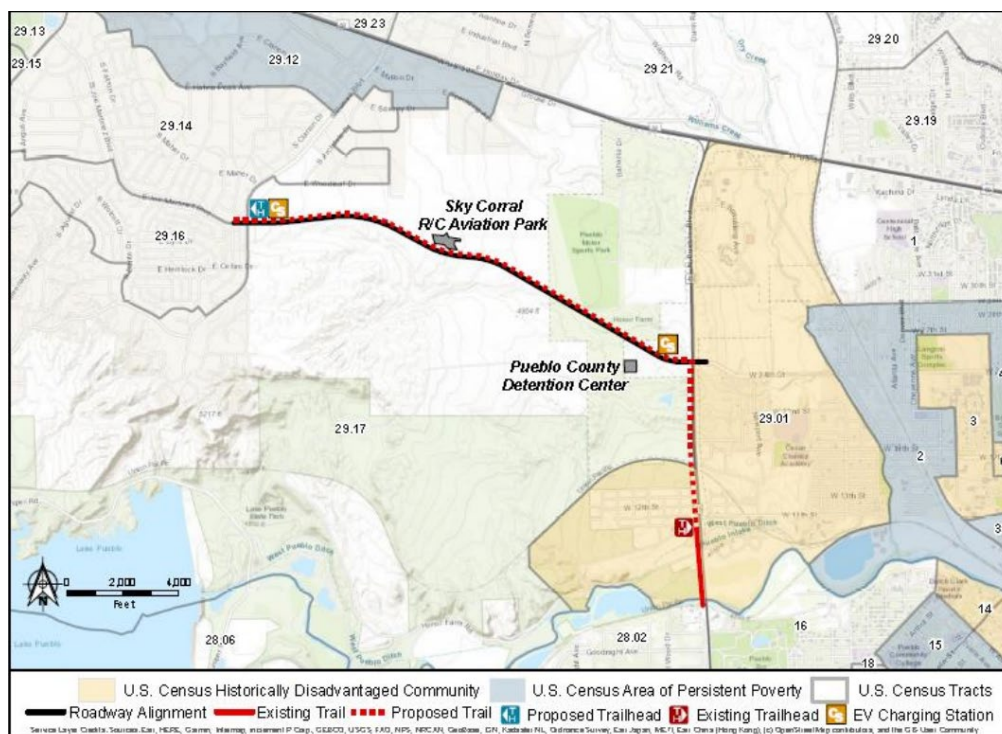
PUEBLO COUNTY CONNECTS, TRAILS & TRANSIT - PHASE 3

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

* Estimated construction start date provided by Recipient

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

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



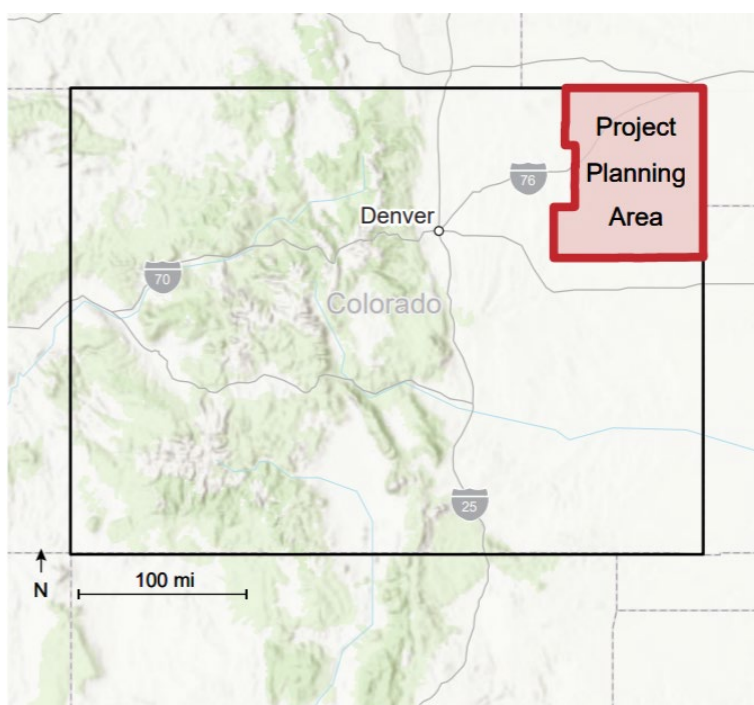
NORTHEAST LONG-RANGE TRANSPORTATION PLAN

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

* Estimated construction start date provided by Recipient

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

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



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

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

* Estimated construction start date provided by Recipient

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

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



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

ANETH ROAD RECONSTRUCTION - PLANNING AND DESIGN PROJECT

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

* Estimated construction start date provided by Recipient

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

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



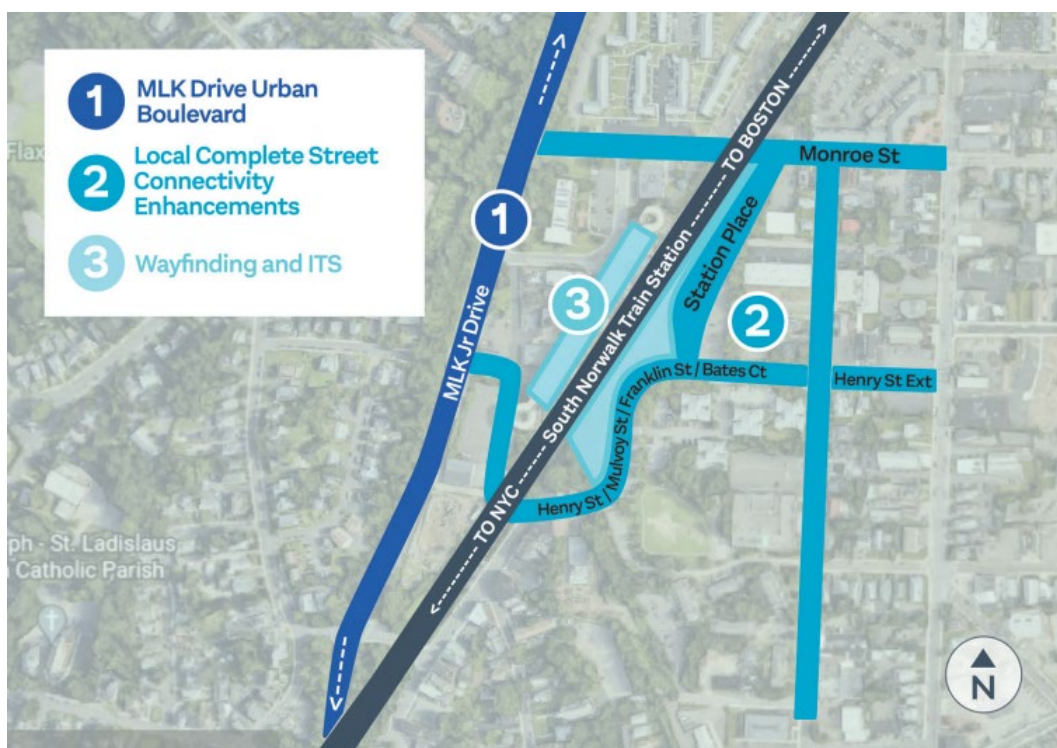
MLK CORRIDOR EQUITABLE MOBILITY ENHANCEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



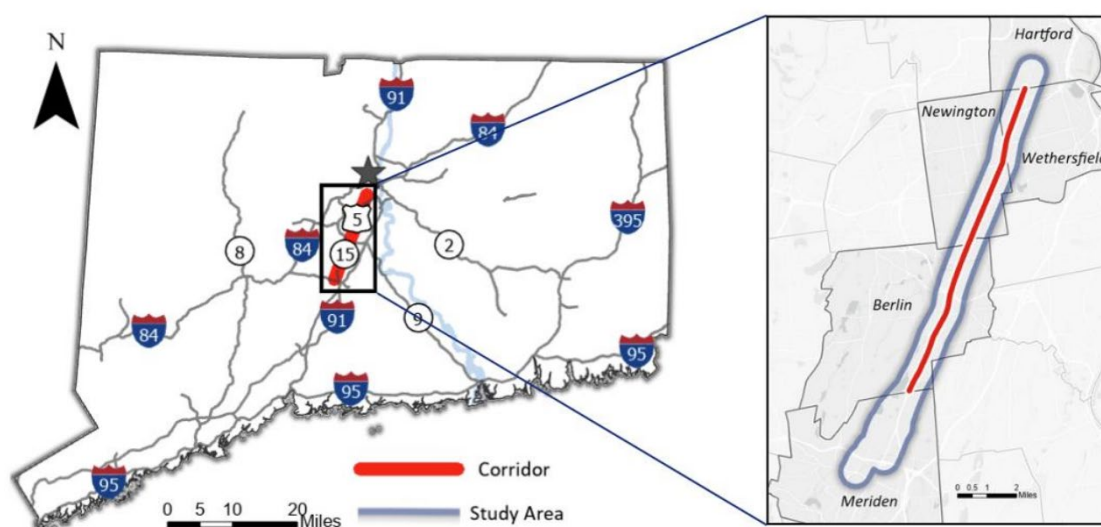
BERLIN TURNPIKE CORRIDOR PLANNING STUDY

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

* Estimated construction start date provided by Recipient

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

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



NAUGATUCK RIVER GREENWAY TRAIL PROJECT

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

* Estimated construction start date provided by Recipient

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

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



NEW YORK AVENUE BRIDGE AND LINCOLN CONNECTOR TRAIL PROJECT

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

* Estimated construction start date provided by Recipient

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

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



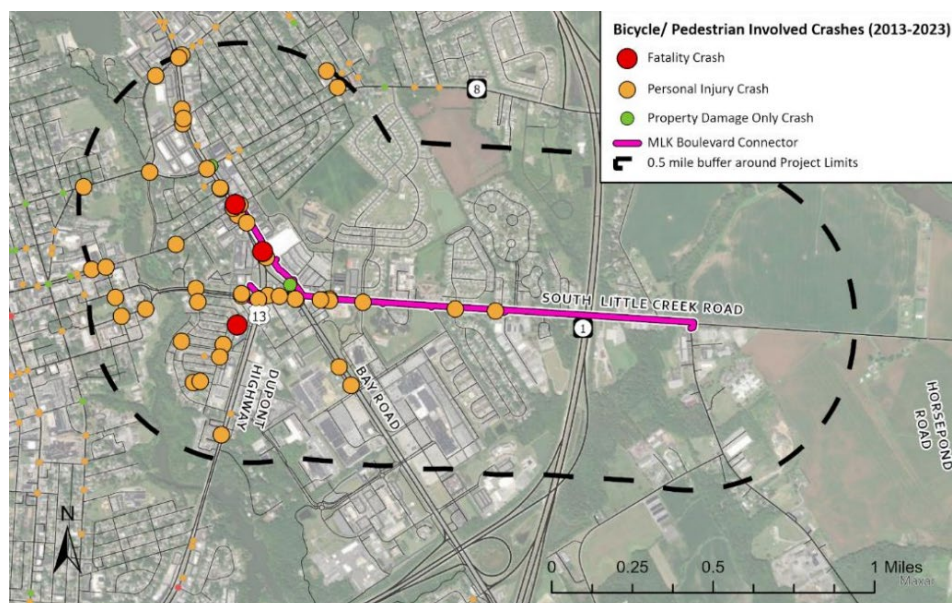
MLK BOULEVARD/SOUTH LITTLE CREEK ROAD BICYCLE AND PEDESTRIAN CONNECTOR

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

* Estimated construction start date provided by Recipient

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

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



PATHWAYS TO PALMETTO COMPLETE STREETS

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

* Estimated construction start date provided by Recipient

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

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



CERVANTES STREET COMPLETE STREETS IMPROVEMENTS

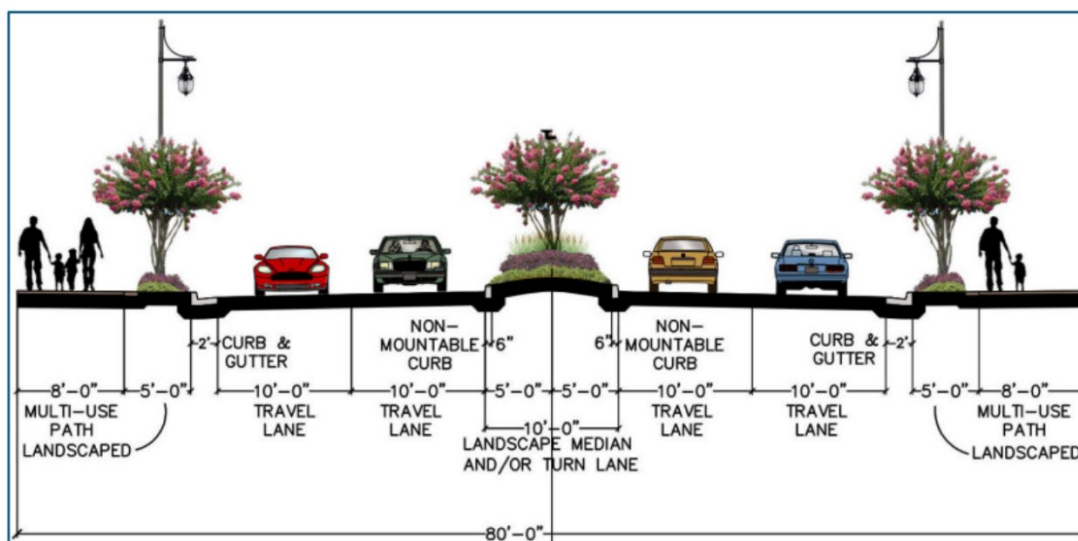
Recipient	City of Pensacola
Location	City of Pensacola, FL: Florida
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$4,872,791
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

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

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

Figure 3. East Cervantes St – Proposed Typical Section



LAKE WALES COMPLETE STREETS PROJECT

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

* Estimated construction start date provided by Recipient

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

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



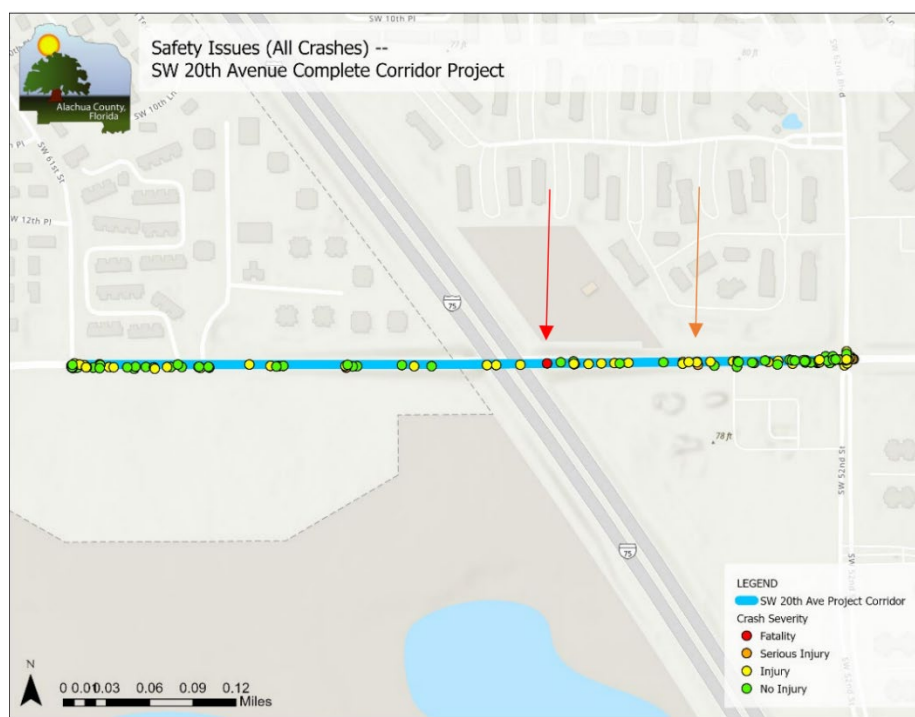
PATHS TO OPPORTUNITY – SW 20TH AVENUE COMPLETE CORRIDOR PROJECT

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

* Estimated construction start date provided by Recipient

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

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



REIMAGINING THE BROAD STREET TRANSFER FACILITY

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

* Estimated construction start date provided by Recipient

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

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



RECONNECTING SCOTT BOULEVARD COMPLETE STREET PLAN

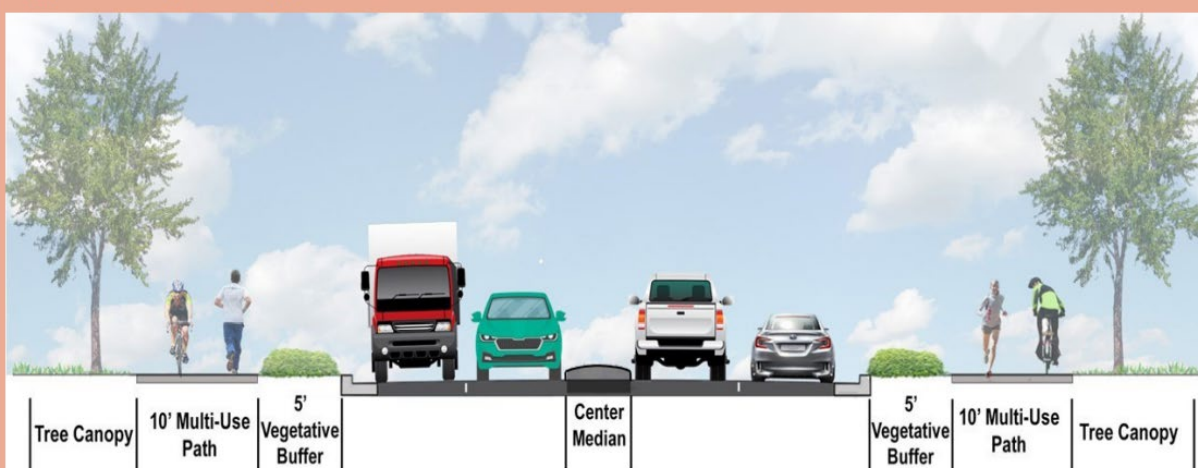
Recipient	City of Decatur
Location	City of Decatur, GA: Georgia
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$1,872,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

* Estimated construction start date provided by Recipient

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

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

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



WESTSIDE PARK MULTIMODAL ACCESS

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

* Estimated construction start date provided by Recipient

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

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

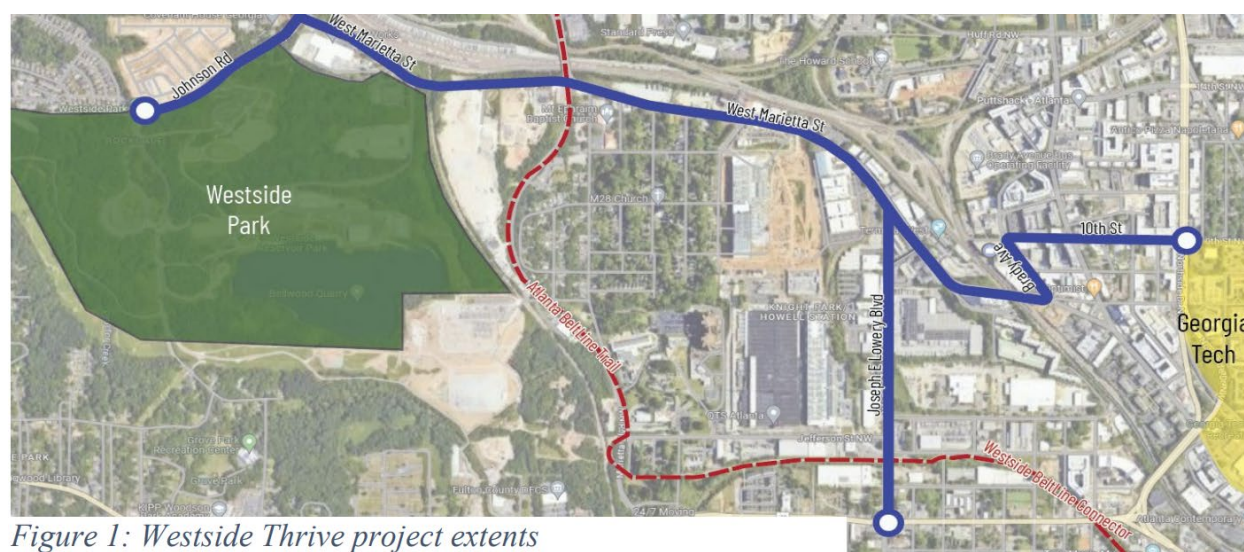


Figure 1: Westside Thrive project extents

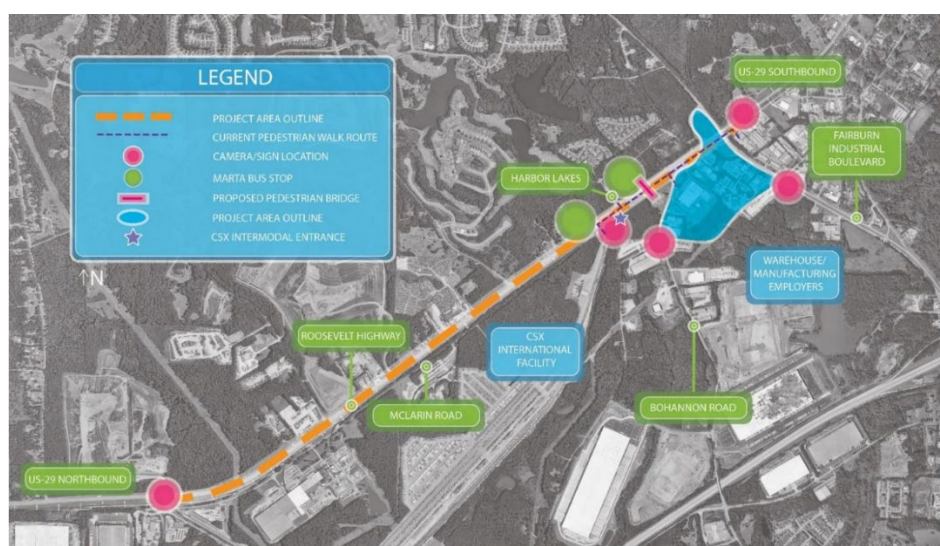
WAREHOUSING AND DISTRIBUTION CENTER COMMUNITY SAFETY IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



CAMDEN COUNTY JOINT COMPREHENSIVE TRANSPORTATION PLAN

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

* Estimated construction start date provided by Recipient

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

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



CAMDEN COUNTY
GEORGIA

VILLANOW STREET REVITALIZATION

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

* Estimated construction start date provided by Recipient

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

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



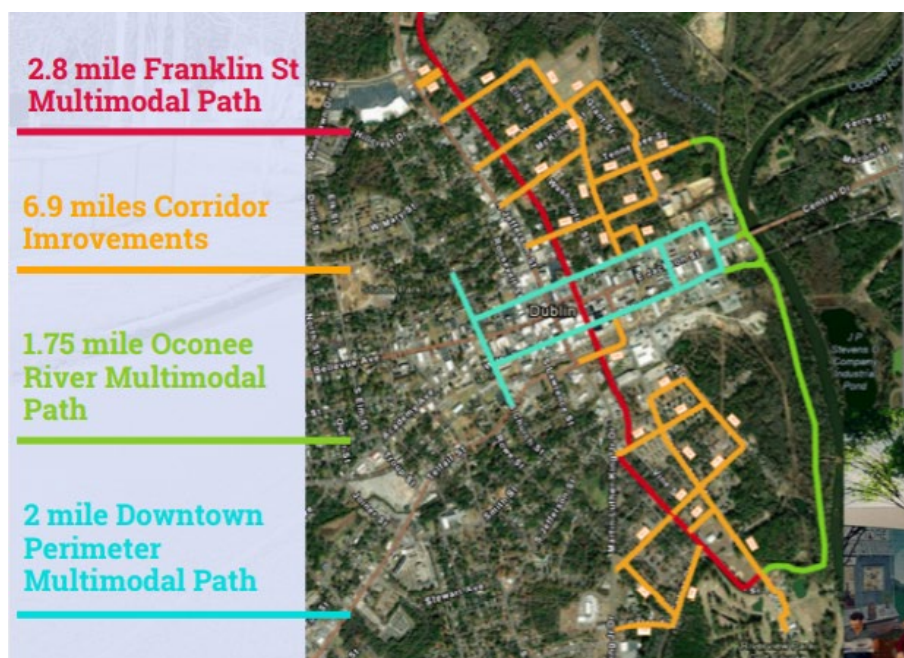
CONNECT DUBLIN MULTIMODAL AND STREETScape PLAN

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

* Estimated construction start date provided by Recipient

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

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



ROUTE 10A RECONSTRUCTION AND COMPLETE STREET PHASE 1 UPGRADE

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

* Estimated construction start date provided by Recipient

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

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



Figure 2 - Proposed Improvements

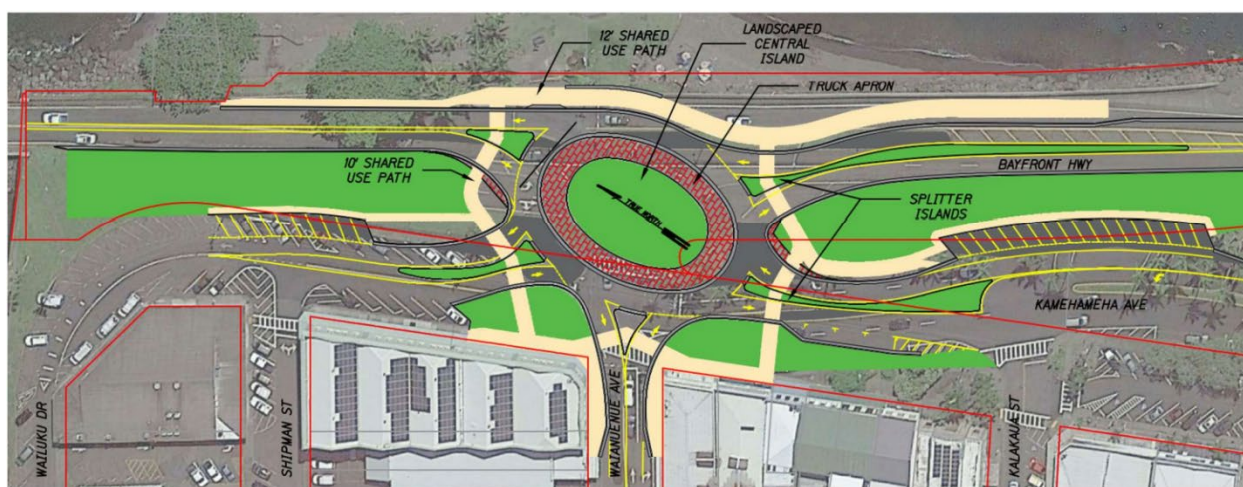
HILO BAYFRONT HIGHWAY AND WAIANUENUE AVENUE INTERSECTION IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



SALT LAKE BOULEVARD COMPLETE STREETS

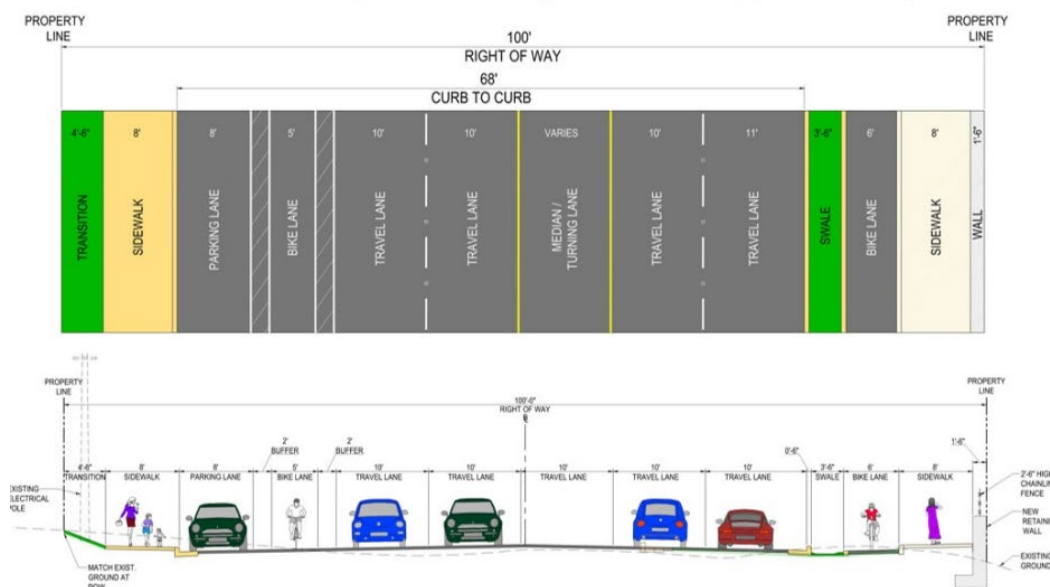
Recipient	City and County of Honolulu
Location	City of Honolulu, HI: Hawaii
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	July 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

* Estimated construction start date provided by Recipient

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

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

Salt Lake Boulevard Complete Streets Project (Phase 3B) Typical Roadway Section



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

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

* Estimated construction start date provided by Recipient

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

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



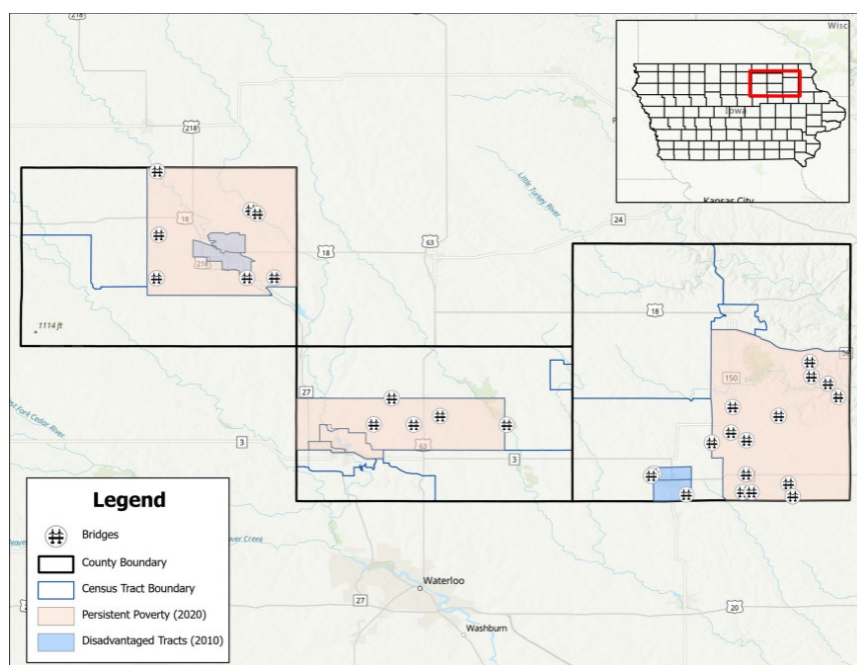
NORTHEAST IOWA BRIDGE REPLACEMENTS

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

* Estimated construction start date provided by Recipient

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

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



NOTUS COLLECTOR STREET RECONSTRUCTION PLANS

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

* Estimated construction start date provided by Recipient

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

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



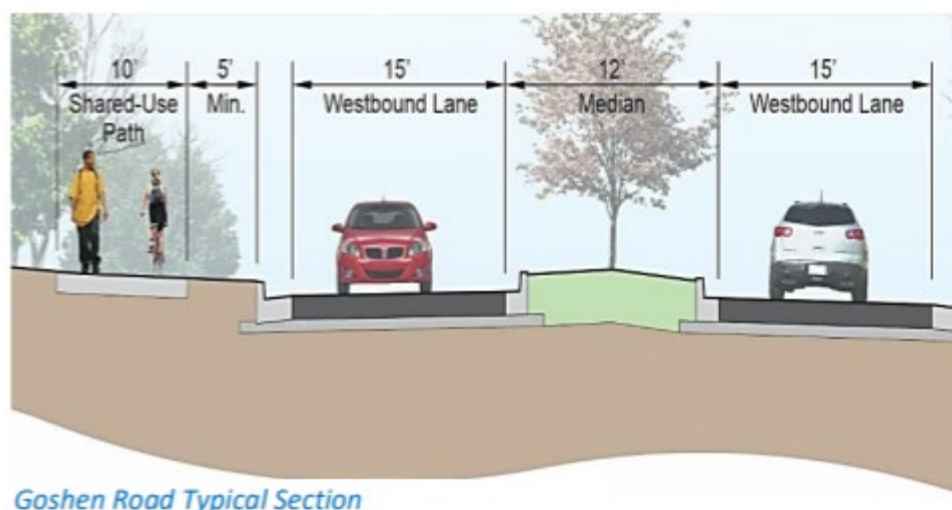
GOSHEN ROAD AND LIBERTY TRAIL MULTIMODAL TRANSPORTATION IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



Goshen Road Typical Section

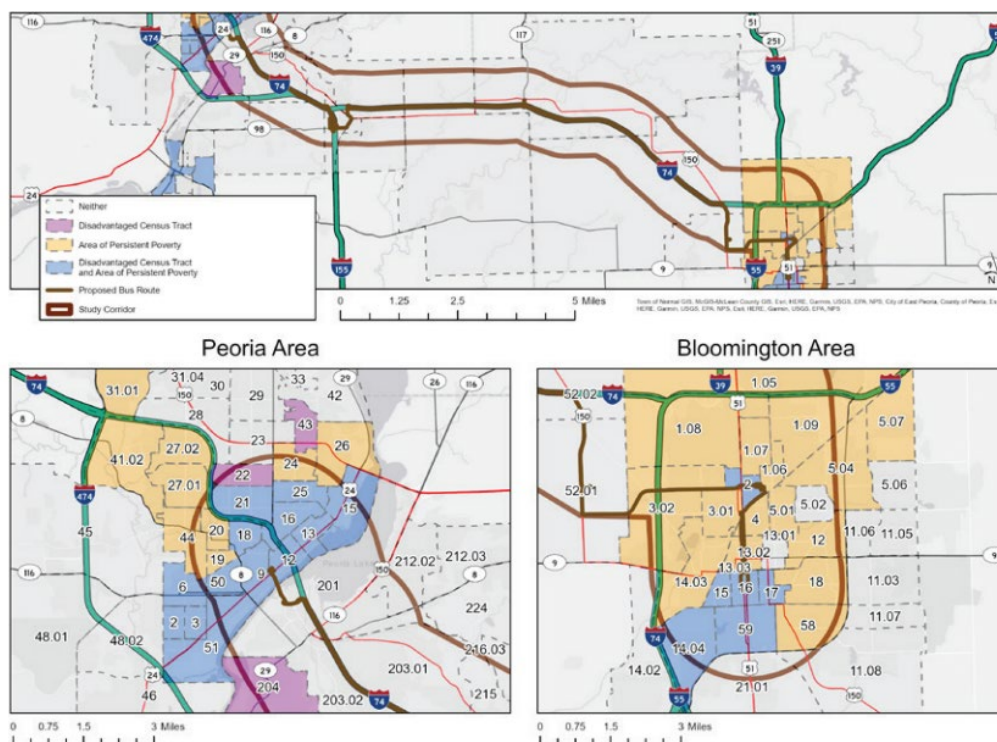
BLOOMINGTON-NORMAL TO PEORIA EXPRESS BUS FEASIBILITY STUDY

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

* Estimated construction start date provided by Recipient

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

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



INTERCONNECT TRACK PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



HISTORIC ROUTE 66 BIKE/PEDESTRIAN TRAIL PLANNING

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

* Estimated construction start date provided by Recipient

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

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



CEDAR LAKE ROAD REALIGNMENT AND MOBILITY IMPROVEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



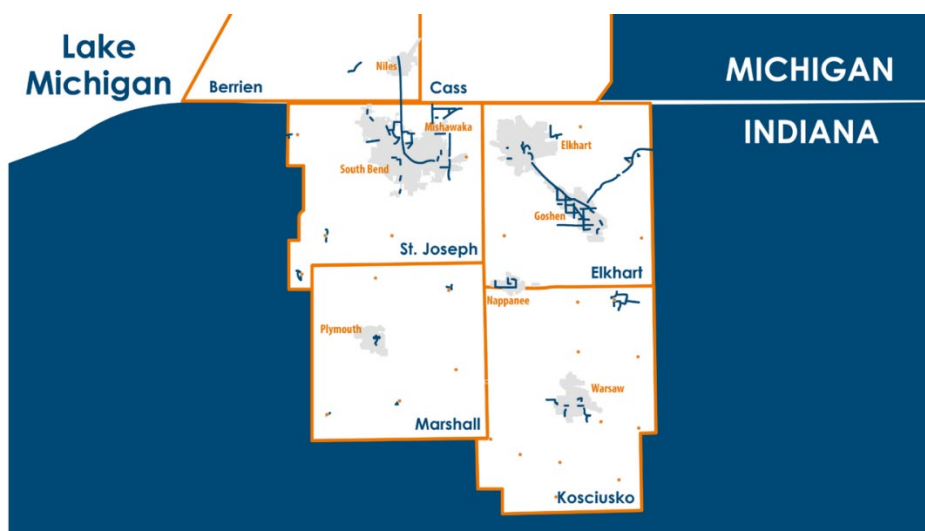
CONNECTING THE CROSSWAY TRAILS SPINE: MISHAWAKA TO ELKHART TRAIL

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

* Estimated construction start date provided by Recipient

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

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



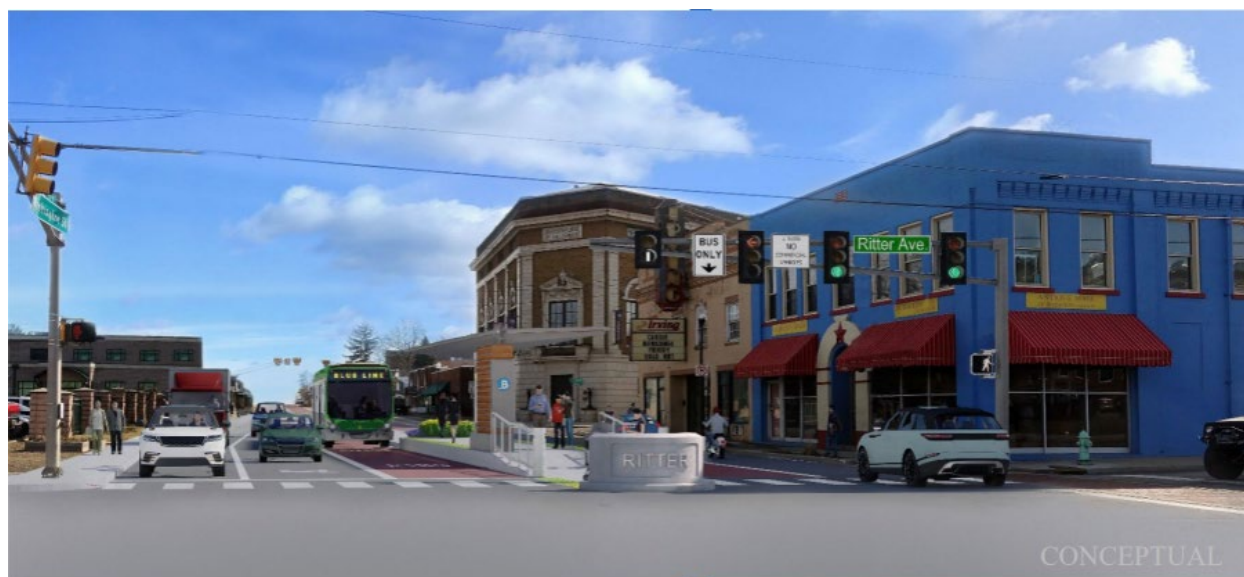
WASHINGTON STREET MODERNIZATION AND SAFETY UPGRADES

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

* Estimated construction start date provided by Recipient

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

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



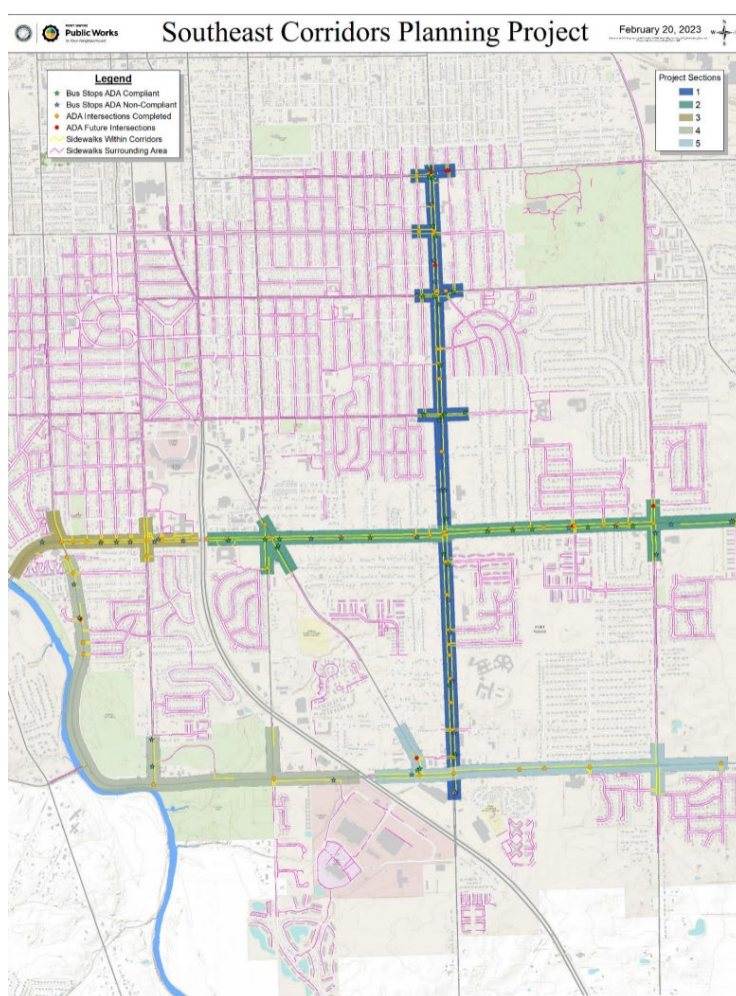
SOUTHEAST CORRIDORS PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



COUNTYWIDE TRAILS PLANNING AND DESIGN

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

* Estimated construction start date provided by Recipient

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

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



CANAL ROUTE MODERNIZATION STUDY

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

* Estimated construction start date provided by Recipient

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

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



ROAD REPAIR AND REHABILITATION PROJECT

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

* Estimated construction start date provided by Recipient

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

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



PATHWAYS FOR PROGRESS

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

* Estimated construction start date provided by Recipient

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

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



REBUILD DOWNTOWN MAYFIELD

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

* Estimated construction start date provided by Recipient

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

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



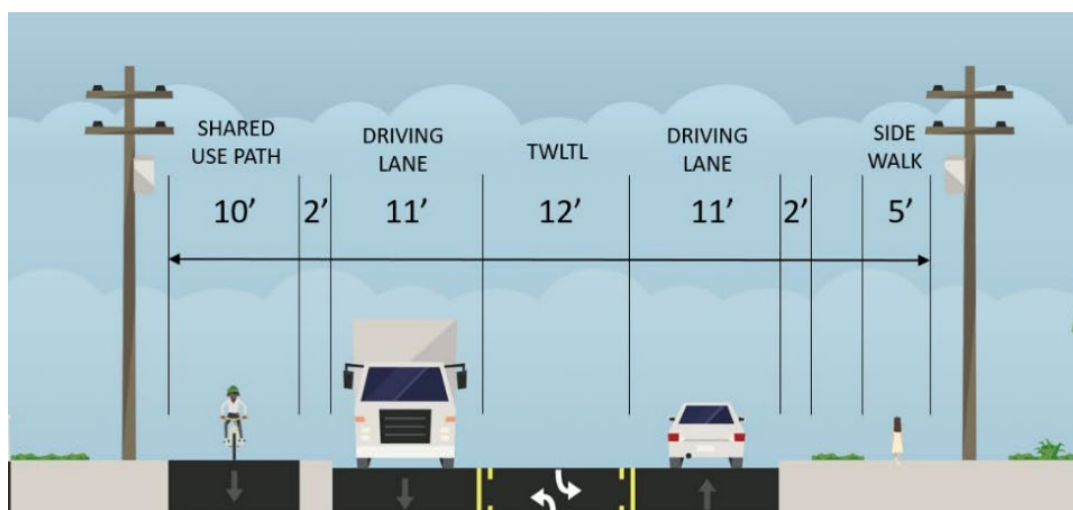
LIMABURG ROAD COMPLETE STREETS

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

* Estimated construction start date provided by Recipient

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

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



Limaburg Road - Proposed Typical

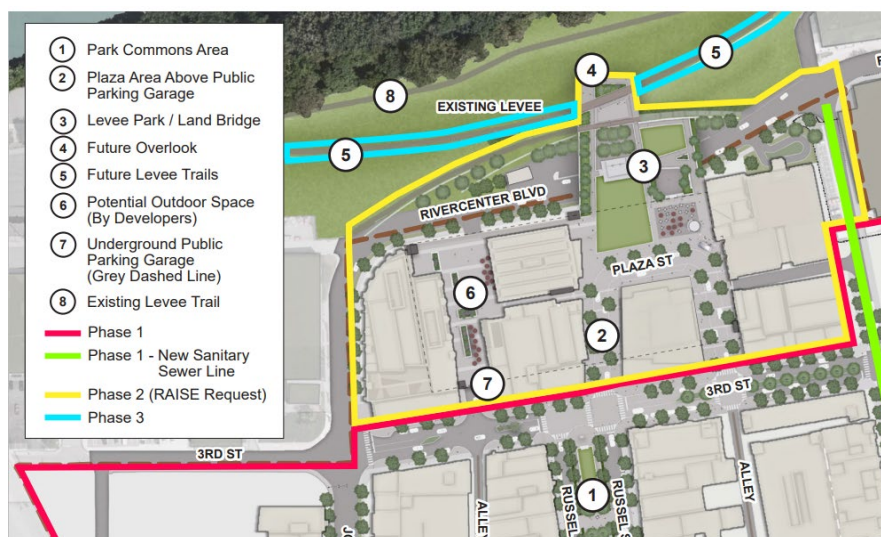
RECONNECTING COVINGTON: CENTRAL RIVERFRONT HUB

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

* Estimated construction start date provided by Recipient

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

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



PETERS ROAD BRIDGE AND EXTENSION - PHASE III

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

* Estimated construction start date provided by Recipient

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



Figure 1 Peters Road Bridge and Extension Phases

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

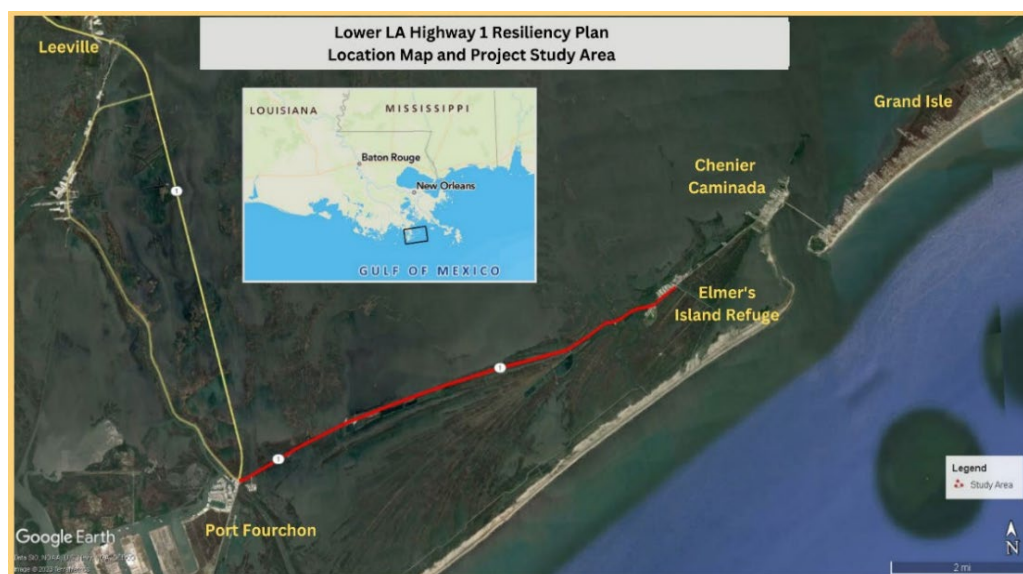
LOWER LA HWY 1 RESILIENCY PLAN

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

* Estimated construction start date provided by Recipient

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

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



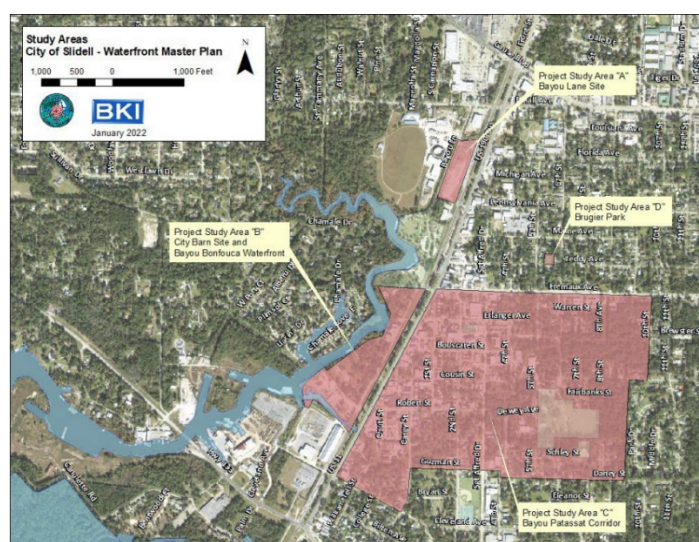
BAYOU PATASSAT GREEN CORRIDOR PROJECT - PHASE II

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

* Estimated construction start date provided by Recipient

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

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



GARDNER DOWNTOWN MOBILITY PLAN

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

* Estimated construction start date provided by Recipient

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

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



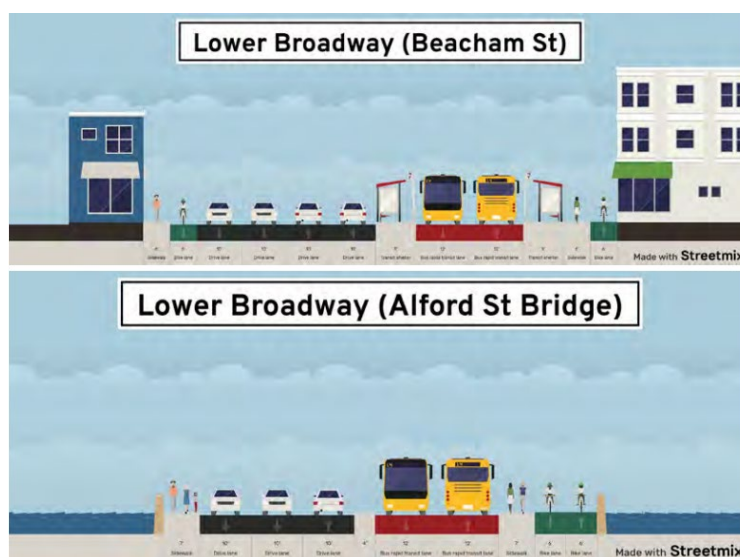
LOWER BROADWAY EVERETT TRANSIT PRIORITY CORRIDOR PROJECT

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

* Estimated construction start date provided by Recipient

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

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



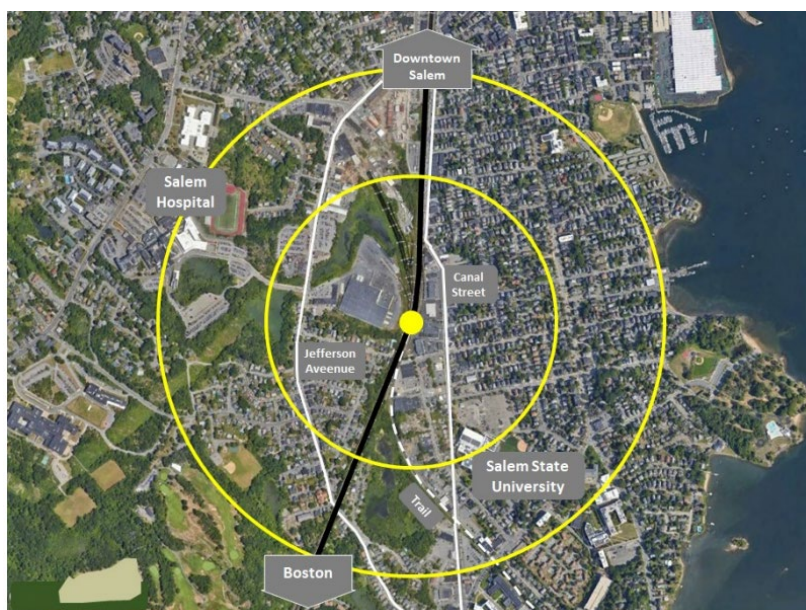
SOUTH SALEM COMMUTER RAIL STOP PROJECT

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

* Estimated construction start date provided by Recipient

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

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



REVITALIZE HANOVER STREET

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

* Estimated construction start date provided by Recipient

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

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



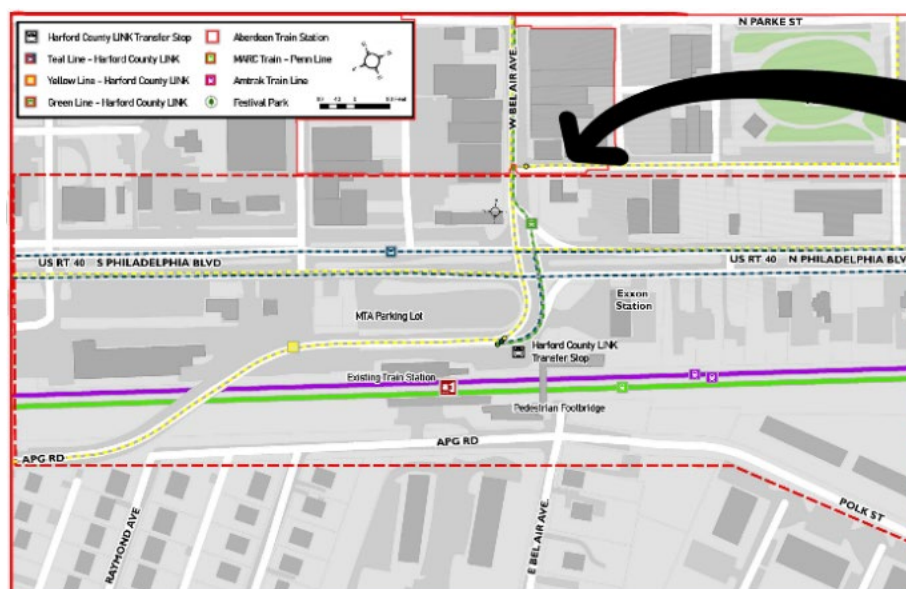
ABERDEEN TRANSIT ORIENTED DEVELOPMENT- STATION SQUARE PHASE II

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

* Estimated construction start date provided by Recipient

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

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



REISTERSTOWN PLAZA METRO STATION - MULTIMODAL ACCESS PROJECT

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

* Estimated construction start date provided by Recipient

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

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



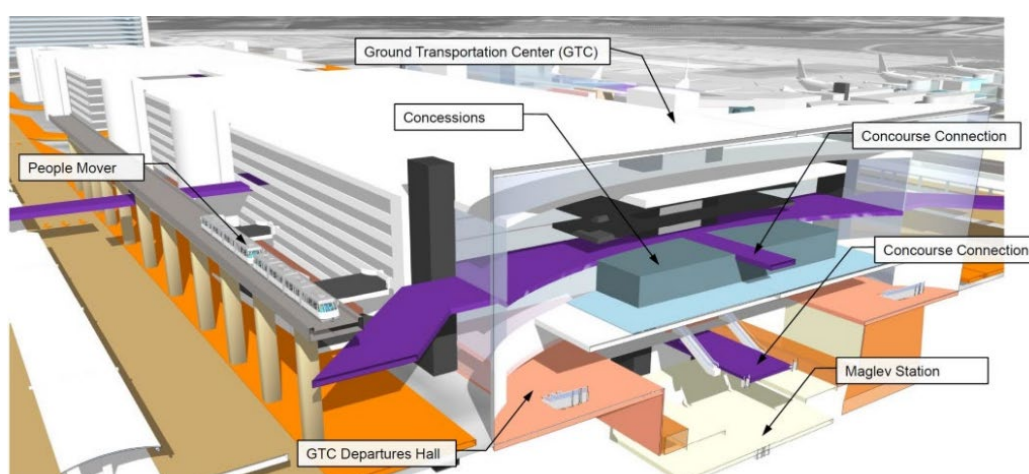
BWI MARSHALL AIRPORT MULTIMODAL GROUND TRANSPORTATION CENTER (GTC) AND AUTOMATED PEOPLE MOVER (APM) PLANNING STUDY

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

* Estimated construction start date provided by Recipient

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

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



Preliminary rendering depicting functional components of a GTC and APM

EAST DEERING: PATHWAYS TO BRIDGE THE GAP PROJECT

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

* Estimated construction start date provided by Recipient

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

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



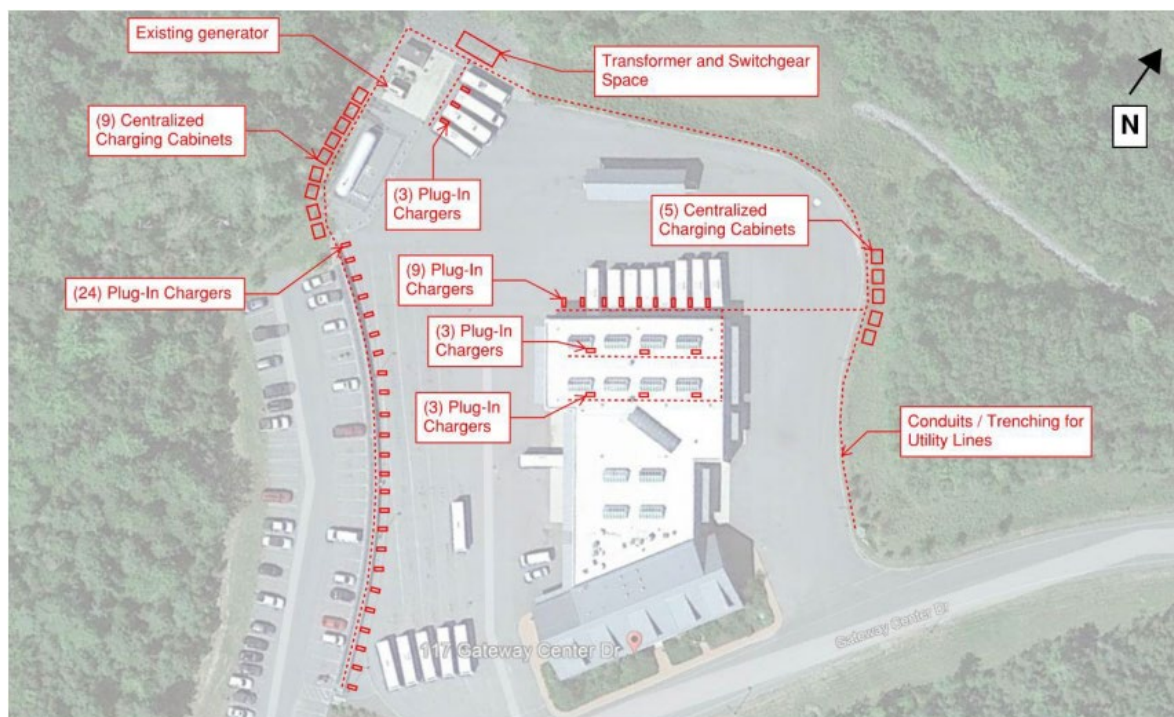
ELECTRIFY DOWNEAST ACADIA PROJECT

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

* Estimated construction start date provided by Recipient

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

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



JOE LOUIS MEETS THE IRON BELLE: CONNECTING COMMUNITIES IN DETROIT

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

* Estimated construction start date provided by Recipient

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

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

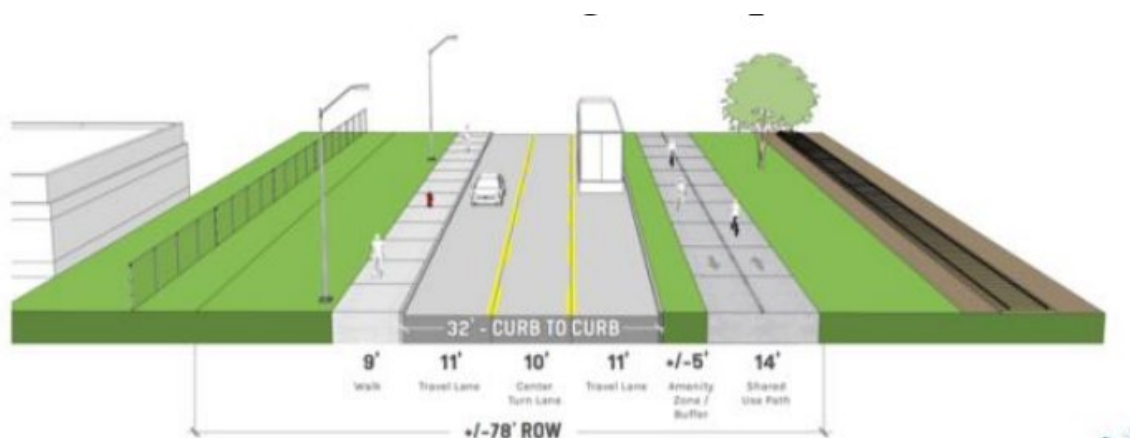


Figure 2: Dequindre Shared-Use Path

KKIL TERMINAL IMPROVEMENTS PROJECT

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

* Estimated construction start date provided by Recipient

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

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



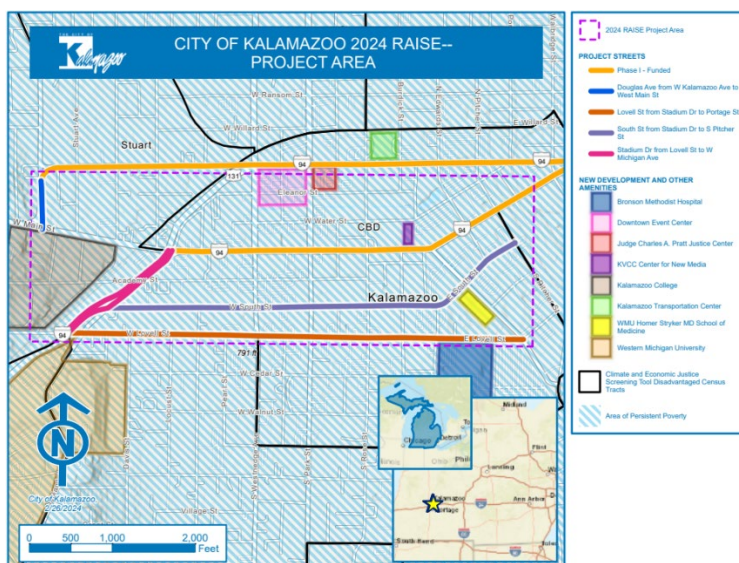
DOWNTOWN KALAMAZOO MULTIMODAL TRANSPORTATION NETWORK IMPROVEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



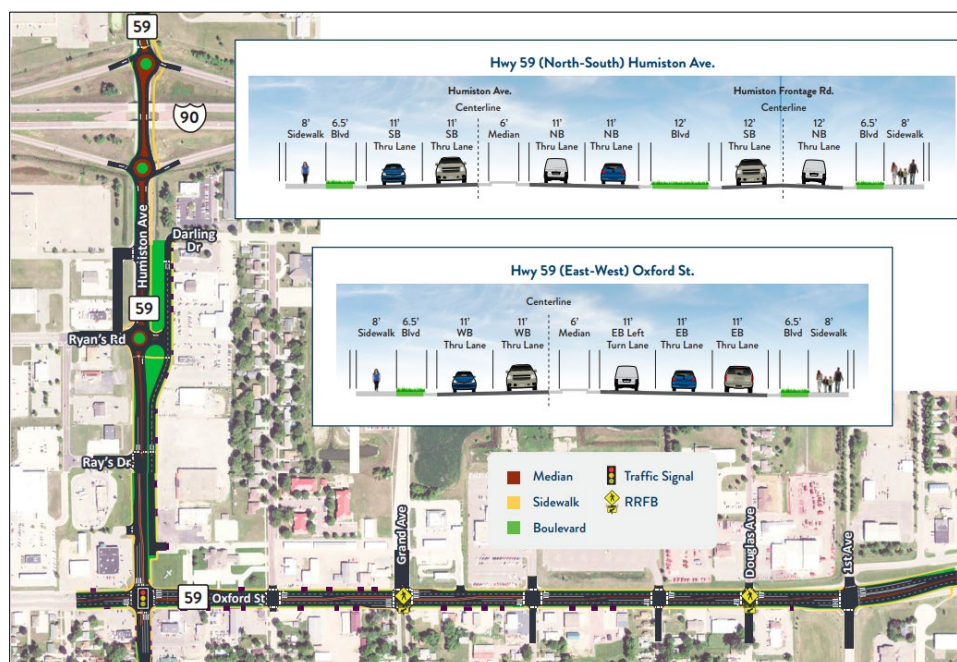
HIGHWAY 59 WORTHINGTON COMPLETE STREETS

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

* Estimated construction start date provided by Recipient

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

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



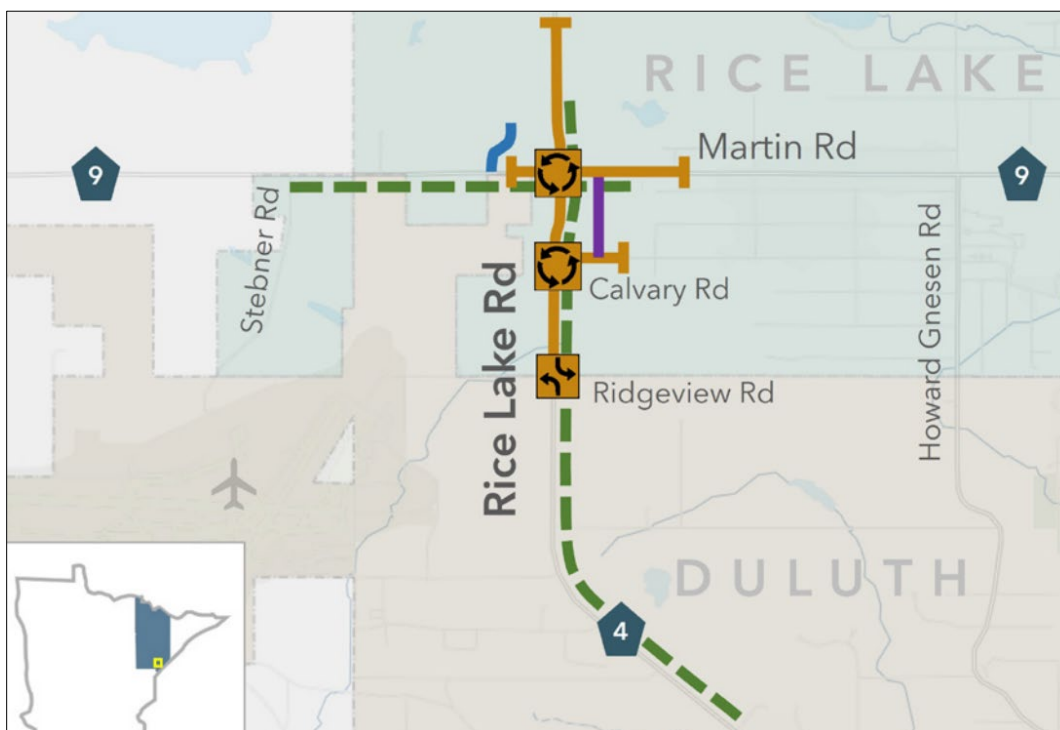
RICE LAKE ROAD CORRIDOR IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



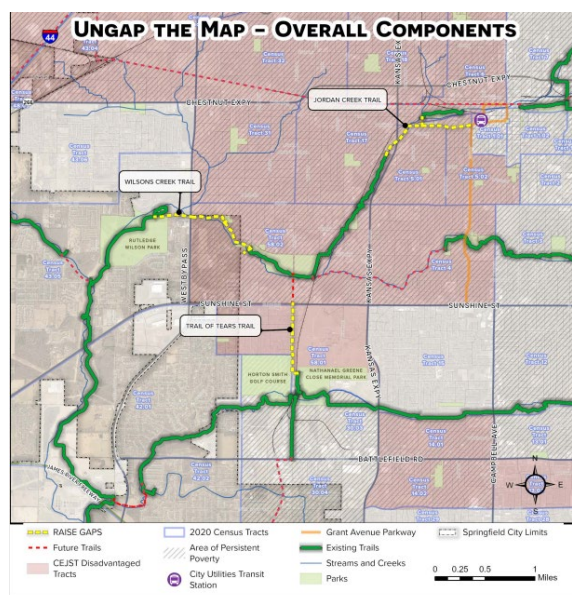
SPRINGFIELD UNGAP PROJECT

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

* Estimated construction start date provided by Recipient

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

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



ENGLEWOOD ROUNDABOUT AND WINNER ROAD UPGRADES

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

* Estimated construction start date provided by Recipient

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

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



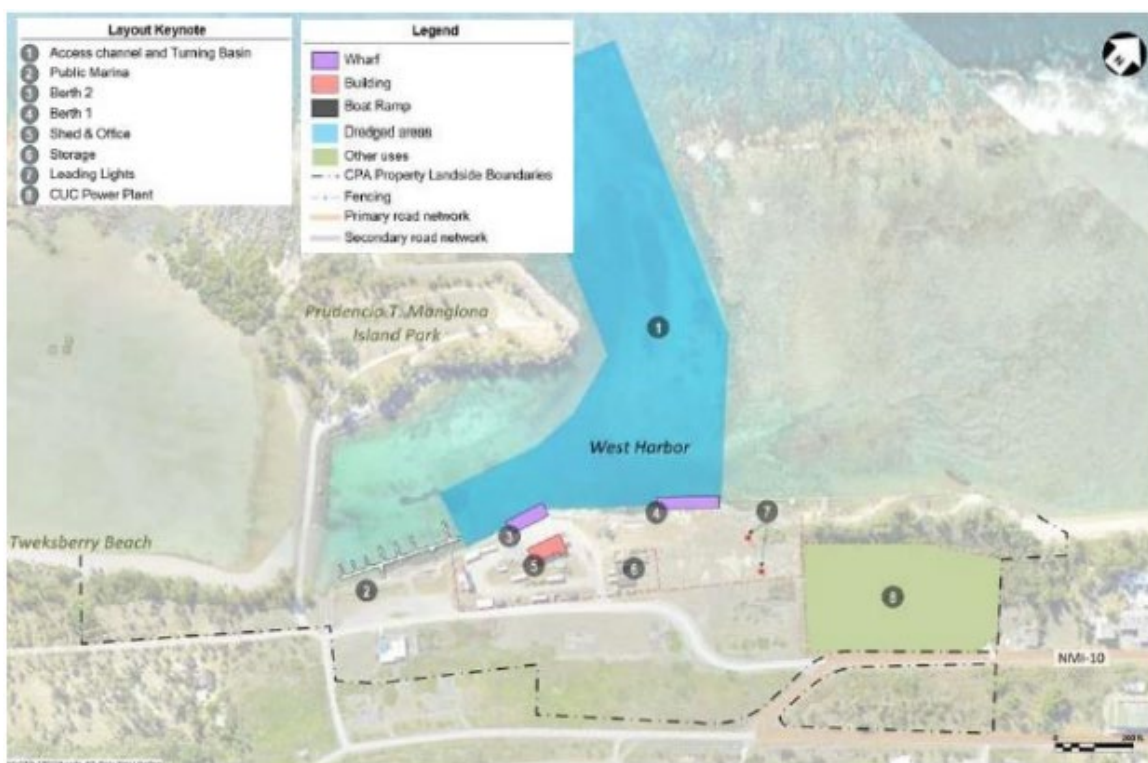
ROTA HARBOR NAVIGATION IMPROVEMENTS PLAN

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

* Estimated construction start date provided by Recipient

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

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



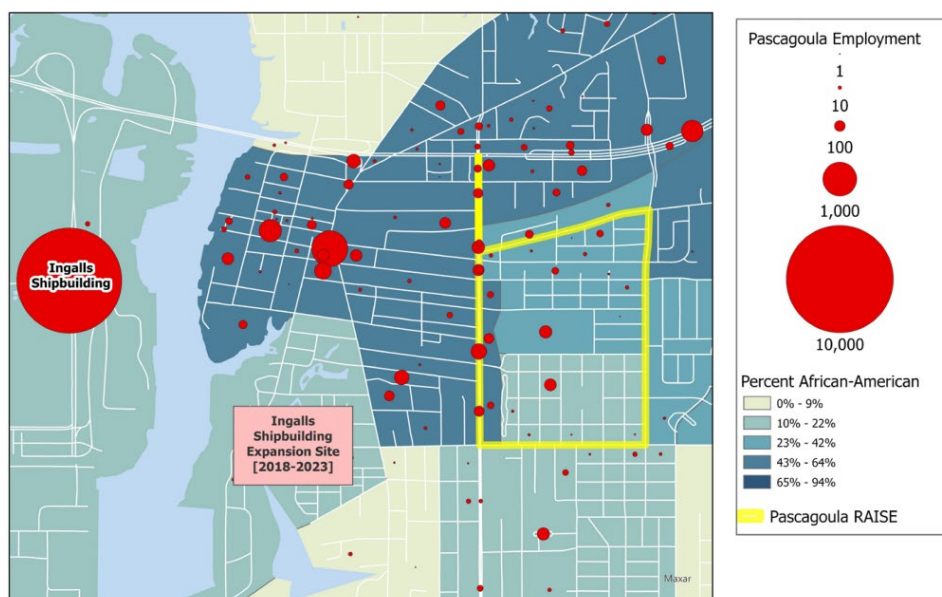
EXPLORING COMPLETE STREET APPROACHES FOR MARKET AND 14TH STREETS

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

* Estimated construction start date provided by Recipient

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

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



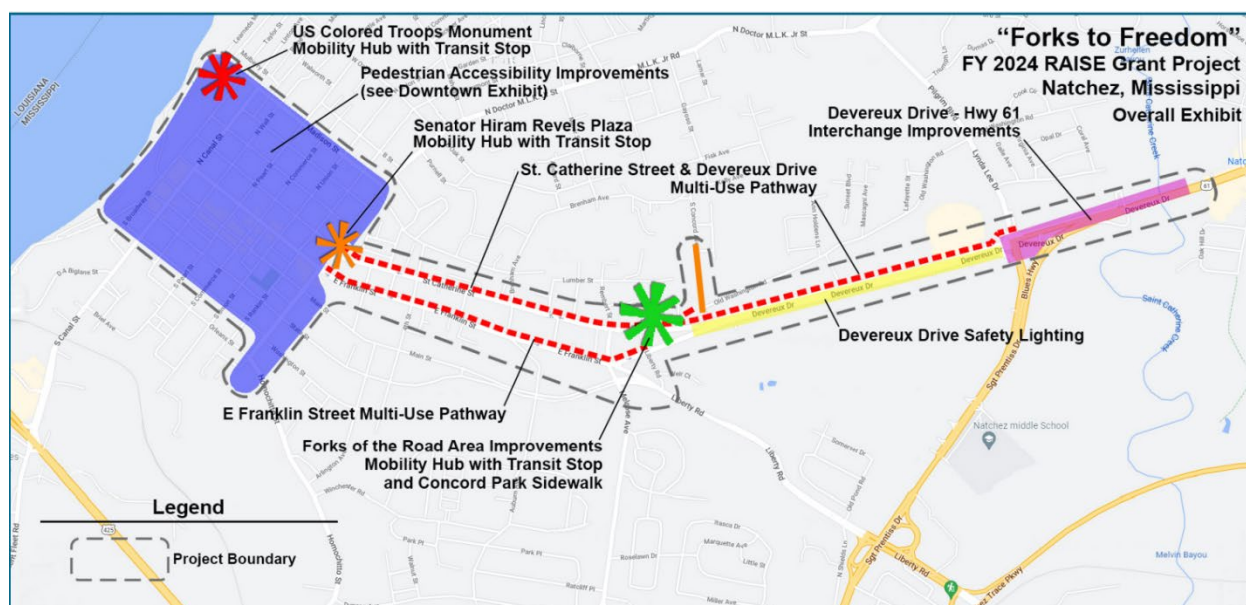
FORKS TO FREEDOM CORRIDOR COMPLETE STREETS

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

* Estimated construction start date provided by Recipient

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

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



MISSISSIPPI 182-MLK CORRIDOR REVITALIZATION PHASE TWO

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

* Estimated construction start date provided by Recipient

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

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



BELGRADE URBAN IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



BROWNING STREETS COMMUNITY CONNECTIVITY PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



EAST HELENA VALLEY DRIVE MULTIMODAL CONNECTIVITY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



TRIANGLE MOBILITY HUB AND SPOKE PROJECT

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

* Estimated construction start date provided by Recipient

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

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



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

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

* Estimated construction start date provided by Recipient

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

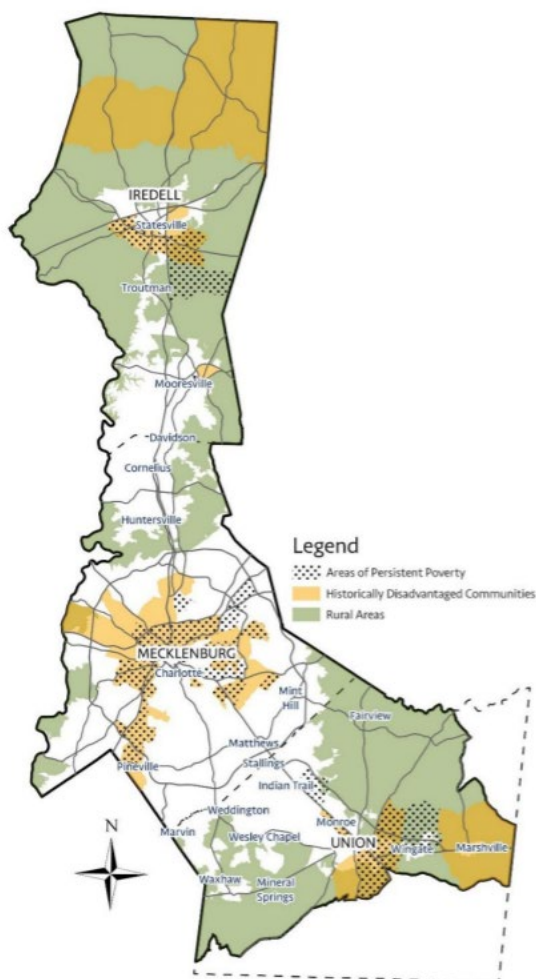
Project Benefits: Safety will be addressed by reducing fatalities and serious injuries below the state-wide average for underserved communities. The project will significantly decrease conflicts in the region, particularly for vulnerable road users, by enhancing roadway conditions along an approximate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



MAKING OUR ROADS SAFER: A CROSS-JURISDICTIONAL STUDY

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

* Estimated construction start date provided by Recipient



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

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

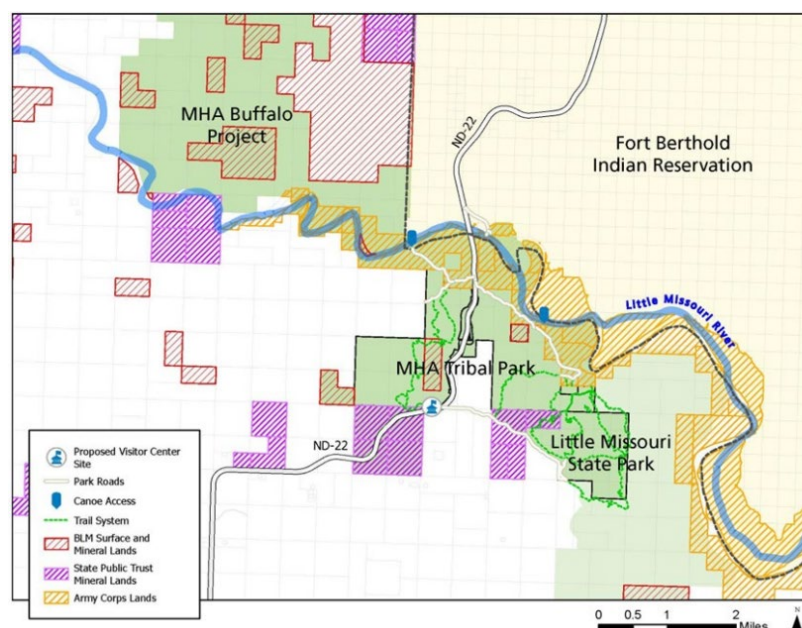
IMPROVING SAFETY AND WILDLIFE CONNECTIVITY IN NORTH DAKOTA'S FIRST TRIBAL NATIONAL PARK

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

* Estimated construction start date provided by Recipient

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

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



SPIRIT LAKE TRIBAL COMMUNITY REPAIR AND REHABILITATION PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



9TH ST NE GRADE SEPARATION PROJECT

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

* Estimated construction start date provided by Recipient

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

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



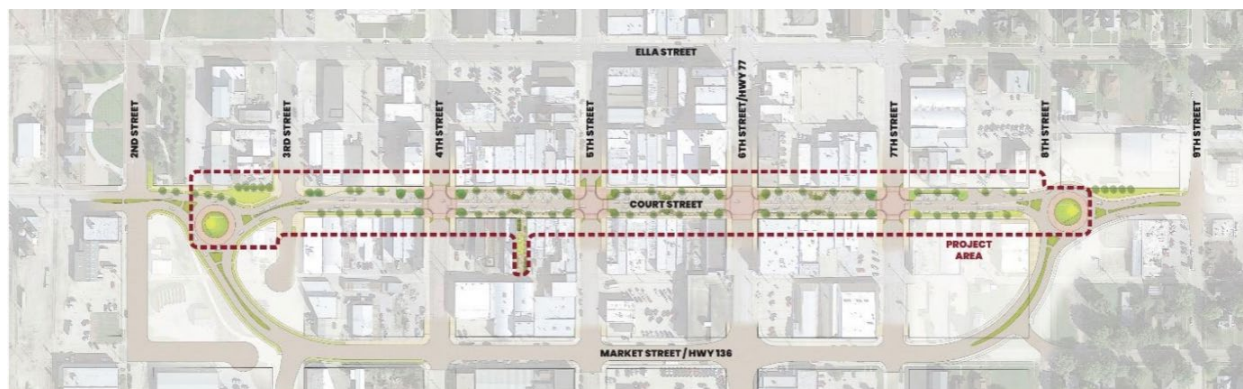
COURT STREET ACCESS AND SAFETY TRANSFORMATION (CAST) INITIATIVE

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

* Estimated construction start date provided by Recipient

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

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



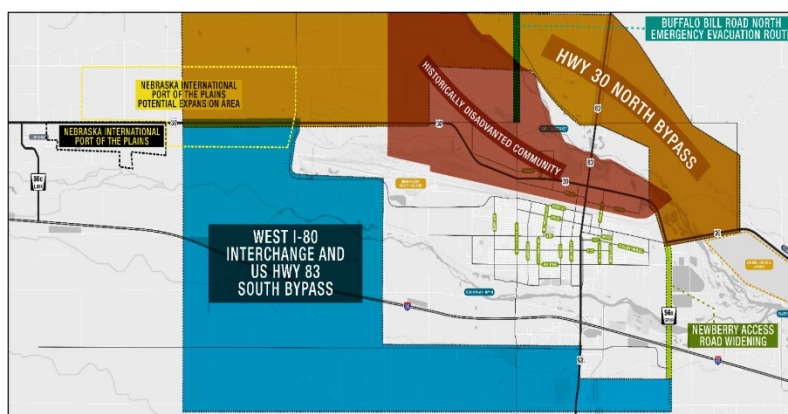
INVESTMENT INTO INTERMODAL MOBILITY AND COMMUNITY CONNECTIVITY

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

* Estimated construction start date provided by Recipient

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

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



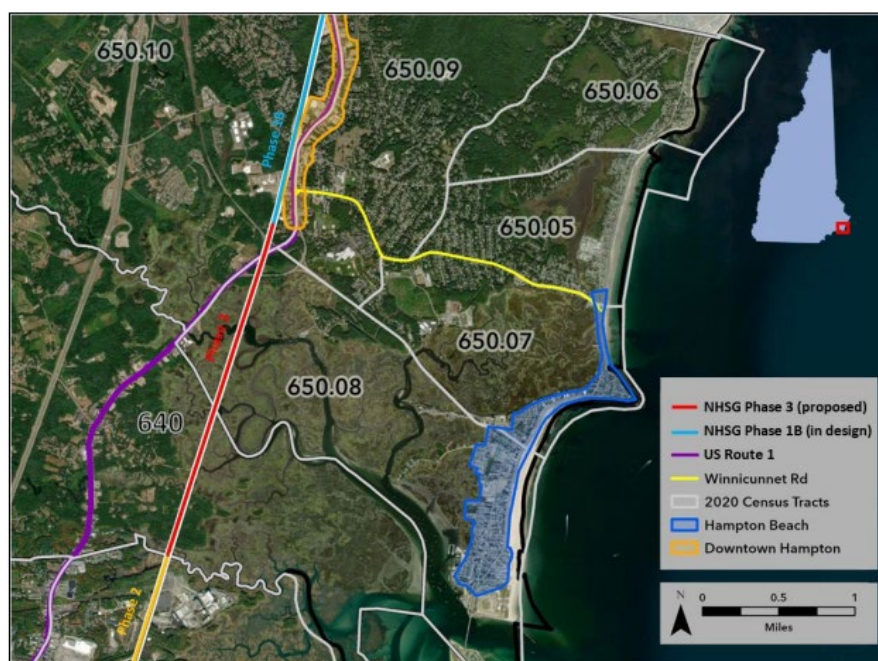
SEACOAST GREENWAY HAMPTON MARSH TRAIL

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

* Estimated construction start date provided by Recipient

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

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



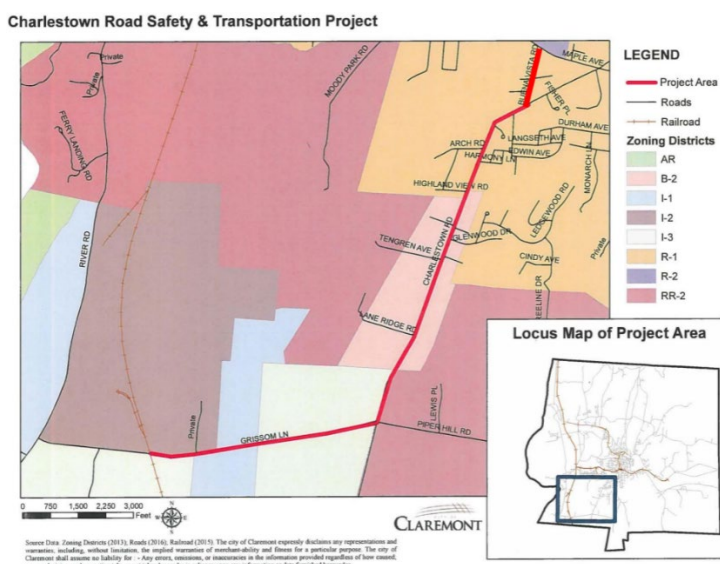
ACCESS, RESTORATION, DEVELOPMENT, AND SAFETY (CARDS) INITIATIVE

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

* Estimated construction start date provided by Recipient

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

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



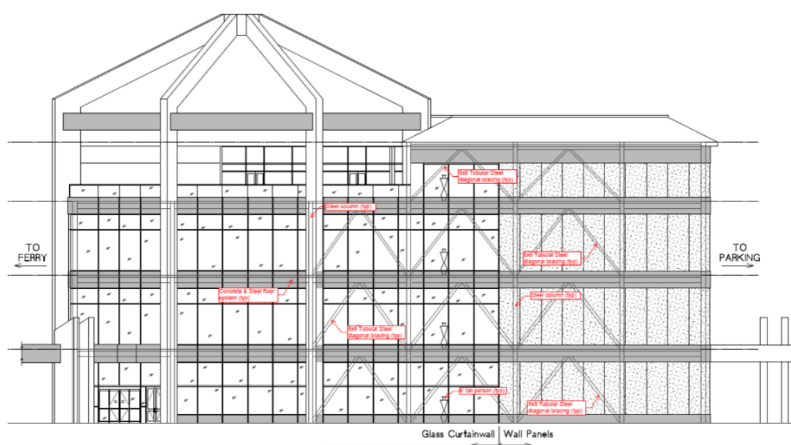
INTERMODAL TRANSPORTATION BUILDING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



FOUR ROADS IMPROVEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



I-40 TRADEPORT CORRIDOR (I40TPC) PROJECT

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

* Estimated construction start date provided by Recipient

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

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



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

REGIONAL RURAL RAPID TRANSIT SYSTEM - PHASE ONE IMPLEMENTATION

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

* Estimated construction start date provided by Recipient

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

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



THE PORT OF NEVADA – A SUSTAINABLE INTERMODAL DEVELOPMENT

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

* Estimated construction start date provided by Recipient

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

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



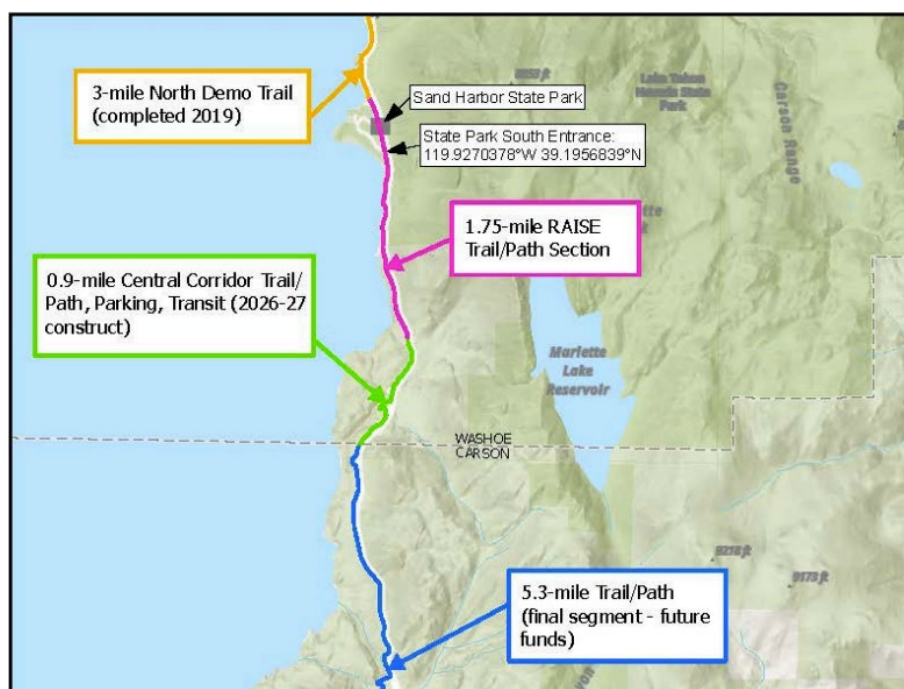
NEVADA STATE ROUTE 28 CORRIDOR SAFETY IMPROVEMENTS, SHARED-USE PATH, AND ENVIRONMENTAL SUSTAINABILITY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



WATERLOO LAMPE PARK ROAD REALIGNMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



INTERBOROUGH EXPRESS LIGHT RAIL TRANSIT - CORRIDOR PROFILE PLANNING ASSESSMENT

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

* Estimated construction start date provided by Recipient

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

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



URBAN FREIGHT MOBILITY COLLABORATIVE

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

* Estimated construction start date provided by Recipient

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

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



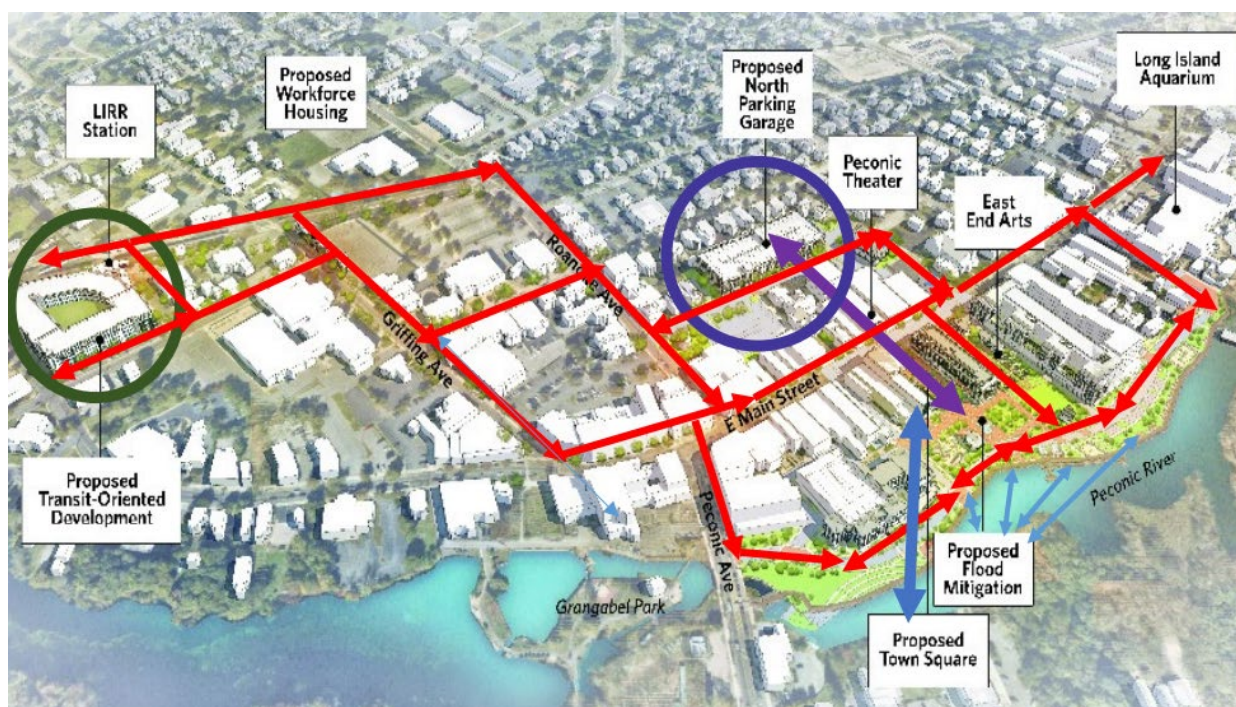
RECLAIMING THE DOWNTOWN RIVERFRONT THROUGH INTERMODAL TRANSPORTATION

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

* Estimated construction start date provided by Recipient

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

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



CUYAHOGA GREENWAYS: EAST SIDE TRAILS

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

* Estimated construction start date provided by Recipient

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

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



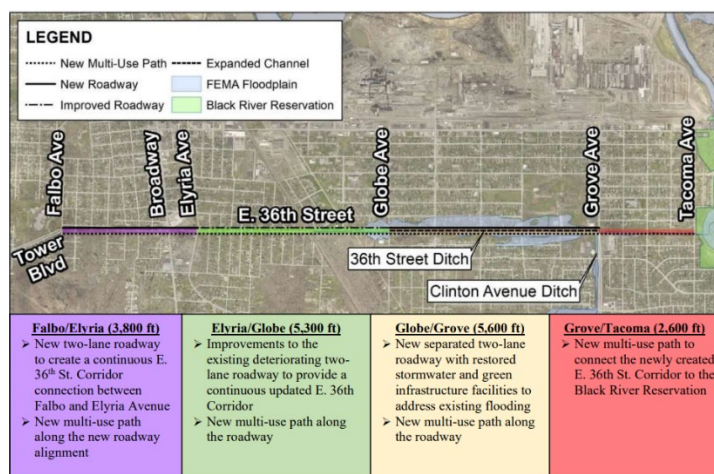
EAST 36TH STREET IMPROVEMENTS - PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



RECONNECT TOLEDO'S HISTORIC NEIGHBORHOODS

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

* Estimated construction start date provided by Recipient

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

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



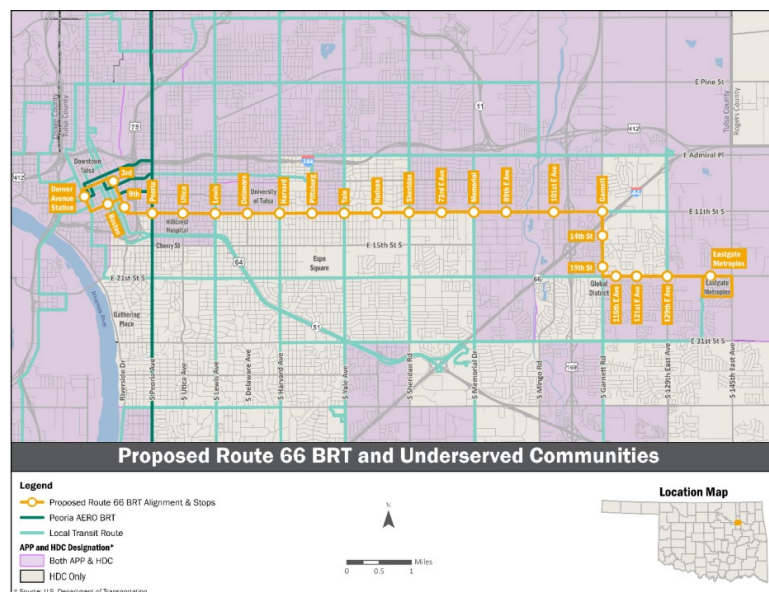
ROUTE 66 BRT: REVIVING ROUTE 66 WITH MULTIMODALISM AND JOB ACCESS

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

* Estimated construction start date provided by Recipient

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

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



BRIDGING THE GAP: MULTIMODAL CONNECTIONS OVER THE OKLAHOMA RIVER

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

* Estimated construction start date provided by Recipient

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

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

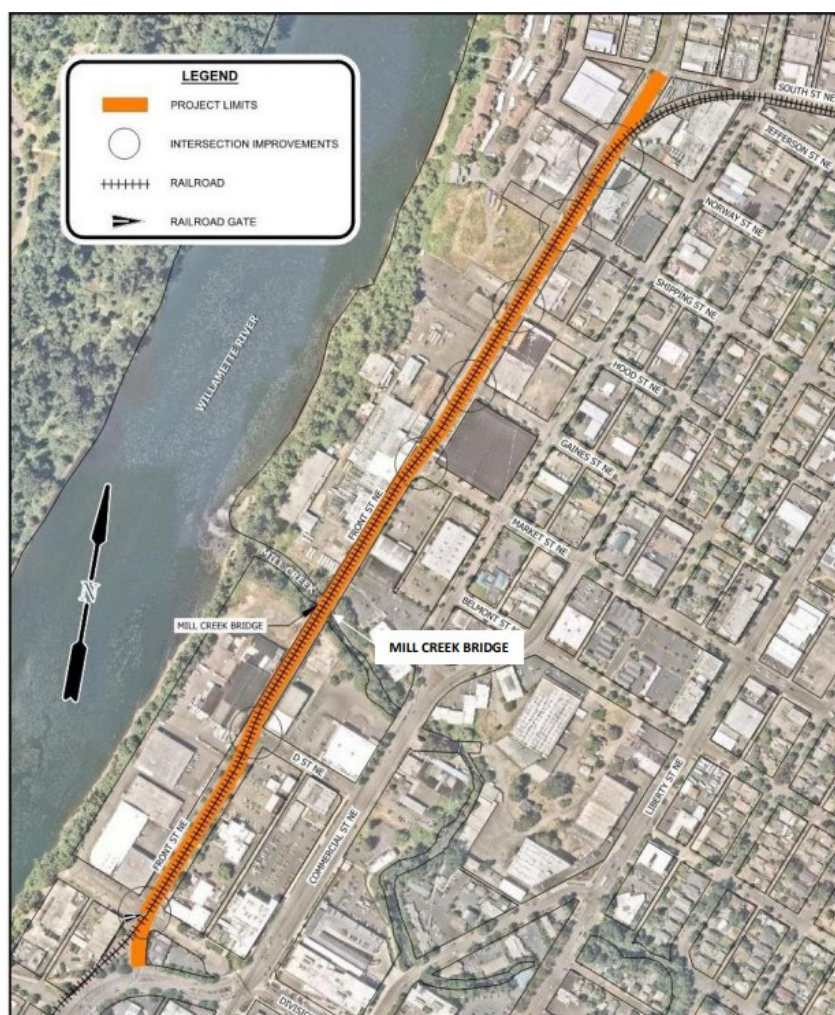


FRONT STREET REDEVELOPMENT TRANSPORTATION CORRIDOR PLAN

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

* Estimated construction start date provided by Recipient

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



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

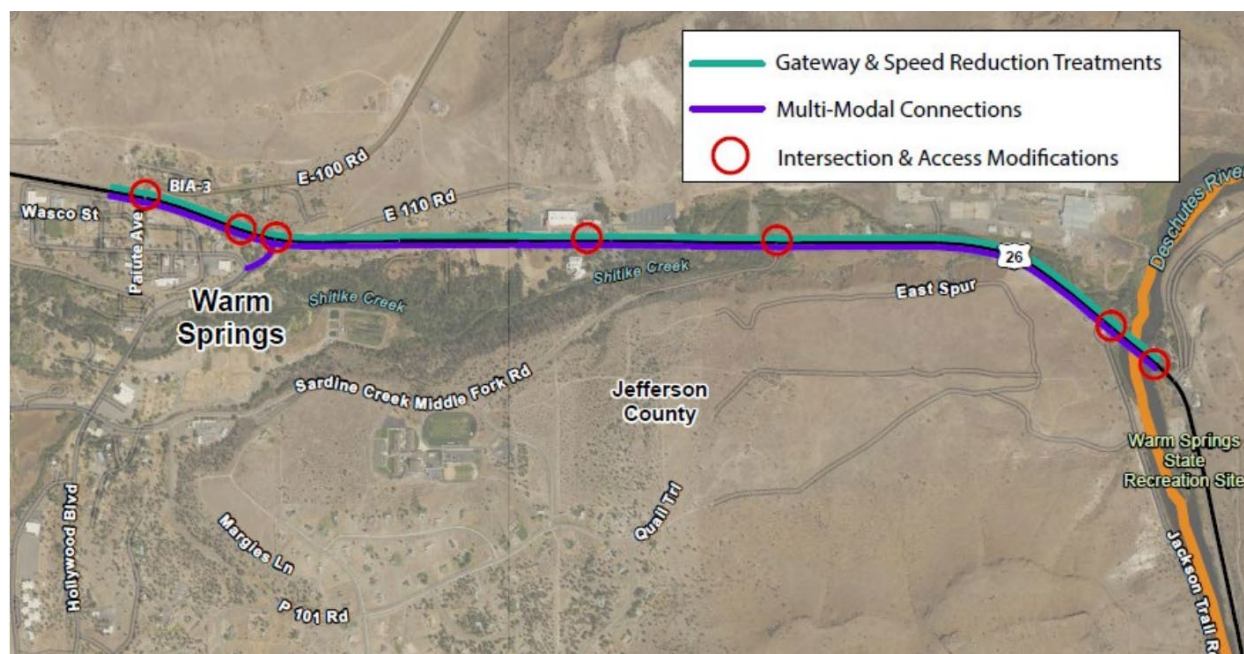
WARM SPRINGS COMMERCIAL CORRIDOR SAFETY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



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

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

* Estimated construction start date provided by Recipient

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

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



WESTPARK REDEVELOPMENT INFRASTRUCTURE PROJECT

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

* Estimated construction start date provided by Recipient

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

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



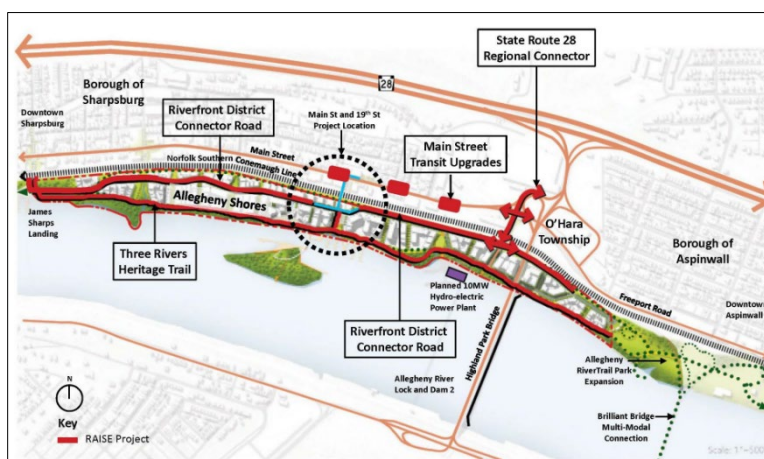
RECONNECTING THE ALLEGHENY RIVERFRONT TO ECONOMIC OPPORTUNITY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



REGIONAL OPERATIONS AND MAINTENANCE FACILITY AND TRANSIT CENTER

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

* Estimated construction start date provided by Recipient

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

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



CODORUS GREENWAY

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

* Estimated construction start date provided by Recipient

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

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



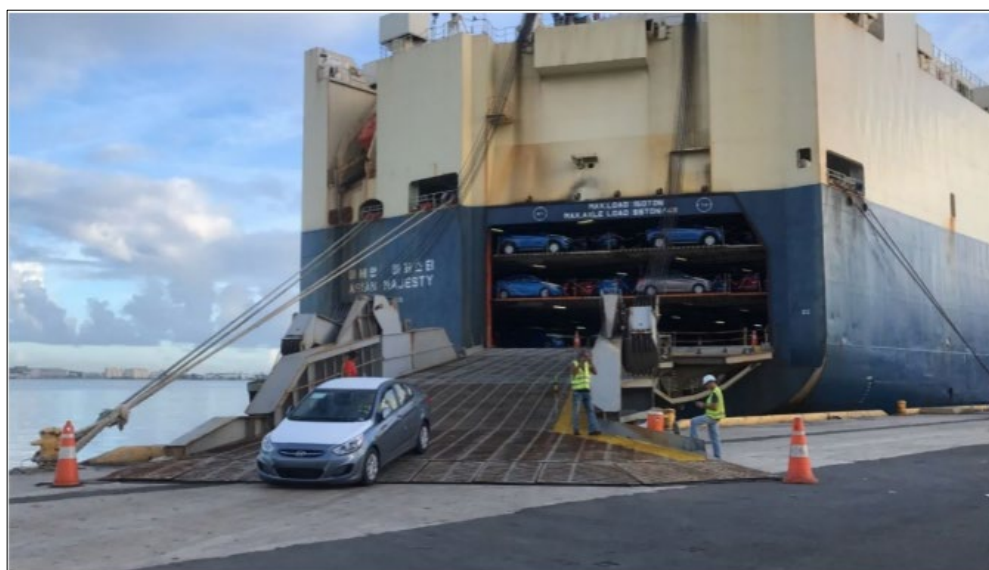
WHARF D RECONSTRUCTION AND RESILIENCY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



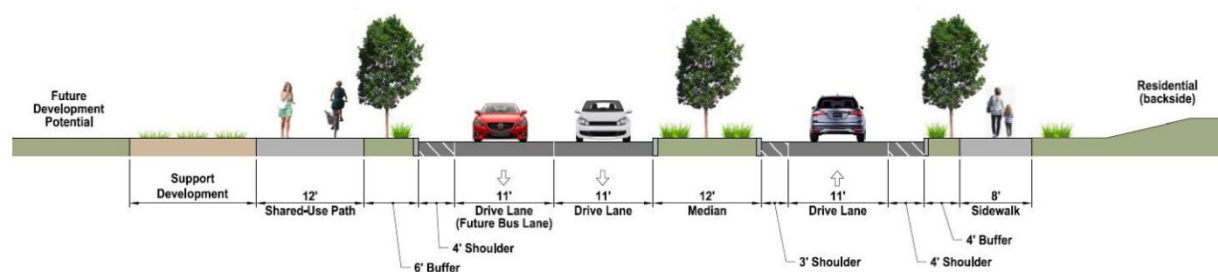
HENDERSON PHASE 2 MULTIMODAL CONNECTIONS

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

* Estimated construction start date provided by Recipient

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

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



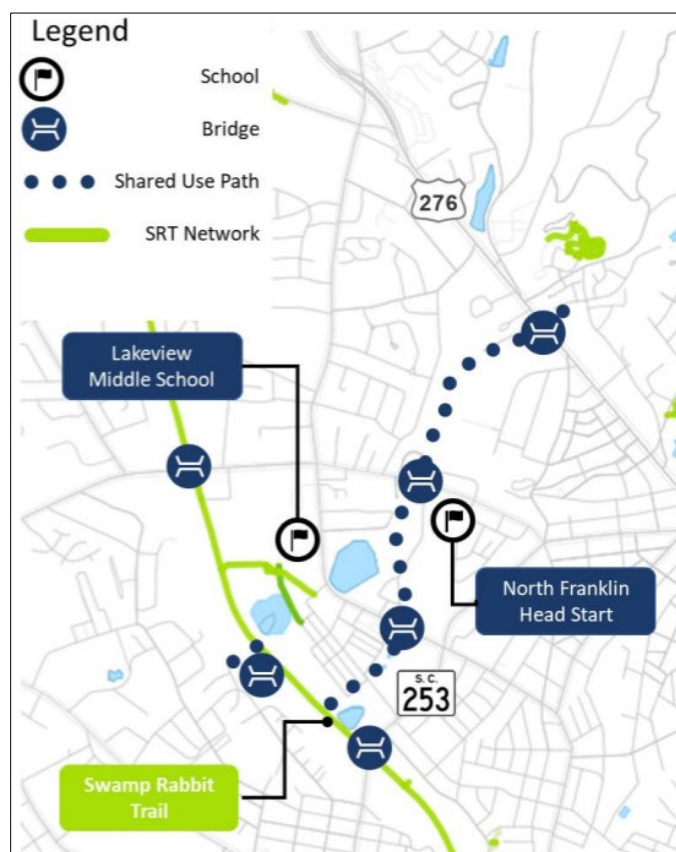
SANS SOUCI CONNECTER

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

* Estimated construction start date provided by Recipient

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

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



BIA 5 AND BIA 10 RECONSTRUCTION PROJECT

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

* Estimated construction start date provided by Recipient

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

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



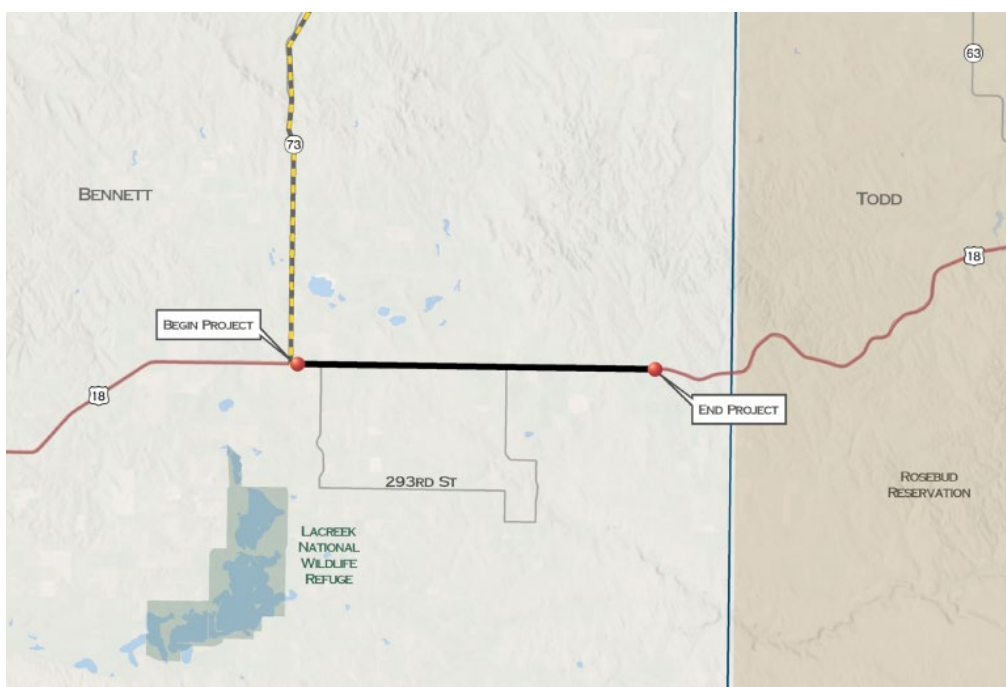
US 18 RECONSTRUCTION IN BENNETT COUNTY

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

* Estimated construction start date provided by Recipient

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

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



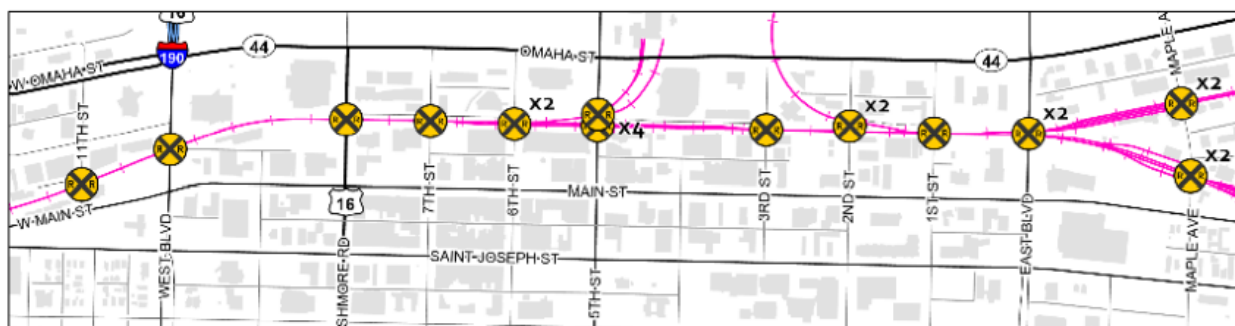
COMPREHENSIVE DOWNTOWN RAILROAD SAFETY SOLUTIONS

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

* Estimated construction start date provided by Recipient

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

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



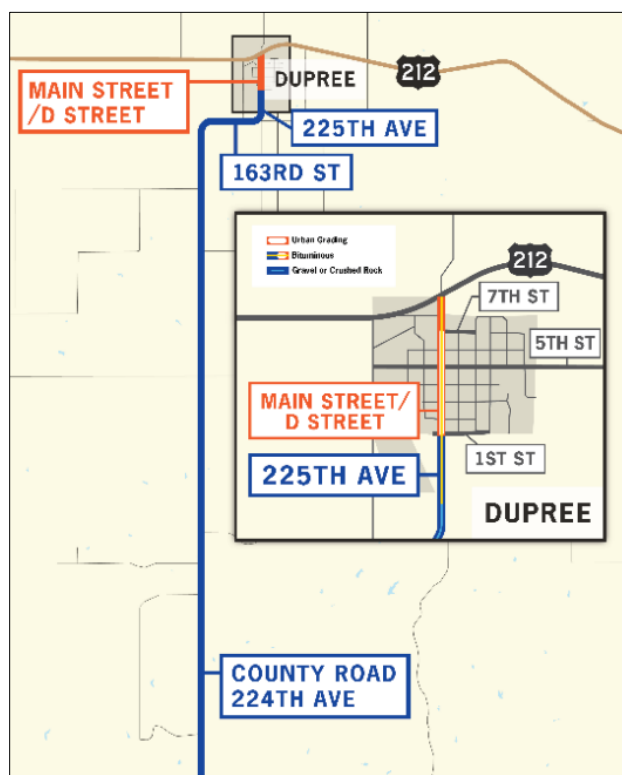
CHEYENNE RIVER-ZIEBACH COUNTY ROADWAY IMPROVEMENT PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



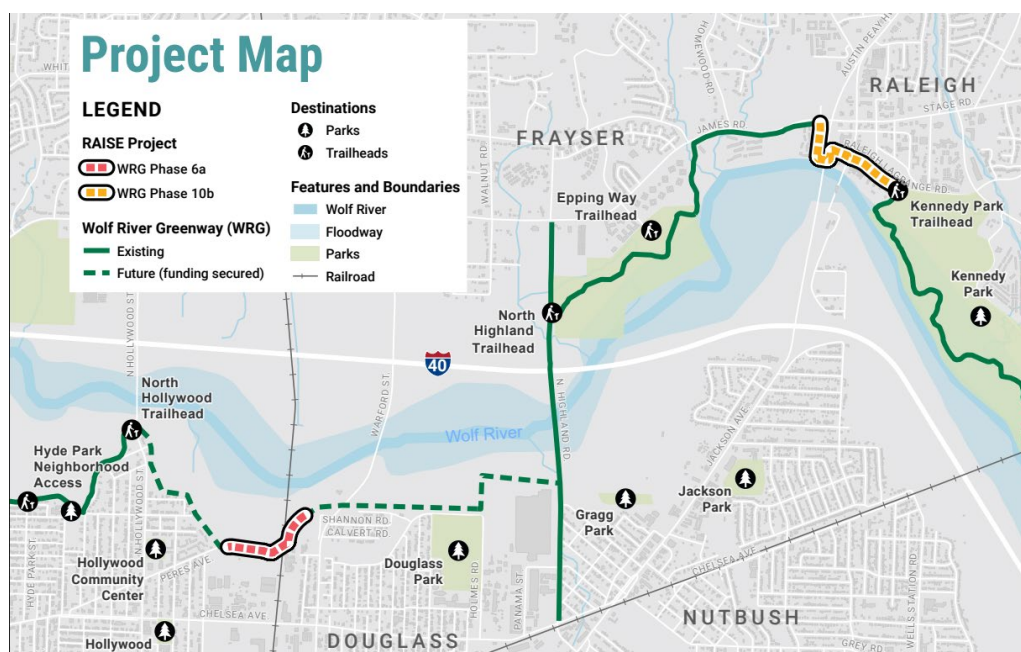
WALKING (AND BIKING) IN MEMPHIS: FILLING THE FINAL GAPS OF THE WOLF RIVER GREENWAY

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

* Estimated construction start date provided by Recipient

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

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



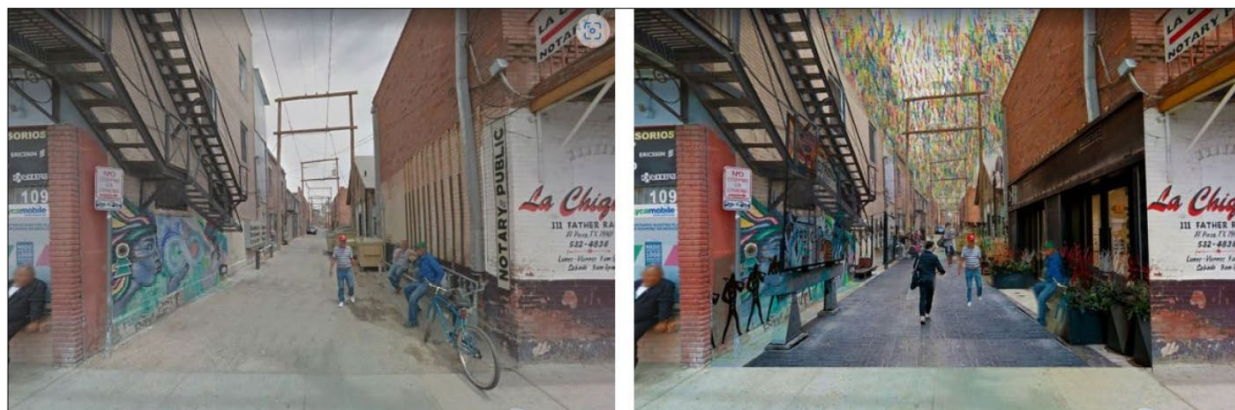
EL PASO COUNTY EQUITABLE MOBILITY PLAN

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

* Estimated construction start date provided by Recipient

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

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



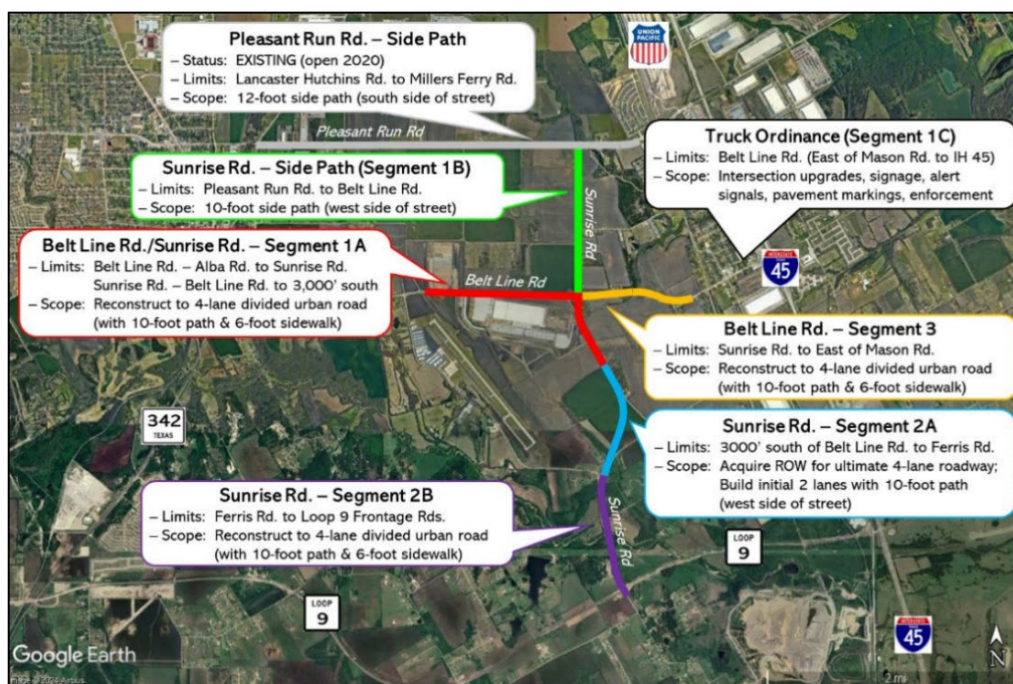
DALLAS COUNTY INLAND PORT (DCIP) MULTIMODAL CONNECTIVITY PROJECT

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

* Estimated construction start date provided by Recipient

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

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



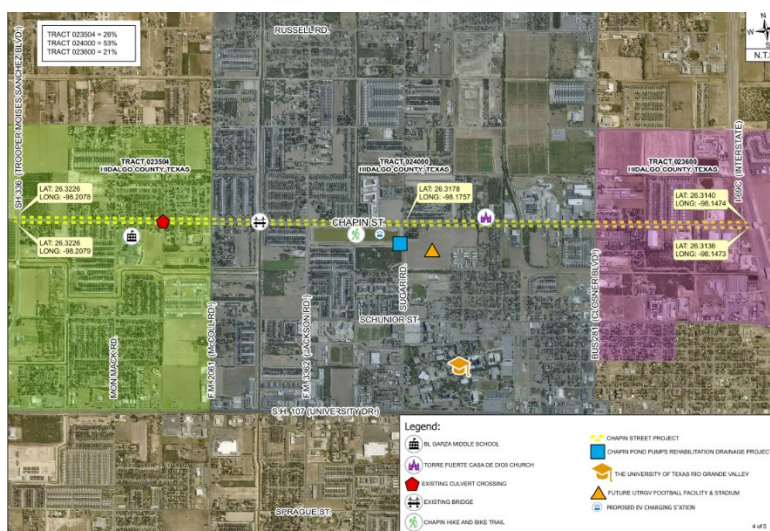
CHAPIN STREET CORRIDOR PLANNING PROJECT

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

* Estimated construction start date provided by Recipient

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

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



CULEBRA ROAD IMPROVEMENT PROJECT

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

* Estimated construction start date provided by Recipient

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

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



UTAH TRAIL NETWORK FOUR CORNERS PLANNING STUDY

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

* Estimated construction start date provided by Recipient

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

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



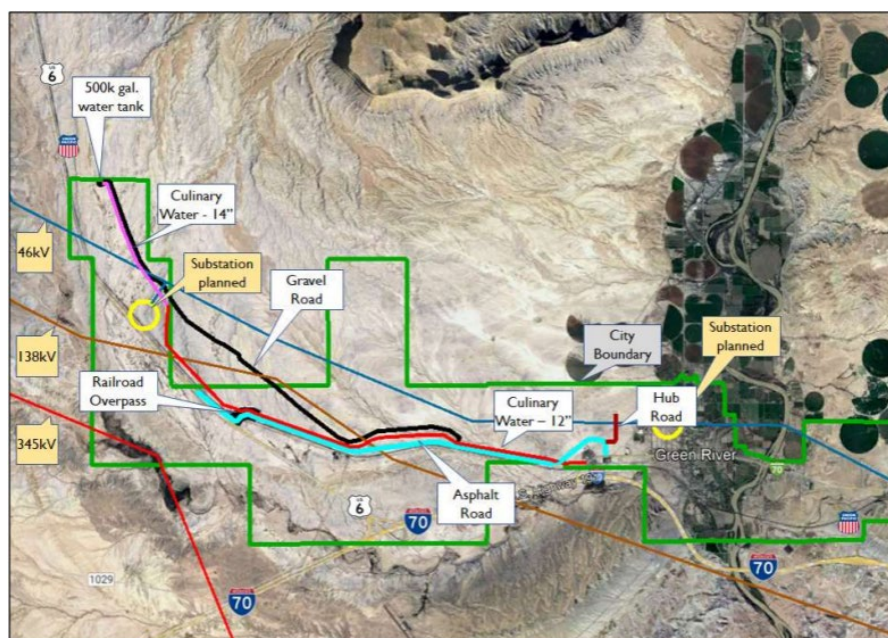
WEST INDUSTRIAL PARK ROAD AND UTILITIES PLAN

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

* Estimated construction start date provided by Recipient

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

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

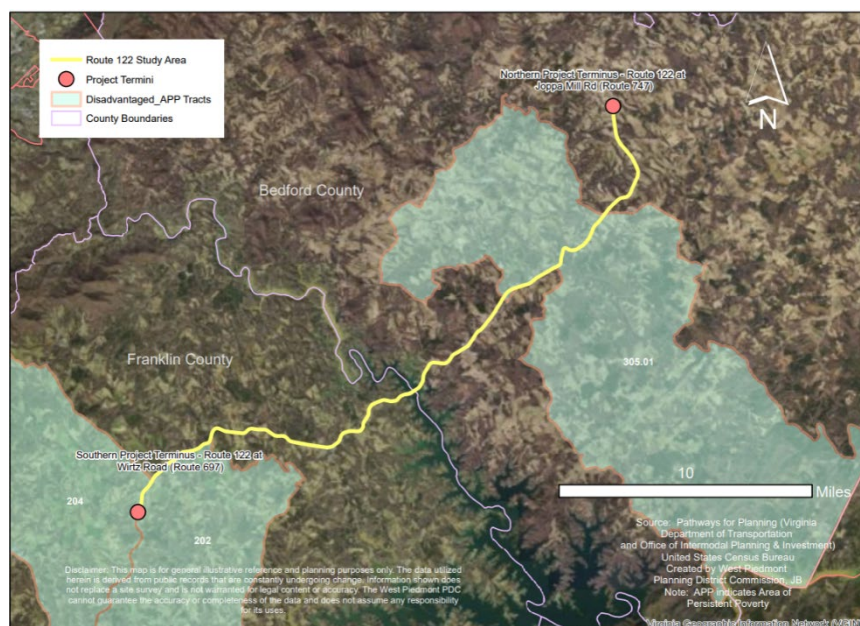


ROUTE 122 REGIONAL CORRIDOR PLAN

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

* Estimated construction start date provided by Recipient

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



Project Benefits: Safety will be addressed by protecting non-motorized travelers from safety risks using Complete Streets improvements that are part of a documented risk reduction mitigation strategy. Environmental Sustainability will be addressed by implementing transportation-efficient land use and design and reducing transportation-related air pollution and greenhouse gas emissions in disadvantages communities. Quality of Life will be addressed by expanding active transportation options,

coordinate and integrate land use, and increasing the supply of affordable housing for underserved communities. Mobility and Community Connectivity will be addressed by enhancing system-wide connectivity through the availability of transit, micro-mobility, and mobility-on-demand. The project will also incorporate principles of Universal Design, Complete Streets, and consider last-mile freight deliveries in a multimodal approach.

HIGHWAY 40 CORRIDOR MULTIMODAL ASSESSMENT AND MASTER PLAN

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

* Estimated construction start date provided by Recipient

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

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



SUFFOLK SEABOARD COASTLINE TRAIL - SEGMENT 3C

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

* Estimated construction start date provided by Recipient

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

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



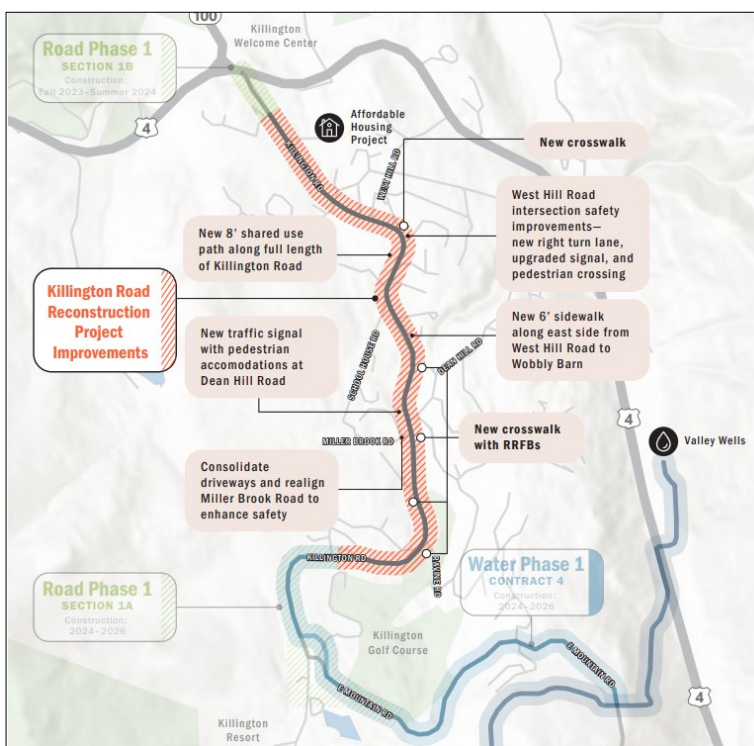
KILLINGTON ROAD RECONSTRUCTION AND COMPLETE STREETS

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

* Estimated construction start date provided by Recipient

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

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

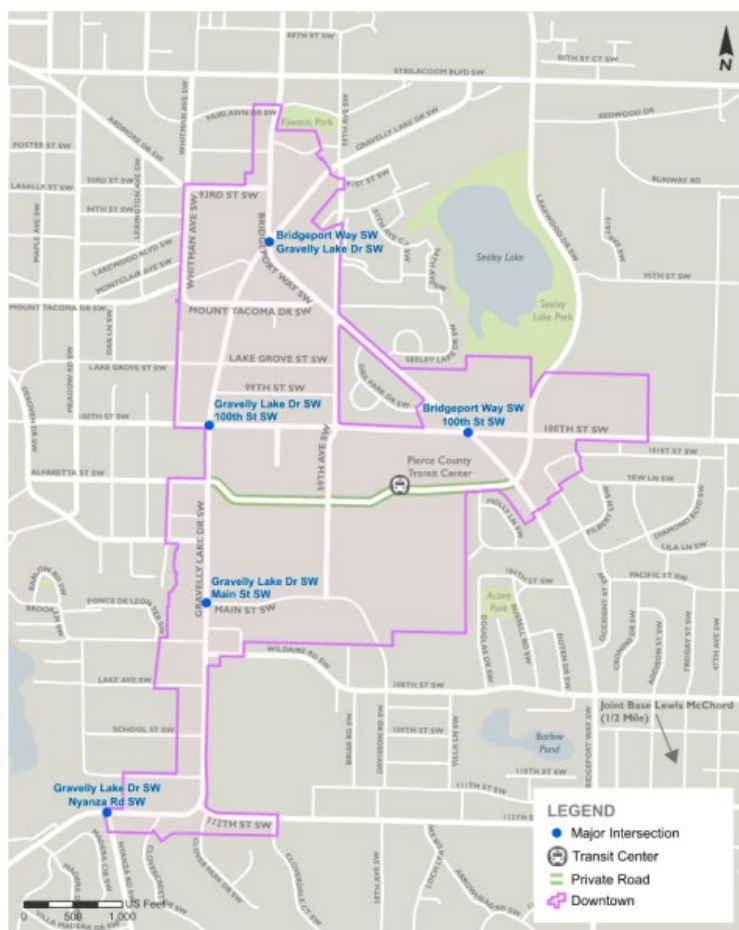


LAKEWOOD DOWNTOWN TRANSPORTATION FEASIBILITY STUDY

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

* Estimated construction start date provided by Recipient

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



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

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

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

* Estimated construction start date provided by Recipient

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

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



NEAH BAY MULTI-USE BARGE LOADING FACILITY

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

* Estimated construction start date provided by Recipient

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

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



SHIPPING TERMINAL RAIL CONNECTION

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

* Estimated construction start date provided by Recipient

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

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



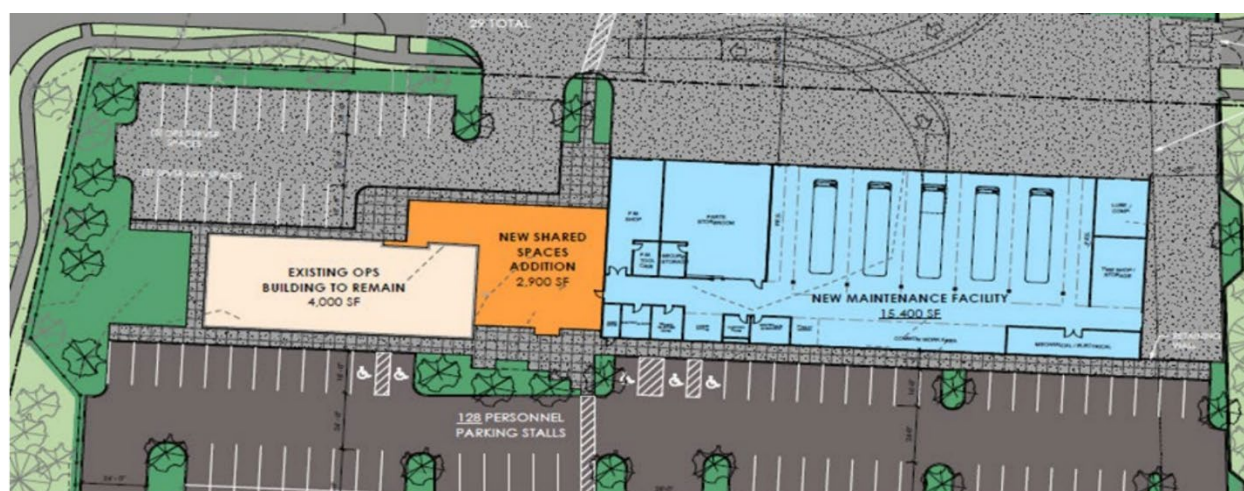
KITSAP TRANSIT MAINTENANCE FACILITY CONSTRUCTION AND FLEET MODERNIZATION

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

* Estimated construction start date provided by Recipient

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

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



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

EASTRAIL MULTI-USE TRAIL PLAN

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

* Estimated construction start date provided by Recipient

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

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



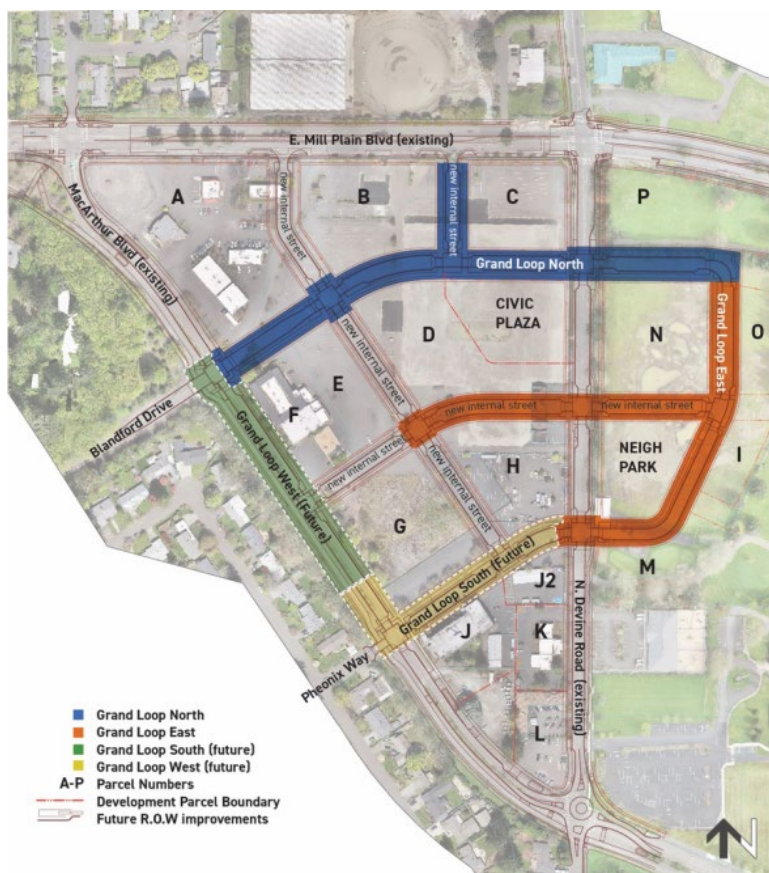
HEIGHTS DISTRICT INFRASTRUCTURE PHASE I

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

* Estimated construction start date provided by Recipient

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

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



CLOSING THE EASTRAIL I-90 GAP

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

* Estimated construction start date provided by Recipient

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

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



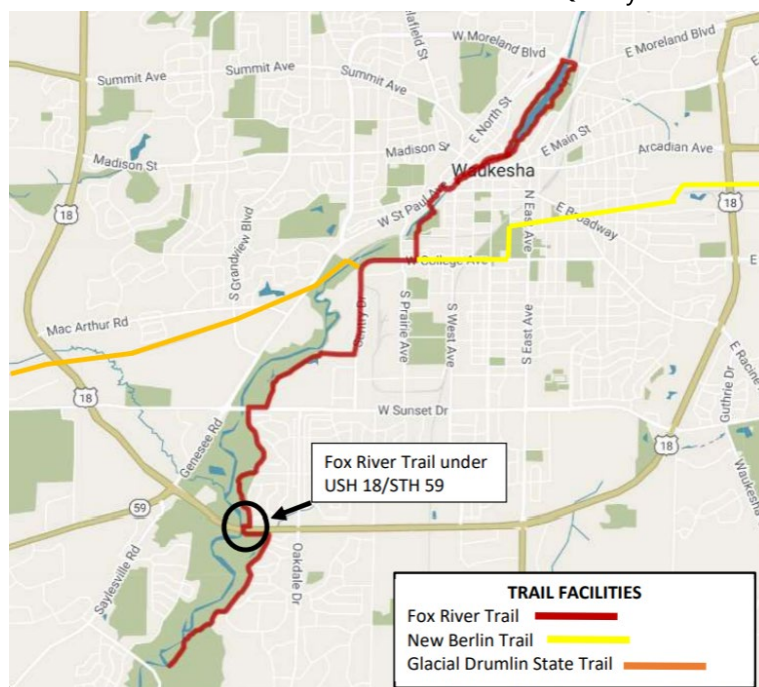
WAUKESHA BIKE AND PEDESTRIAN BRIDGES

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

* Estimated construction start date provided by Recipient

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

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



DOWNTOWN APPLETON REGIONAL TRANSIT MULTIMODAL HUB

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

* Estimated construction start date provided by Recipient

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

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



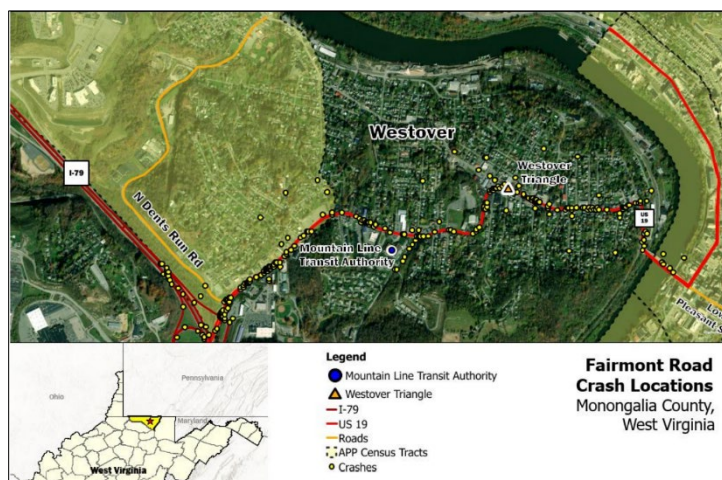
CAPITAL CONNECTOR

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

* Estimated construction start date provided by Recipient

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

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



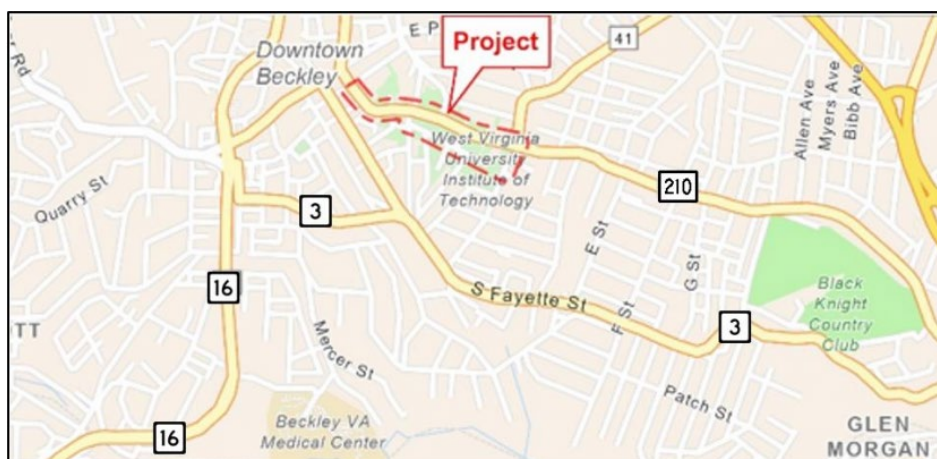
CAMPUS COMPLETE STREETS IMPROVEMENTS

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

* Estimated construction start date provided by Recipient

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

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



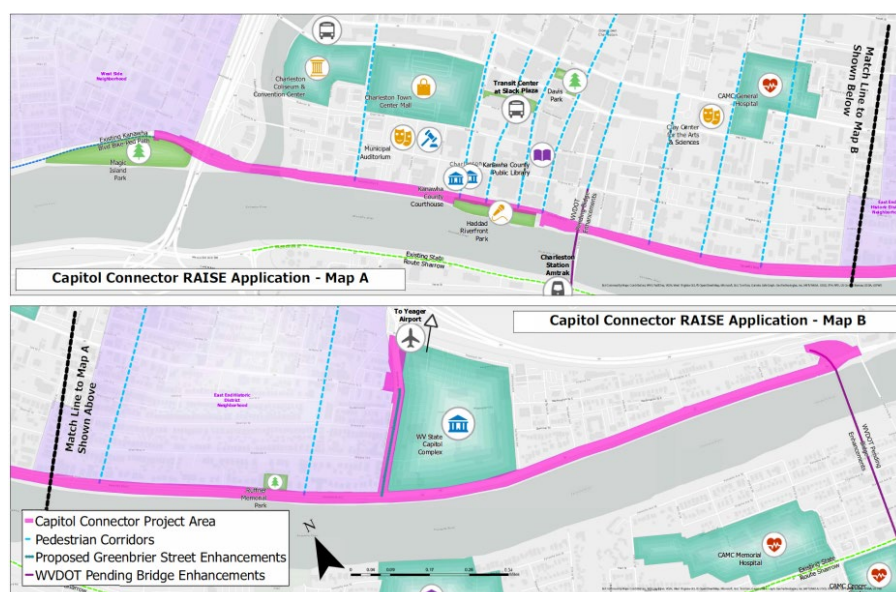
WESTOVER GATEWAY REVITALIZATION PLAN

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

* Estimated construction start date provided by Recipient

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

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



WIND RIVER CANYON CORRIDOR RESILIENCE AND FEASIBILITY STUDY

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

* Estimated construction start date provided by Recipient

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

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





CITY OF KEENE NEW HAMPSHIRE

ITEM #C.2.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Jim Coppo/Jimmy Tempesta
Through: Patricia Little, City Clerk
Subject: **Jim Coppo/Jimmy Tempesta - Request to Discharge Fireworks - First Responder Appreciation Community Day - August 18, 2024**

Recommendation:

Attachments:

1. Communication_Coppo

Background:

Mr. Coppo and Mr. Tempesta request a license to discharge fireworks at Alumni Field as part of the First Responder Appreciation Community Day held on August 18, 2024.

July 15, 2024

City of Keene
Honorable Mayor & City Council
3 Washington St
Keene, NH 03431

To: Honorable Mayor Jay Kahn & City Council

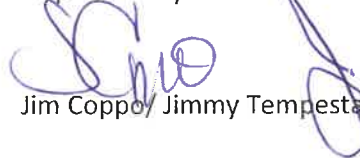
Please let this letter serve as our request and seek permission to include a fireworks display at our very unique, the First Responder Appreciation Community Day, event on August 18th at Alumni Field. This event will be open to the public, will have Police, Firefighters, Ambulance personnel, Dispatchers along with dignitaries and guest speakers. This event will be an extension to our 'Blue Line Appreciation' event we host at the restaurant.

The day will be filled with family fun, have all area equipment on display and meet and greets with the hero's, in addition to demonstrations by City, State and County departments.

I have attached a set of fliers for out to see. The fireworks display will be a music themed special First Responder colored show for 10 minute slot at the completion of the City Fire vs Police game.

The show will be done by Atlas Pyrovision Entertainment, the same company that does Swampbat games. They will use the same location as the always do.

Hope to see you all at the event,



Jim Coppo/ Jimmy Tempesta

BLUE LINE APPRECIATION & TEMPESTA'S RESTAURANT

PRESENTS

FIRST RESPONDER APPRECIATION COMMUNITY DAY

AUGUST 18TH. 2024

ALUMNI FIELD, KEENE, NH



SOFTBALL GAMES

- FITZWILLIAM POLICE CRUISE EVENT
- TOUCH A TRUCK EVENT – POLICE, FIRE, AMBULANCE, NH FISH & GAME
- POLICE VS. FIRE – GUNS VS. HOSES, SOFTBALL GAMES
- HOME RUN DERBY
- NHSP MOTORCYCLE DEMONSTRATION
- POLICE K9 DEMONSTRATIONS – SEARCH, APPREHEND, AND COMFORT DOG
- FOOD TENT BY TEMPESTA'S RESTAURANT
- AXE THROWING/FACE PAINTING/BALLOON ART/FOAM FRENZY
- GUEST SPEAKERS/DIGNITARIES, AND 1ST PITCHES
- SPECIAL MUSIC THEMED FIREWORK SHOW
- LOCAL VENDORS
- STEVE PRO AND THE BOOM BOX BAND
- NH DRUM & BAGPIPE MAJOR DAVE MYER
- COPSICLE TRAILER



Visit us on Facebook @ First Responder Community Day

FIRE FIGHTERS Vs. POLICE Softball Double Header/HomeRun Derby
Gates Open 10 am, Events start at 11 am

ALL PROCEEDS TO BENEFIT MONADNOCK REGION CHILD ADVOCACY CENTER

BLUE LINE APPRECIATION & TEMPESTA'S RESTAURANT

PRESENTS/HOST

2024 FIRST RESPONDERS COMMUNITY APPRECIATION DAY AUGUST 18TH AT ALUMNI FIELD

2024 FIRST RESPONDER COMMUNITY DAY SCHEDULE OF EVENTS

- 10:00AM** Gates Open
- 11:00AM** • Fitzwilliam Police Association Cruise Event
Cars / Trucks / Motorcycles
• Police-Fire-Ambulance equipment displays
• Steve Pro & The Boom Box Band on stage
- 1:45PM** NH Police Drum & Bagpipe Major Dave Myer
- 2:00PM** County Throw Down – Hoses vs. Guns /
Police vs. Fire Softball Game
- 3:20PM** Demonstrations; K9 Teams & Motorcycle Demo
- 4:30PM** Home Run Derby / Police vs. Fire
- 6:30PM** City Police vs. City Fire – Ultimate Showdown
Softball Game
- 8:30PM** Firework Show – First Responder themed

Meet & Greet the Local Hero's/Dignitaries & Guest Speakers
Welcomes & Thank You's

Admission \$5 / Under 12 Free

Proceeds to benefit CHILDREN'S ADVOCACY CENTER

Food Tent will be open the entire event.

Schedule subject to changes and modifications.

HAPPENINGS

- FITZWILLIAM POLICE CRUISE EVENT
- TOUCH A TRUCK EVENT – POLICE, FIRE, AMBULANCE,
NH FISH & GAME
- POLICE VS. FIRE – GUNS VS. HOSES, SOFTBALL GAMES
- HOME RUN DERBY
- NHSP MOTORCYCLE DEMONSTRATION
- POLICE K9 DEMONSTRATIONS – SEARCH, APPREHEND,
AND COMFORT DOG
- FOOD TENT BY TEMPESTA'S RESTAURANT
- AXE THROWING/FACE PAINTING/BALLOON ART/FOAM
FRENZY
- GUEST SPEAKERS/DIGNITARIES, AND 1ST PITCHES
- SPECIAL MUSIC THEMED FIREWORK SHOW
- LOCAL VENDORS
- STEVE PRO AND THE BOOM BOX BAND
- AND MORE!

STAY UP-TO-DATE WITH EVENTS/HAPPENS – LIKE US ON FACEBOOK
FIRST RESPONDER COMMUNITY DAY



Supporting Blue Line Appreciation Community Day



Free admission for show cars

Fitzwilliam Police Association Cruise Event



Sunday August 18th starting at 11am
(gates open at 10am)

KHS Alumni Field

77 Arch St Keene, NH 03431

Cars - Food - Raffles

* Proceeds benefit scholarships for high school seniors

Contact 603-585-6565 or chief@fitzpolice.us



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **The Elm City Rotary, the Keene Rotary, and the Monadnock Interfaith Project - Requesting Permission to Erect a Peace Pole in Central Square**

Recommendation:

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the City Council direct the City Manager to work with the petitioners to incorporate elements of the proposed peace pole into a new fountain design for the common.

Attachments:

None

Background:

Chair Greenwald asked who was here to speak to the request from the Elm City Rotary, the Keene Rotary, and the Monadnock Interfaith Project (MIP).

Carl Jacobs of 81 Wyman Rd. stated that the three groups are interested in having a public monument dedicated to peace in Central Square. He continued that they have had conversations with a number of people, and people from the groups supporting it will briefly speak tonight. They understand that the process to get something put on Central Square is the public art process, so they have tried to put their proposal into that format. They chose a particular location on Central Square in their proposal. Part of the process is a consultation with City staff. Andy Bohannon worked with them. There might be some other options, which he would prefer Mr. Bohannon speak to. The groups' intent is to have a peace monument on Central Square. He knows that tonight the Committee will be talking about some other things and they understand their particular request might have to be folded into some longer projects, which the three groups think it can be.

Chair Greenwald asked to hear from Deputy City Manager Andrew Bohannon.

Mr. Bohannon thanked Mr. Jacobs for bringing this forward. He continued that he and (Mr. Jacobs) met and talked. Given the timeline of the construction of the downtown revitalization project including Central Square, there was some discussion about the fountain, and potentially the possibility of mixing these two proposals together and working through public art to create some type of peace fountain. Representatives from the three groups were open to that idea, and to working with some artists to continue that conversation. They are bringing the conversation back to the Committee in hopes that the Committee accepts this direction and that they can move forward.

Chair Greenwald stated that one of the points that came up during the design process for the downtown project was that the “pile of rocks” that currently exist as a fountain could be improved upon, in terms of the artistic value and historical value. He thought it was a great combination of solving two issues. They would like to have something more historic, as well as a representation of peace, as Mr. Jacobs and the groups have brought forward. He thinks this is likely to be a great solution. Designing art will be a process, but at least there is time for it.

Chair Greenwald asked if Mr. Bohannon had anything else to add. Mr. Bohannon replied no, Chair Greenwald summarized it well. Chair Greenwald asked if Mr. Jacobs wanted to respond.

Mr. Jacobs stated that he wants to make clear that whatever ultimately is put there (in Central Square), the Rotary Clubs’ and the MIP’s interest is in the peace monument part of it. He continued that if some renovation to the fountain is needed, the Rotary Clubs and MIP did not come in prepared to address that. They understand that someone else, maybe the City, would take that on. They need a little more discussion to find out what they are really talking about. The Rotary Clubs and the MIP are focused on the peace monument.

Chair Greenwald replied that he understands. He asked if anyone else from one of the three groups wants to speak.

Tom Julius of 3 Tannery Rd., Gilsum, stated that he chairs the MIP. He continued that it is an honor to be here with this team of civic leaders in support of placing a peace monument in Central Square. The MIP has Christians, Jews, Buddhists, Muslims, Hindus, Bahá’í, and wholehearted individuals unaffiliated with a particular spiritual tradition, all with the common belief in caring for others and that through positive, collective action, they can make more good things happen. A peace monument in Central Square placed in proximity to the existing statue commemorating the bravery of the military will be a powerful symbol that ultimately, for all of us, (represents) peace as the outcome they strive for. Tonight, the MIP wants to convey that the clergy, faith leaders, and local citizens of MIP are ready to work with this team and the City to place a message of peace as a permanent part of the public landscape. He thanks them for taking this on in a serious way.

Cameron Tease of 21 Grant St. stated that he is a Rotary Club of Keene member and the immediate past president. He continued that the Rotary connection with this project proposal is strong. Also here tonight is Phil Wyzik, president of Elm City Rotary Club. The two clubs work in coordination on a number of things. Regarding local projects, the Elm City Rotary Club is the backbone of the Clarence DeMar Marathon, with the proceeds going to sneakers for kids, the Community Kitchen, and various things. The local projects of the Rotary Club of Keene include Jane’s Kids, which provides clothing for elementary students before they start school each fall. The Keene and Elm City Rotary Clubs sponsor the Interact Clubs at Keene High School and Monadnock High School. Thirty students from the two clubs went to Puerto Rico in February and worked on a project refurbishing abandoned schools as community centers. The Rotary Club of Keene is involved internationally with the Rotary Club of Einbeck (Germany), regarding relief for Ukrainian refugees.

Mr. Tease continued that Rotary International, since its inception, has spent more than \$4 billion on life-changing, sustainable projects such as eradicating polio and providing scholarships to seven Rotary Peace Centers located around the world. Rotary has deep roots, locally and internationally, in terms of world peace. The proposal for the peace monument is very timely. They believe that peace poles are powerful catalysts that bring communities together. The monument displays the message, “May peace prevail on Earth,” and usually includes that phrase in additional languages meaningful to the host site. It is an international message of peace with over 250,000 peace monuments or poles found in every country in the world. The Rotary Club of Keene and Elm City Rotary support a peace

monument on Central Square as an affirmation of peace by the people of Keene and as a way to inspire unity among people of all cultures, ethnicities, and backgrounds.

Phil Wyzik of 15 Base Hill Rd. stated that as he is listening to his colleagues, it strikes him that he hopes the idea of peace lands in the heart of everyone in the Keene community. He continued that he hopes it is a value they all share. He looks forward to the day when his grandson, in school here in Keene, can come with his class to Central Square and have the teacher talk about peace. Not only about international conflicts that result in war, but peace here at home, peace with each other, peace in our hearts, peace that makes the world go round. He supports this idea and hopes the Committee brings this to the Council for full consideration.

Chair Greenwald asked for public comment. Hearing none, he asked for comment from the Committee.

Councilor Workman thanked the petitioners for bringing this idea forward. She continued that as a member of the Human Rights Committee and chair of the Monadnock Diversity, Equity, Inclusion, and Belonging Coalition (MDEIB), she can definitely get behind and support this initiative. She looks forward to seeing the concept fleshed out with the fountain a little more. She thinks that might be a great idea.

Councilor Tobin stated that in addition to what Councilor Workman said, she wants to thank the individuals that brought this idea forward. She continued that when people come to the Committee with an idea saying it is something they want to support and are willing to invest in, it says a lot. She appreciates it.

Chair Greenwald stated that furthermore, he wants to thank the Deputy City Manager and the consultants for coming up with this great idea to make the fountain actually meaningful. He continued that the fountain (having meaning) instead of being just rocks spewing water is very important to him. He knows the installation of the existing fountain was meaningful to others.

Councilor Favolise made the following motion, which was seconded by Councilor Workman.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the City Council direct the City Manager to work with the petitioners to incorporate elements of the proposed peace pole into a new fountain design for the common.



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **Neighborhood Parking Project – Walker Consultants**

Recommendation:

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee accepted the Neighborhood Parking Project presentation as informational.

Attachments:

None

Background:

Chair Greenwald asked to hear from Community Development Department staff.

Mari Brunner, Senior Planner, introduced Greg Strangeways from Walker Consultants. She continued that to give a quick recap of where this project came from, the Committee saw a presentation about this project back in January, but the genesis of it came out of the housing needs assessment report that was completed in June of 2023. One recommendation was to look at parking, which some of the conversations the parking consultants had with the community highlighted as a barrier. Thus, staff went after another Invest NH grant and received it for regulatory development. The grant that funded this project is specifically to develop regulations that will help increase housing supply. They will hear Mr. Strangeways talk about the results of this project and its key recommendations, but they should keep in mind that it is all geared toward the goal of increasing housing supply.

Mr. Strangeways stated that when they presented to the MSFI Committee in January, that was the beginning of the project, and now they are near the end of it. He continued that they have a draft report and draft recommendations. Given tonight's crowded agenda, he will not go through all of them, but will hit some of the highlights. The team is still finalizing the (report and recommendations), so there is still time for the Committee to give feedback tonight or within the next week to 10 days.

Mr. Strangeways continued that as Ms. Brunner mentioned, this is grant funded, coming out of the housing needs assessment. The study area is not downtown, but the neighborhoods that are adjacent to downtown where it is already zoned for more density than exists today. These are the likely areas for more housing. They are not talking about sudden, explosive development, but about allowing more housing over time. Here and everywhere, providing off street parking can be a barrier to that because it takes a lot of space and money, so if there is a way to reduce the need for off-

street parking specifically. This project focused on enabling more on-street parking to reduce the need for off-street parking. The team did some outreach. There are a couple of Ordinances he will ask if the Committee has any feedback on. The team had an online survey and an open house early in the project. They were at the Community Night event last week, and at the ice rink and the Public Works Department area. Their technical advisory committee includes City staff from Police, Fire, Public Works, and Community Development.

Mr. Strangeways continued that the team heard that today, most people do not need on-street parking, so they did not give the team much feedback on what is out there today. Most houses have driveways that can hold multiple cars, even if people have visitors. However, for the few people who really do need to use on-street parking overnight due to not having parking where they live, the winter parking ban is a major inconvenience. One of the team's major recommendations is to switch the overnight winter parking ban to an emergency weather ban. There is a draft Ordinance for that, which City staff is reviewing, including the City Attorney's Office. He believes it will come to the MSFI Committee. The idea would be to (ban parking overnight) only when there is inclement weather and the City declares an emergency. It sounds like there is already momentum for the City to do this. This enables more use of on-street parking, especially if it becomes more formalized. Many neighborhoods have informal on-street parking, where people park half in the street and half on the grass just to keep out of the way. If the City is going to formalize more on-street parking, to be able to use it year round, except for the few days a year when there are real snow or ice events, it would help.

Mr. Strangeways stated that he wants to stop to get feedback on the Ordinance the team is drafting. He continued that they are balancing not being too prescriptive about it, but making sure there is enough in there that people would know who has the authority to declare this emergency, and how much notice would be given. They do not want to get into the details of how the City would tell people, but it would be multiple methods, which could change over time as the City finds out what works. In drafting this Ordinance, the team looked at peers that use this kind of system, such as Portsmouth, NH and some municipalities in Colorado. He asked what the Committee wants to see in this Ordinance and what their general recommendations are.

Chair Greenwald asked if there is an overnight parking ban downtown in the summer. Mr. Strangeways replied that he believes there is, but the team did not focus on that as much, since the study area was not in the downtown. Chair Greenwald replied that he would like to draw that into the conversation.

Councilor Favolise stated that he has a question. He asked, regarding when people are not able to park on the street due to the winter parking ban, if the team got a sense of which lots people are using or where they are parking instead. Mr. Strangeways replied that he remembers one person at one of the meetings who said they have to move their car three times in 24 hours to make it work, because there are alternating nights in the lots, and there were places they could park during the day, then overnight, and then they had to move the car again. It is a small percentage of people at this point (who need overnight on-street parking), but that could grow again if there is more housing in these areas. For those few people, it is a major inconvenience. Again, the team focused on these specific neighborhoods, but he thinks Chair Greenwald is right that there may be many more people affected by the downtown parking ban.

Chair Greenwald stated that he thinks many of the regulations go back to when Keene State College (KSC) had over 5,000 students and they were parking anywhere they could park. Mr. Strangeways agreed and it could be like that again someday.

Mr. Strangeways stated that the team is working on another Ordinance to update the residential

parking permit program. He continued that to the point about KSC, the residential parking permit program is essentially dormant. It has not really been needed, partially due to the reduced enrollment at KSC. The idea is that if there will be more on-street parking, there might be more of a need in the future for a residential parking permit program to make sure that residents can get parking near their house and not have to compete with others from outside the area. Typically, the competition happens more during the day from an institution like KSC or commuters coming into the area for work.

Mr. Strangeways continued that again, the team is looking at peers while drafting this Ordinance, which would be about how to establish the City's own zone triggers that might get the City to study it and decide if a zone is appropriate, what the boundaries would be, and how exactly the permit program would work. He asked if the Committee wants to give feedback on this. Chair Greenwald replied that he can continue with the presentation.

Mr. Strangeways stated that a couple weeks ago, the team presented to the Joint Planning Board/Planning, Licenses, and Development Committee about this. He continued that they have some zoning requirements. The team commends the City for reducing some of the parking requirements in the last three or four years. They know there are some statewide changes that could affect this, and it might work well with the team's recommendation to have specific reduced requirements for senior housing and affordable housing. The data shows those have lower parking demand than other types of housing, which makes sense, as fewer people or households would have cars. The team has some specific recommendations about adding that to the Zoning Ordinances.

Mr. Strangeways continued that something else Walker Consultants often recommends is to adjust the multifamily minimum parking requirements where the City feels they need them. He knows the City has eliminated them in the downtown core, but the team recommends they do it by bedroom. The size of the unit matters. It makes sense that the bigger the unit is, the more bedrooms there are, and the more people and cars there are. They have suggestions about further refinements to the minimum parking requirements.

Mr. Strangeways continued that part of the team's recommendations are about demand, to think about not only the parking supply, but to reduce demand as they can. The Planning Board already has the capability to require certain things whenever there is new development, but the team wants to confirm that that is a good thing, whether it is infrastructure for bike lanes and bike racks or a transit stop. The team's recommendations include updating the transit service if possible. It has limited hours. It might be possible to shift the service to on demand. That type of service, called "micro transit," has come a long way and is easier. The report also has lighting recommendations. He knows it is not easy, but maybe when they are re-doing a road, they could install lighting as there are a few places that could use it. That could help make it possible for people to park further away or possibly walk or bike where they might not otherwise. They also recommend sidewalks and crosswalks, and they encourage employers to incentivize things that help manage the parking demand.

Mr. Strangeways continued that overall, they found that in the study area, all of the new parking for the new housing that is projected over the next 10 years could be on-street parking. That probably will not happen. Some streets would need to become one way. However, there is a significant supply there that could help at least reduce the need for off-street parking. The report has a recommended guide, based on the length and width of the street. In addition, if the City adds more on-street parking, they might need to extend the hours in the areas of enforcement of that. They would need to plan and budget for that. Parking should be self-sustaining, as it already is for the City. Even as they expand it, they want to keep in mind that the revenues should cover, at the very least, the added operating expense.

Mr. Strangeways continued that the Technical Advisory Committee is reviewing all of the recommendations. People can go to (keenenh.gov/parking-services) to give feedback. Again, the team is still finalizing the recommendations, if the MSFI Committee members have feedback now or think of feedback soon after the meeting.

Councilor Favolise stated that he knows the team did not focus on the downtown core, but a recent City Council discussion resulted in a study moving forward about a downtown parking structure. He asked if a large parking structure, if built, could potentially absorb some of the demand.

Mr. Strangeways replied certainly in that area. He continued that he thinks that regarding the team's study area, a parking structure could help with parking when there are snow events and people need to move their cars off the streets. That is what many peer municipalities do, offer people parking in municipal garages and lots. For the neighborhoods the team was looking at, obviously the downtown garage would be a little far for people to walk to, but a parking structure certainly could help support housing close to the proposed structure.

Chair Greenwald asked if there was any further comment from the Committee or the public. Hearing none, he asked for a motion.

Councilor Workman made the following motion, which was seconded by Councilor Filiault.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee accepted the Neighborhood Parking Project presentation as informational.



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: Electric Vehicle Infrastructure Plan

Recommendation:

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the report as informational, and that the City Manager be authorized to do all things necessary to identify and apply for grants to help the City implement the report's recommendations.

Attachments:

None

Background:

Chair Greenwald asked to hear from Public Works Director Don Lussier.

Mr. Lussier introduced Steven Clarke from Anser Advisory, attending the meeting remotely. He continued that staff asked Anser Advisory to prepare an Electric Vehicle (EV) Infrastructure Plan. The reason why is because Public Works realized they needed some direction and guidance. There has been a lot of focus in the last year or two on electric vehicles and the coming electric fleet, and manufacturers declaring that they are not going to be making gas-powered vehicles at some point in the future. They realized Public Works would need to play a role in providing charging infrastructure for the public, and they wanted to look at what this meant for the City's own fleet of vehicles. They asked Mr. Clarke and his team to give the City some guidance on questions such as what type of chargers the City needs to provide for the public to support this electrification, how many, and where they should be. Again, also looking at the City's fleet and what makes sense for them to look at electric vehicle replacements for.

Mr. Lussier continued that his mantra to Mr. Clarke and his team has been, "This is really just focused on the near-term." This industry is changing so quickly that they did not want to try to project 20 years into the future. He asked Mr. Clarke to focus on what the City needs to do to get through the next three to five years. When Mr. Clarke was looking at the fleet, specifically, they asked him to base the analysis on what makes economic sense for the City. They did not ask him to advance climate adaptation goals, or be at the forefront of municipal fleet electrification. They wanted to know what made economic sense, for the City to convert to electric moving forward. If the Council wants the Public Works Department to be more aggressive in pursuing more aspirational goals with the fleet, they can look at that, but that is not the analysis and recommendations that Mr. Clarke will be giving them tonight.

Mr. Lussier continued that the motion in front of the Committee is really just a check of the City Council's temperature. He continued that it does not obligate any funds. Staff just wants to know if they are heading in the right direction, and if so, they will go out and start looking for grant opportunities. There is a lot of money available right now for electric vehicles and charging infrastructure. They want feedback from the Council before they start putting staff resources into trying to chase those grants. Currently, one is open for applications, due in August. That would likely fit well with the recommendations from Mr. Clarke.

Steven Clarke stated that he is Vice President of Clean Mobility at Anser Advisory. He continued that he is excited to walk the Committee through the work Anser Advisory has recently completed with the City with regard to an Electric Vehicle Infrastructure Plan. It has been great to work with the City staff to help prepare Keene for the coming surge in electric vehicles, as well as providing direction for the City's near-term investment in fleet electrification and public charging.

Mr. Clarke continued that Anser Advisory is nationwide and provides advisory services to clients as they head down the pathway of decarbonization, energy efficiency, sustainability, and electric vehicles. The purpose of the Electric Vehicle Infrastructure Plan was to first understand Keene's previous directives related to electric vehicles, what has been said before, and how they can continue the work within the plan. It also provides direction for Keene's investment in fleet electrification and public charging in the next 3 to 5 years. As Mr. Lussier mentioned, it is important to focus on the near-term actions that Keene can take to help advance the City's EV readiness and prepare for the surge in EV ownership and use amongst those who live, work, and travel through Keene. Probably most importantly, the plan provides the City with EV charging project concepts, with layouts and pricing, which are crucial to applying for the funding currently available related to EV charging. With those project concepts in hand, Keene can better position itself to apply for available grant funding.

Mr. Clarke continued that in looking at the project background and in reviewing the material, it became evident that Keene is a leader in planning for the reduction of greenhouse gas emissions. Keene has been thinking about this for a long time and taking considerable steps to plan a decarbonized future. From this review, the team found direct support for the projects proposed by the Electric Vehicle Infrastructure Plan, from the desire to transition the fleet of gas and diesel vehicles to low or no emission vehicles, to a desire to evaluate converting the police fleet to electric. Keene has already thought long and hard about how to meet greenhouse gas emission reduction targets. The Electric Vehicle Infrastructure Plan, therefore, is set up well to help Keene realize some of those goals.

Mr. Clarke continued that tonight's presentation will talk about stakeholder and community engagement, municipal fleet electrification, public charging on City-owned property, public parking facilities, potential funding sources to reduce the City's capital expenditures, best practices for the City to implement, and recommended next steps.

Mr. Clarke continued that they designed stakeholder and public engagement strategies to gauge public sentiment with regard to EV chargers. While the team was in town evaluating potential charger sites, they held a listening session breakfast for Keene's Energy and Climate Committee and the Monadnock Sustainability Hub to provide initial feedback on EV ownership in Keene. The team was happy to hear about a number of EV-related activities happening, but all agreed that further public education was needed to overcome some of the not-so-glamorous notions about EVs. There was also conversation about improving the permitting process to make it easier for private developers to install public facing EV chargers and more clarity was sought regarding parking regulations when EV charging.

Mr. Clarke continued that using Keene's existing Flashvote survey platform, the team reached out to residents to gauge their willingness to see Keene invest in EV infrastructure and where they would like to see chargers around town. As examples of responses, 41% of respondents were in favor of converting City vehicles to EVs, but only if there was a lower total cost of ownership. Seventy-five percent of respondents said the best place for public charging would be in downtown parking lots, and 61% said that in order to reduce barriers to EV charging, the City should make it easy or easier for private entities to install EV charging to meet public needs. This is an important distinction he wants to make sure is clear. The public charging network can be owned by public or private entities who provide charging for EV drivers. Knowing Keene's EV charging needs will be met by a mix of public and private investment, this points to a strategic role for Keene to invest in EV charging to fill gaps where privately owned public charging network providers want to install.

Mr. Clarke continued that the last survey they conducted was designed to capture feedback from out-of-town folks as well as Keene residents to see if those who might consider using an EV to commute to Keene had different opinions. Those results were similar to results they collected before, in that 47% of respondents said they would like to see more EV chargers in Keene before considering purchasing an EV. They also ranked the downtown lots and Parks & Rec as the best spots for charging.

Mr. Clarke stated that Anser Advisory analyzed Keene's own fleet of vehicles and how electrification over time might look. It is important to note that Anser Advisory followed the guidance and public opinion on how to plan for fleet electrification and that it should be based primarily on economics. The conversion plan was designed to maximize savings to the City by purchasing and operating EVs where it made financial sense, and continuing to purchase and operate combustion engine vehicles where an EV conversion did not make financial sense. This means that in the short term, the City should predominantly purchase hybrids, and some EVs were possible for vehicles in need of replacement, trying to find full EVs for police vehicles as soon as suitable replacements are found. Medium-term, Keene should look at converting light duty trucks and vans to full battery electric vehicles, and in the long-term, convert the remaining sedans, SUVs, and heavy-duty pickups to the lowest emission vehicle that exists. Following a plan like this, Anser Advisory predicts significant savings, versus the business as usual case, estimating about \$2.5 million in operational savings over 20 years. He knows that is longer than the timeframe of their recommendations, but it says that Keene's investments now in EVs and EV infrastructure will pay off over time as they convert their fleet. Just as important, by converting their vehicles, they reduce their greenhouse gas emissions over those 20 years by almost 10,500 tons of CO₂. Thus, there is an environmental benefit to this as well.

Mr. Clarke continued that based on this conversion strategy, they then looked at how many EV chargers would be needed at City facilities to support a conversion to an EV fleet. Public Works and Parks & Rec will need the first chargers, followed by City Hall and Fleet Services. He showed mock-ups that are part of their larger deliverable. He continued that they show different kinds of chargers at each of the different services and where they might go.

Mr. Clarke continued that going back to public EV charging infrastructure, they used the work the City had done to find how many total chargers would be needed across Keene in the near- to mid-term future. On the low end of that estimate, assuming there is a high level of EV charging done at people's residences, Keene would need about 60 level two and five DC fast chargers by the end of 2028. On the high end, which assumes there a low level of EV charging at people's residences, that number grows to 185 level two and 23 DC fast chargers. It is important to note that the City of Keene does not, and probably should not own all these chargers, but it is the City's role to fill those gaps in public charging infrastructure with the chargers on the City's own land. To that end, the team evaluated 16 potential public charging sites, scoring them according to criteria they developed in

conjunction with Mr. Lussier and his team. The top scoring sites were the Commercial St. lot and Parks & Rec, followed by Gilbo St. and Wheelock Park. For the top two sites, they performed a preliminary site layout and cost estimate to assist Keene in applying for grant funding. It is important to note that the Commercial St. charging hub is an expansion of the chargers that are there now. The Parks & Rec layout has four spots for public charging and one spot dedicated for Fleet charging.

Mr. Clarke continued that they looked at potential funding sources that Keene could consider to help offset or defer the upfront costs of EV charging around the city. These include federal grants and tax credits, as well as "Charging-as-a-service" agreements, whereby upfront project costs are paid back over time on a per kilowatt hour basis to the ultimate owner of the stations. It is similar to how a solar PPA works, but for EV charging. Keene is not eligible as a public entity to apply for National Electric Vehicle Infrastructure (NEVI) funding, but it is important nevertheless, because private developers will probably be leveraging this federal funding to bring additional public DC fast chargers to the alternative fuel corridors in the Keene area. He does not know if they have already done that. It is something to keep an eye on.

Mr. Clarke continued that regarding best practices, through Anser Advisory's public outreach and research as part of this project, they recommended things that could help Keene better facilitate private development of public EV charging infrastructure. These are everything from developing a scoring rubric to help developers understand how the City is evaluating EV charging locations; to working with the local electric utility, Eversource, to develop a guide to EV charging installation; to standardizing the permit and review process; and more. Many of these actions can easily be completed and advertised to the private sector to pique their interest in helping install public EV charging infrastructure in Keene.

Mr. Clarke continued that the team has learned from all of this that Keene has public support to offer public charging and to electrify their City fleet if done in a fiscally responsible way. There are cost and CO2 emission savings to be had by strategically converting the City's fleet of vehicles to hybrids and fully electric vehicles over the next 20 years. Together with the private sector, Keene should play a role in offering public charging on City land, especially to fill gaps where private developers may not necessarily install EV charging, such as near multi-family homes. Regarding priority sites for EV charging, for the fleet they are looking at Public Works and Fleet Services, City Hall, and Parks & Rec. For public charging, they recommend an expansion of the Commercial St. lot's charging hub, and Parks & Rec. External funding is available to help offset costs and there are a number of low to medium effort best practices the City can implement to support the private development of public chargers.

Mr. Clarke continued that finally, the next steps. Keene should use Anser Advisory's layouts and budgetary estimates to apply for grant funding. It sounds like Mr. Lussier is already doing that, which is excellent. Other next steps include using local champions and partners, such as the utility, to educate the public about EVs, and looking at the current permitting process for EV chargers and folding in best practices possible. From the City perspective, the next steps are monitoring current EV product offerings and looking for those suitable vehicle replacements, especially for first responder vehicles, then conducting a pilot by buying one or two vehicles, letting City staff drive them, and collecting feedback on the vehicles and charging to inform future purchases.

Chair Greenwald asked Mr. Lussier who the point of contact is in the City. Mr. Lussier asked if he means for this specific plan, or going forward. Chair Greenwald replied for going forward, if a property owner wants to get involved with this. Mr. Lussier replied that it would depend on what the specifics of the project are. He continued that if a property owner is looking to install EV charging on their property, the point of contact would be the Community Development Department. They would

go through a building permit process for that installation.

Chair Greenwald asked if the Community Development Department is the point of contact for information. Mr. Lussier replied yes, if the project is on private property. He continued that if an EV charging company wanted to propose putting in a couple of DC fast chargers in a City parking lot, they could contact the Public Works Department. It depends on who and what the project is.

Councilor Favolise stated that he is always happy to look at the City's regulation and permitting processes to see if they can cut some red tape and support private development of anything, but in this case, EV chargers. He continued that he has bit of concern with two pieces of this. First, the installation of chargers potentially downtown. His question is to what extent the existing chargers downtown are being used, because one of the commitments they have been making through the Downtown Infrastructure Project conversations is to not lose any parking downtown. In his view, tying up spots for EV charging if the demand is not there has the effect of taking away parking. The other piece is that he does not dispute the 20-year cost savings estimate, but his support for investing in the electrification of the City's fleet would be 100% contingent on almost 100% grant funding for that. They are asking the taxpayers to support many investments up front right now. They just passed a budget that increased property taxes. The Committee will vote tonight on moving the Downtown Infrastructure Project forward, which is an investment for the taxpayers. Thus, a cost savings over 20 years with an increased investment up front seems like a harder sell. If grant funding is available, which he knows City staff will go after, that is great, but if this will result in an increased burden on the taxpayer, then he is more skeptical.

Chair Greenwald asked if Committee members had more questions. Hearing none, he asked if members of the public had any questions.

Mayor Jay Kahn of 135 Darling Rd. stated that the State has interest in this as well. He continued that placing an EV charging idea beyond just the City, so that it reaches highways and allows for interstate travel is a good idea. He is not sure if that will be with the Southwest Regional Planning Commission, but the City's efforts need to pair up with some larger vision that allows for that interstate travel.

Chair Greenwald asked if there were further comments. Hearing none, he thanked Mr. Clarke for the report, and encouraged everyone to read it in full. He asked for a motion.

Councilor Filiault made the following motion, which was seconded by Councilor Tobin.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the report as informational, and that the City Manager be authorized to do all things necessary to identify and apply for grants to help the City implement the report's recommendations.



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **Project Update – Roadway Safety Action Plan**

Recommendation:

On a vote of 5 – 0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the presentation on the Roadway Safety Action Plan project as informational.

Attachments:

None

Background:

Chair Greenwald asked to hear from the Public Works Director. Mr. Lussier stated that he will turn it over to the Infrastructure Project Manager and his consultant.

Brett Rusnock, Infrastructure Project Manager, introduced Frank Koczalka, Project Manager from VHB. He continued that they are happy to be here tonight to provide an update about the City's progress on the Roadway Safety Action Plan. In 2022, the City applied for a federal grant through the Safe Streets for All (SS4A) program. This new, five-year program from 2022 to 2026 was developed through the bipartisan infrastructure law. Its goal is to eliminate or seriously reduce fatalities and serious injuries on roadway networks. The City's grant application was successful. They have a total of \$350,000 from the federal government for this work, and the City is providing a 20% match for a total grant amount of \$437,000. Tonight, he will give the Committee a brief update on the progress so far, and Mr. Koczalka will go into the details of how they have done that so far.

Mr. Koczalka stated that this exciting program puts safety at the forefront for the community. He continued that with the SS4A program, when they talk about streets, they do not mean just the roadway itself. Rather, it is from right-of-way to right-of-way. They are talking about the roadway itself with the vehicles and bike lanes, but also the sidewalks, pedestrians, and all vulnerable users. They want to be inclusive and look out for everyone; this is not just about vehicles, as it was in the past. The SS4A's foundation is safe road users, including pedestrians, bicyclists, motorists, and safe vehicles. They look at it from a holistic standpoint, meaning to have safe vehicles, safe speeds on the road, and safe roads. That means looking at whether there are roads that are promoting speed or promoting dangerous situations, and looking at post-crash care. There will always be accidents. The federal government used to always say the goal was to have zero accidents, but they realize people make mistakes and there is no way to have zero accidents. They

changed it so the goal now is to make everything safer. For example, roundabouts slow people down at intersections, to reduce fatalities and serious injuries.

Mr. Koczalka continued that the graphic in the PowerPoint shows the different components of the program. The inner circle is the “safe system approach,” and then there are five components on the outside. On the exterior are what is “unacceptable” – any deaths or serious injuries. It talks about how humans make mistakes. This is the framework and all of the components work together. It is not about any one piece. He will go through each component of the SS4A program to give the Committee an overview of where in the action plan it is and how it will be developed.

Mr. Koczalka stated that VHB gets crash data from the Department of Safety and the NH Department of Transportation (NHDOT). He continued that they know where accidents happen. They have a graphic called a “heat map.” Areas shown in yellow are where most of the accidents are, and areas in which accidents are sparser are shown in purple or blue. One would think that downtown, where there is a lot of traffic, would be where some crashes are. It is every type of crash, not just motor vehicle to motor vehicle, but also pedestrians and bicyclists. That is the framework for what they know; it is reactive. Now, they need to take a proactive approach and see where the locations are in the city that have similar characteristics to where the accidents are occurring, and whether they can make those locations safer, and whether they can make the locations that they know have accidents safer.

He continued that the next thing they did with the data analysis is what they call a “high injury network.” They look at all the roads in the city, municipally owned and State owned. They identified 15 segments of roadway that have a higher percentage of accidents than the rest of the roads. Main St., as one would assume, and there are some outliers toward the north and to the west. It does not mean the team only looks at those. They are looking at everything, but these stand out because of the number of accidents that occurred. The program has to have equity and look for everyone. Thus, they also need to focus on Keene’s disadvantaged communities, shown on the graphic in gray. This program is for everyone, regardless of who you are, where you are going, or where you are from. They look to see where in Keene there are people or families with lower incomes, families with no cars, and older populations. Those types of communities usually have a higher percentage of accidents. The team looks at and analyzes that. When they collect all this data, they focus on making sure they are focusing on disadvantaged communities and these types of situations, to make it better for everyone.

Mr. Koczalka stated that regarding the project’s goal and objectives, they worked with a steering committee that the City pulled together, a diverse group. The steering committee came up with the project’s goal. VHB did not propose it, but they helped facilitate. The goal is to reduce the number of fatalities and serious injuries by 50% by 2035, working towards zero by 2045. The plan will have objectives of addressing the fatalities and serious injuries, using the Safe System Approach to transportation in Keene, focusing on that and showing how that works, but also engaging with partners and the community itself. It is not just the City; everyone is in this together. It is about fostering a culture of safety.

Mr. Koczalka stated that regarding the crashes, they have a ton of comprehensive data, but the data only tells certain things. It tells what has happened. They need to do a stakeholder engagement. The team worked with the City to develop a website to give information about the SS4A program, and they included a 14-question survey for the public. He gives Keene a lot of credit, because the team had 532 responses to the survey, and generally, they are lucky if they get 200 responses. People (in Keene) really engaged with the questions. On maps people could put pins on for certain things, there were over 1,100 pins. The team had a substantial amount of information from the public to use, but they did not stop there. The steering committee met monthly, as did the

technical advisory committee with City staff. It is important for them to get information, because consultants, even if they live in the area, do not know everything. They need the feedback. They listened to stakeholders through seven meetings, including neighborhood meetings on the east and west side, meetings (with) the BPPAC, SAU 29, folks from higher education, and major employers. Tonight is the first time they are in front of the MSFI Committee, and they will return when they are farther along with the plan.

Mr. Koczalka stated that now that they have all of this information from stakeholders and the crash data, they need to look at strategies and countermeasures. He continued that the question is what they can do out there. The Federal Highway Administration has a toolbox of what they can do, and the team will look at other sources and develop strategies. They will determine which locations to look at, and develop recommendations based on these strategies.

He continued that a graphic shows the map with 528 dots, each representing a survey response. Many responses were from people downtown, but the survey reached people outside of downtown. The team asked each committee member to tell them their location, without first telling the committees about what the survey showed. The committee members closely matched with the survey.

Mr. Koczalka continued that the team will take all the information and come up with project recommendations. The recommendations in the plan will address the question of what they can do, and specify whether it is a recommendation for the short term, mid term, or long term; and whether the recommendation is low cost, mid cost, or high cost; and finally who is responsible. To do that, the team needs to prioritize all of this information. They will look at the locations using the evaluation criteria the team created, to determine the priority locations. This is where they are in the process. They just worked with the City on some initial evaluation criteria. The team will now take the 100+ projects they can potentially see and prioritize them based on the draft evaluation criteria. From that, they will be able to do a scoring and identify where those go.

Mr. Koczalka continued that lastly, the PowerPoint graphic shows all the crashes to understand. They will take the scoring and look at it from a quantitative and qualitative perspective, to figure out how this all comes together in the report to identify the safety that is needed out there. The report currently being drafted will have an introduction, talk in depth about the summary provided here, and provide funding sources the team knows of. The grant program the City received funding from, the bipartisan infrastructure law, has a second part. By doing a Roadway Safety Action Plan, you can go after infrastructure money. It is not the only way, but in order to go after the funds, you have to have an Action Plan. This is kind of the first step of this grant. The second part would be a demonstration or implementation of the infrastructure plan. There are other grants out there, too, and every day, the federal government puts more out there. The team will provide the City with that information.

He continued that when this Action Plan is developed, it is not a check box, or at least, that is not how the team is looking at it. It is a living document. The City will have all the information, and the projects, but it will sit on a desk and it gives the City means. Say, in a year they are repaving a project and might want to upgrade the curb ramps or put a sidewalk in. They can go to the Action Plan and look at it. The team will provide a mechanism for the City to update the Action Plan, so that when VHB's contract is done, the City can keep going with it and keep updating it. It is a thorough, comprehensive, data-driven plan that can be built on.

Chair Greenwald thanked Mr. Koczalka for the presentation. He continued that he has a question for the City Manager. He is hearing that the Roadway Safety Action Plan is developing. The City Manager replied that she thinks the motion should be to accept the report as informational. Chair

Greenwald replied that was the feedback he was looking for from her.

Chair Greenwald asked for public comment.

Vicky Morton of 275 Water St. asked if Mr. Koczalka could further explain the “disadvantaged community” section and the implications of such a label.

Mr. Koczalka replied that “disadvantaged community” is established by the federal government. He continued that it refers to a tract of land that the federal government has identified as “disadvantaged.” It is not a classification the City or VHB uses. The program’s purpose all along has been to make sure that this is equal for everyone. By establishing and knowing where the tracts are, they are able to make sure the improvements are inclusive of all. There is no negative tone there. The goal is ensuring equality.

Chair Greenwald stated that he thinks he understands. He continued that the term did kind of set him back a bit. There may be more problematic areas, but he does not think they identify any area of the city as “disadvantaged.” He takes offense to the phrase.

Mr. Koczalka replied that the team will make sure to explain that in the report.

Jennifer Sizoo of 10 Fairfield Court stated that some people are not familiar with that term, and some people here tonight live in the area in question. She asked for an explanation of what “disadvantaged community” means.

Mr. Lussier stated that he sympathized with the raised cockles on this phrase. He continued that it is a federal government term, applied on a Census tract by Census tract basis. It looks at elements such as the average median income of the households within that Census tract versus statewide averages, and age of the population within that tract versus the statewide averages. It is about broad-brush statistics. It is not a reflection of people who live in the neighborhood, and it is not a negative connotation about the neighborhood or the people who live in it. One can even say there is an advantage to being labeled as “disadvantaged,” regarding the implementation grants that Mr. Koczalka mentioned. Those grant applications are awarded extra points if your project lies within a disadvantaged Census tract. The advantage is that the City is more likely to get funding to do improvements in the neighborhood because it is a “disadvantaged” Census tract. Again, it is not a reflection of the neighborhood; it is a reflection of statistics.

Councilor Tobin stated that when she was doing research on the City, this Census tract actually came up. She continued that she thought about it, and there are many Keene Housing properties in this area. Thus, there are many pedestrians, which could impact it. She has been hearing about safety challenges in this area, and now knowing that they could have more of an opportunity to address some of those challenges is exciting. As a pedestrian, it was exciting to be part of this process and to hear the kind of shift to multimodal transportation and the focus on that.

Chair Greenwald asked if there was any further comment. Hearing none, he asked for a motion.

Councilor Tobin made the following motion, which was seconded by Councilor Filiault.

On a vote of 5 – 0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the presentation on the Roadway Safety Action Plan project as informational.

Mr. Rusnock stated that he wants to acknowledge that Councilor Tobin has been serving as a member of the Roadway Safety Planning Committee, and she has been very active and

engaged. He continued that the committee also included the City Manager. This great, diverse group of safety advocates is providing a lot of great feedback and input to the plan. To set some expectations about the schedule, they plan to meet with that committee in August, and likely in September. The team wants to give that committee a good chance to review and approve the plan, and then they would likely be coming back to the MSFI Committee in October to seek a recommendation.



CITY OF KEENE NEW HAMPSHIRE

ITEM #D.5.

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: **Customer Service Opportunities for Community Development and Fire Prevention**

Recommendation:

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the presentation on Customer Service Opportunities for Community Development and Fire as informational.

Attachments:

None

Background:

Chair Greenwald asked to hear from staff.

Med Kopczynski, Director of Economic Development and Special Projects stated that several months ago, the City Manager asked him to look at the business practices of the Community Development Department and how they can be improved. He continued that to conduct a review, he began with recommendations that originated from two separate economic development plans that were chaired by Chair Greenwald. In the reports, there was a sense of the committee that Code Enforcement and the Planning Department should merge into the Community Development Department to provide better, faster services to citizens. Comparing that idea with the reality of where we are and what we can do to improve and central to this review was recognition that the goals set for the department by the City Manager and the City Council would frame the results of the report. More importantly, upon analysis of operations, the question is where the City should change to meet the overarching goals of providing superior customer service to the citizens and clients. That is the central theme of this presentation. This report creates a strategic plan that, if followed, he believes will actually do that. The report has utility as a blueprint or plan that could be used to change the paradigm of operations to achieve a high level of competence as well as customer service.

Mr. Kopczynski continued that the subject areas covered are building safety and fire prevention, code enforcement, planning, software, and housing developer training and support. Staff feels a great need to begin integrating what the City does with the general public so there is less friction and more understanding, both from the standpoint of staff understanding what happens when you are trying to do a project, and for the people doing projects to have a better understanding of processes to make things smoother. Most important is community communication and outreach. The City definitely

needs to step up to the plate in this process.

Mr. Kopczynski continued that the basic idea is to cultivate a customer service oriented culture. They are already making progress on this report, which was just turned in. Fire Marshall Richard (Rick) Wood is here tonight. He is a participant in this process, as well as Jesse Rounds, Community Development Director.

Rick Wood, Fire Marshall and building official, stated that he has been with the City for almost 12 weeks. He continued that things are moving fast, and it is productive and rewarding. One of the primary focuses of him coming on board was to look at and evaluate the whole permitting, inspection, and enforcement system, with the goal of creating a continuously improving customer experience through engagement, transparency, efficiency, collaboration, and communication, ultimately leading to a citywide approach instead of a departmental approach. To go along with what Mr. Kopczynski said, first is the customer-centric culture, and getting that to permeate the department. Along those lines, they have worked to simplify the permit and inspection process where possible, with things like online permitting. They are very close to having some of the gas and oil permitting going online. The goal is to have that in a week or so. They are also working on eliminating the duplication of services. Some things that were being duplicated between Fire and Building have already ceased, such as smoke detector inspections in single-family homes. They are also working on efficient utilization of personnel and resources. For example, they found some duplication while investigating Code Enforcement actions, so they have centralized that a bit and assigned resources more efficiently.

Mr. Wood stated that the bigger picture is for people to see them as facilitators, not regulators. He thinks that is one of the cultural pieces of what they are trying to accomplish. Along with that, they have some ideas around staff training and mentorship, community engagement, and contractor engagement and training. They hope that that will lead to people viewing them differently. Proactive delivery of services is the last pillar in that group. One of the things they have envisioned is voluntary project review during design. Some of the uncertainty that happens at the end of a project creates a lot of financial anxiety and developer anxiety. Thus, just as they do with Planning projects, they want to give people an opportunity to come before the City before they have finalized the design, to get feedback. This will do two things – first, it will help the City enhance the permitting rapidity process, reducing time there because staff will have a greater familiarity with the project, and it will develop a partnership between the people doing the project and the Community Development staff.

Mr. Wood continued that the Community Development Department has initiated a self-evaluation through the International Accreditation Services Building Department Review Program. That means looking at their organization through the lens of an accreditation agency. This recognition is short of accreditation, but it forces the Department to evaluate themselves and it has the accreditation agency evaluate the Department under a list of approximately 84 metrics. They submitted a first round on that and received some feedback and guidance on where to head. Lastly, they are working on enhancing the review and management of enforcement in complex cases. There are many moving pieces when they start looking at how to create an enforcement environment that works, both internally and externally. They are starting to utilize the existing systems a little better. For example, there is an online complaint portal where people can not only enter complaints or concerns, but also go and view the activity with those complaints and concerns. Staff is trying to increase the visibility of that online portal so people have a more direct pathway to engage.

Jesse Rounds, Community Development Director, stated that he appreciates the time that Mr. Kopczynski has spent on this report and the ideas that Mr. Wood has been able to implement. He continued that they are looking at department-wide visioning as well as division visioning, to

determine the Department's goals. A large part of that is asking the public what they want the Department's goals to be. Staff will be back here talking to the MSFI Committee about what they want the Department to be able to do. It builds on the committees that have met before, and Mr. Kopczynski's report is a huge part of that. He thanks staff and the Committee for the opportunity to carry this forward.

Chair Greenwald stated that he loves everything they are saying. He continued that it is a positive attitude, with a focus on solutions, not problems or obstacles. The object of the game is to get to "yes." Working in partnership with the homeowner or business owner, they all want a safe environment. There is a good attitude coming forth. He is glad to have Mr. Wood in Keene.

Mr. Kopczynski stated that the Department is intent on cultivating a customer service-oriented Department, and all of the work they will see will be in that regard. He continued that of course, they will also increase staff's technical abilities and do a lot of training. One of the key concepts is continual review and continual improvement. If they were an industry or a factory, they would be talking about lean processes. This is very similar to a lean process. He thinks they have the tools, the people, and the will. He hopes that Mr. Rounds and Mr. Wood will come back to the MSFI Committee from time to time to fill the Committee in on where they are, because it is important to have that dialogue. It is important to have that dialogue with the public, the people who use the system, and allow them to participate in how the City makes this work the way it should.

Vicky Morton of 275 Water St. stated that she might be the most enthusiastic public member about a redesign of the Code Enforcement Office. She continued that she certainly hopes that the Code Enforcement Office gets more proactive and less reactive, because if you have to tattle on your neighbors in order to improve a situation, you can get personally threatened. She welcomes the changes staff are speaking of, and she looks forward to the next steps and the next report.

Mr. Kopczynski stated that on that subject, the report does identify this discussion on reactivity and proactivity. He continued that the City has had that discussion through the years. He thinks they will have to have that discussion, with the public and the City Council, about how proactive Code Enforcement can be and how proactive they want them to be. That is a discussion to come. It is clearly articulated in the plan as an item that needs to be examined.

Councilor Tobin stated that she wants to thank Mr. Kopczynski, Mr. Rounds, and Mr. Wood for this, which she is excited about. She continued that she gets excited whenever she hears the word "communication." She went to the Community Development Department several years ago asking for information about tenant rights and not being able to find that information. It is exciting to see these changes happening.

Chair Greenwald stated that as Mr. Kopczynski is moving on to other adventures, he wants to thank Mr. Kopczynski for all that he has done and all of the different hats he has worn during his time with the City. Mr. Kopczynski thanked Chair Greenwald and replied that it has been a pleasure.

Councilor Favolise made the following motion, which was seconded by Councilor Filiault.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends accepting the presentation on Customer Service Opportunities for Community Development and Fire as informational.



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: Downtown Infrastructure Project

Recommendation:

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the City Council approve the Preliminary Design for the Downtown Infrastructure Project as depicted on a drawing entitled "City of Keene, Downtown Infrastructure Project, Preliminary Design Plan" dated June 26, 2024, by Stantec Consulting Services, Inc.

Attachments:

None

Background:

Chair Greenwald stated that they have been working on the downtown plan for about four or five years. He continued that in this most recent iteration, the MSFI Committee made a commitment to come forth with a plan by this meeting. Chair Greenwald stated that to give a bit of history, he wants to show this historical photo of Central Square. He continued that you will notice there are no monuments, no cars, and hardly any buildings. Change is what happens. He thinks the plan they are about to see in Stantec's slides marries change with common sense. It is not extravagant, and there has been a lot of compromise. He hopes that members of the public agree and that his fellow Councilors agree. Everyone has worked hard. They will hear the phrase "final design," but there are many issues still to discuss. They will not get into the shape of benches, color of sidewalks, or types of trees. This is the big picture. It is well refined and has many details in it in terms of traffic flow. The consultants have done a lot of work and they have really listened. They listened to the workshops, took notes, and went back and forth. He hopes everyone enjoys this design presentation.

Ed Roberge from Stantec stated that this is a design follow-up. He continued that today the team only has several minor items to share as a follow-up to the full Council's review that was referred back. What they have to show tonight is the preliminary design plan, which the team is asking the MSFI Committee for direction on tonight. As a reminder, this is what they call the "roll plan," and they will eventually call this the preliminary design plan. Chair Greenwald is right that there are many design details that need to be developed from here into a more final design package.

Mr. Roberge continued that regarding parking, as a reminder, the project area shown on the screen started with 239 spaces. There are 240 spaces today, so it is net one by accomplishing where we

are. Trees were very important. Even at yesterday's construction planning workshops, comments about trees came up again. Where it sits right now within this project area, there are 157 existing trees, and 76 of those will remain. That is nearly half of the trees. For various reasons, such as construction of utilities, other improvements, or conditions of trees, 63 trees will be removed. However, an additional set of 145 new trees will be brought in. In the end, there will be 221 trees in this project. They have heard comments from the public and the MSFI Committee on the quality of the trees. It is true that the new trees, on day one, will not be as large as the current trees, but the team will look for and specify trees that are three or four inches in caliper so Keene can get a good start on the trees.

Mr. Roberge stated that the Council had three areas of discussion that they requested the MSFI Committee follow-up with, which were some detailing along Railroad Square, some detailing on traffic signal operations, and the Central Square roadway circulations. He showed a slide of the intersection at Railroad Square and Main St., and the large tabled intersection crosswalk, and continued that the question was about the transition along the bike path. The question was whether bikers, when crossing on the bike path along the edge of pavement along Railroad St., are able to transition into the Railroad St. street section at any point. Thus, the team added a small ramp. That is an added detail and they will continue to detail that through final design. A bicyclist would also have the opportunity, when crossing the larger, multi-use crosswalk, to just traverse and go down Railroad St. right from there. As a reminder, the last two parking spaces on the angled spaces here on Railroad St. are both accessible spaces, so those corners will be tipped down. Again, it is more opportunity for transition between pedestrians and bikes, in and along Railroad St. in the Railroad Square area.

Mr. Roberge continued that the second piece that came up at Council relates to the traffic signalization operations, and they had a follow-up with MSFI Committee conversations. He showed a graphic with different colors representing the different signal phases, and continued that substantially green is the north/south movement through the intersection from and to Main St., from Central Square. The blue phasing is essentially eastbound West St., either southbound on Main St. or straight through to Roxbury St., or a left on Washington St. to Court St. The orange is the left turn movement coming out of Central Square to Roxbury St., or a U-turn movement to return into Central Square. That is how the signals are phased today. The right turn from Roxbury St. into Central Square is a different color here. The team proposes traffic signals that would allow for either guided movement or a yield movement.

Mr. Roberge stated that using Roxbury St. as an example, there is currently a full signal phased traffic signal, red, yellow, and green. It operates generally in conflict with the existing U-turn, because both of those are free at the same time, which should be avoided in the new signal. The team proposes a flashing yellow beacon. It would be a red signal head and a yellow flashing signal head, which would sit on flashing yellow so that the vehicles that would be taking the right turn would yield to traffic. It is a full traffic signal because of fire pre-emption and the exclusive pedestrian phase. When a pedestrian presses the button, the signal goes to all-stop. They need an all-stop capability at that intersection to protect the crosswalk at Roxbury St. and the crosswalk into the Central Square common. The same thing happens on the opposite side, but it is slightly different because there is no conflicting movement if you are taking a right turn onto West St. That will have a green light. It will be a full traffic signal, with red, yellow, and green. It will likely sit on green most of the time, until there is a pedestrian phase or fire preemption.

Mr. Roberge summarized that those are the two traffic signal operations he wanted to make clear, and he can answer any questions about them. He thinks the operation will be consistent. It is a new signal, with a new computer system, and it will have a lot of new functionality that does not exist there today.

Mr. Roberge stated that the next piece is at the top of the square, which is the conversation they had about whether to have a one-lane or two-lane solution. He continued that a one-lane condition is what came out of the City Council, wide enough to support traffic. From the back of the parking to the top of the common is 22 feet, essentially the width of a single lane operation with a bypass capability, which is what they are looking at. They added white hatching to continue to narrow the lane and promote a safer single-file operation. It works well, but if a large truck is delivering or emergency vehicles need to get by, there is plenty of room in that lane to do so. The dimensions went from 25 to 22 feet. The team applied the three feet of extra space to the sidewalk panel as well as the flexible space. The flexible space where sidewalk commerce could occur is now at 10 feet, and the open sidewalk path is at seven feet. Those operate very well. The rest of the intersection remains the same. Someone suggested tick lines to better promote the left turn lane coming out of Central Square south, which the team added.

Mr. Roberge continued that there will be many more conversations as they get into final design. From the conversation they had at Council, and from a follow-up with the design team and the TRC, the material of the bike lane will be just a consistent material of the sidewalk space. If the sidewalk spaces are all concrete, that would be extended, and they need to find a way to differentiate the bike lane, such as stamps, some sort of painted color, or even colored concrete. They will make sure they identify that as they go through the final design process. The team understands and respects that concern, and they will find a solution that is equitable and fits into what Keene's direction is.

Mr. Roberge concluded that that wraps up two years of work. He is happy to answer questions.

Mr. Lussier stated that he wants to talk about the next steps in the process. He continued that he hopes the Committee will come to a consensus tonight and vote to recommend this project to the City Council. In the fall, staff will be back with a negotiated contract with Stantec for the final design phase. The next phase will start in early September. The final design phase will go through the fall and winter. The goal and focus is getting this ready for bid in the spring of 2025. He thinks that is achievable and they are working toward that.

Mr. Lussier stated that he has disappointing news. The US DOT announced their 2024 RAISE grant awardees today and the City of Keene was not selected. That leaves the City with the funding profile that was presented in the FY25 CIP. There is a \$16.9 million budget. The funding profile that is in the CIP did not assume any federal or grant funding. It is all funded and paid for without that assumption. That said, they have received some different funding opportunities already. Through the drinking water state revolving fund, they are eligible for about \$2 million worth of principal forgiveness, so that is a loan, initially, and then after the project is completed and the loan proceeds are used, they qualify for principal forgiveness and they reduce the amount of debt the City has to pay back. They also received some principal forgiveness for the sewer and stormwater portions of the project, about \$137,000. Finally, they received an American Rescue Plan Act (ARPA) grant that right now is being used to offset the cost of the stormwater design portion. That all adds up and it is a good chunk of money. It is just not the \$13.7 million federal grant they had hoped for.

The City Manager stated that she will confirm what the Public Works Director said; in the CIP, they did not count on any grant funds, neither the grant funds they have received so far nor the RAISE grant. She continued that obviously, it would have been nice to receive the RAISE grant, because then they could have then allocated more money to other projects elsewhere in the budget and offset the capital plan cost. However, she does think it is important that they use the money the City has been given and important that they meet the timelines of those grants and of that principal forgiveness. Two million dollars is not anything to turn away. In addition, the City is currently in the

running for the stormwater/sewer funding, which is up to \$4 million, which is a congressionally-directed ask. They could potentially get about \$3.6 million of the \$4 million. While it is disappointing to not receive the RAISE grant, it was not part of the financial plan. They are ready to move forward and continue to do so.

Councilor Workman asked if there was a reason given why Keene did not receive the funds. Mr. Lussier replied not today. He continued that in the past, the US DOT has offered the opportunity for applicants to request a one-on-one debrief with US DOT staff. He continued that City staff will request that and get feedback on why the City's application was not selected.

Councilor Workman asked if the City is eligible to reapply next year, and if any part of the project would qualify for that. Mr. Lussier replied that this is breaking news that they are still digesting. He continued that he wants to talk with the City Manager about the strategy going forward. They had been working towards and assuming this would be put out to bid as a single contract with three annual phases. They would have to change that approach, if they were saying they wanted to reapply for the 2026 and 2027 years of the project. It would mean putting out a construction project for 2025 using City funds and then applying for a smaller RAISE grant. They could look at that. He does not know how their competitiveness looks as they shrink the size of the project and eliminate some of the things that were attractive about the project in the first place.

The City Manager stated that she would add that every year, it gets more expensive. She continued that by not locking in the contract in the first year, they take a risk, by then seeing if they can get additional grant funds in year two and three. They would be inflating the cost if the grant applications were not successful.

Councilor Filiault stated that obviously, the infrastructure work still has to be done. He continued that it is disappointing to hear they did not get the RAISE grant, but the reality is that the pipes and infrastructure are still 100 years old and that will not change. They hope there are more grants down the road, but they cannot just pack their bags and say no, because they have crumbling infrastructure.

Councilor Favolise stated that regarding the overall project, he thinks they have arrived at a place, particularly after the productive workshop, where there is compromise for all parties. He continued that no one will get everything they want, but hopefully everyone gets something they wanted. Something he wants to emphasize about this project and the proposal is the increase in pedestrian safety. He hears about that a lot from his constituents. He thinks that right behind the replacement of the 100+-year-old water and sewer lines, the biggest point of consensus is the increased pedestrian safety. The raised crosswalks, and improved crosswalk signaling adjacent to Central Square on Washington St. and Court St., are all great. He thinks there continues to be some misunderstanding and misinformation about what they are actually doing with this project. From downtown business owners and customers, he has heard loud and clear that the overall character and spirit of the square is working for the downtown commerce district. Yes, green spaces and pedestrian spaces, but for the commerce district, this works. They are actually expanding sidewalk space and one side of the common. He thinks this proposal makes necessary infrastructure improvements and appropriate surface-level tweaks for increased pedestrian safety, and he knows some Committee members disagree, but he thinks this proposal improves traffic flow. In addition, the proposal retains the charm and character of Central Square. He looks forward to supporting this, and he thinks there is broad support for this from the Council and the community, because of the work this Committee and others did long before he was elected to the Council. Thus, he gives thanks to this Committee, Chair Greenwald, City staff, the Stantec consultants, and the public that continues to weigh in. They have arrived at a really good spot.

Councilor Tobin stated that she agrees. She continued that while it is disappointing to not get the RAISE grant, she remembers that when she lived on Elm St. and they had to dig up Court St., she had to walk through those pipes, and “they are not pretty under there.” She knows there has been a lot of discussion and negotiating around this project. She was at one of the first brainstorming sessions, pre-pandemic, and it was exciting. This proposal now looks a lot like the Central Square and the Main St. she knows and loves, except it has a lot more green. It could be a tough couple of years, which she understands after having lived downtown through three of these infrastructure projects, but she is excited to see this project come to life.

Chair Greenwald asked for public comment.

Sue Egan of 5 Central Square stated that she wants to share something that she and her brother experienced, which was scary and unexpected. She continued that they saw a fire truck come down Washington St. with its lights on, going the wrong way. Probably everyone in this room knows that happens, but she had not seen it until then. Her brother asked her about it, and she explained that this is the way the Fire Department travels when there is a fire, and she will not say the Fire truck cannot go that way. She hopes the MSFI Committee understands what she is trying to say.

Chair Greenwald stated that it is very unusual. He continued that the Fire Department has determined that going the wrong way around the common is actually safer and more efficient (in an emergency), even though it seems crazy and it is not intuitive. Fortunately, the traffic signals stop the traffic and accommodate the emergency vehicles. That is part of the new design, too, so they can continue to do that. Someone from the Fire Department, or the City Manager, would be better than he would at fully explaining it, if Ms. Egan wants to talk with someone.

Councilor Filiault stated that people have probably heard the saying that “politics is the art of compromise,” and this project is the poster child of that quote. He, Chair Greenwald, and others have “lived and breathed” this project for two and a half years. He continued that in all his years on the Council, he cannot think of any other time when he has so often been awake at 2:00 in the morning, staring at the ceiling, thinking about this project. Keene has 23,000 residents, which means 23,000 opinions, 23,000 people who could find something wrong with this project. That is the way it is. There are a couple of things they he and other Committee members do not like about the project, but overall, he thinks the city can embrace this project. For two and a half years, they have worked hard on this. He knows some people say, especially on social media, that City Hall does not listen. But this Committee did. The original project that was proposed had the “egg” roundabout, traffic going all over, and the front of the square closed. A Save the Square group formed. The MSFI Committee did save the square. There will be some changes, but most are modern changes for the good. To the people who say the Committee did not look at traffic studies, the Committee did look at all the traffic studies. There are improvements. You will be able to go down Roxbury St. now without stopping for a red light all the time; it will be a yellow flashing light. They tried to improve traffic flow, also, to keep things moving instead of getting held up.

Councilor Filiault stated that what this Committee did for two and a half years, listening to the public, is preserved history with the addition of modern infrastructure. They did not wipe out downtown’s history, but they realized they needed modern infrastructure to go along with it. They have done that. To those watching this meeting and saying that City Hall does not listen, he encourages them to look at the original project and then look at the project they are presenting tonight. This two and a half year process has been personal, and emotional, and he is glad to be where they are tonight. It is not over, but he is glad to be at this point. He thinks the majority of the Committee will vote in favor of this, and a majority of the City Council. The MSFI Committee listened to the Council’s concerns at the workshop. They worked them out and compromised.

He continued that in sum, for all the changes that were made, this design is from the people here tonight and all the people who reached out to the Committee members through thousands of emails, texts, and phone calls. His phone rang off the hook in a way it never had before. He and other Committee members could barely go grocery shopping because they could not get out of the store. He thanks the community for being involved, because if the community does not speak, the Committee does not hear them. When the community speaks, the Committee listens. He especially gives kudos to the residents of the east side, who really show up.

Councilor Filiault continued that the Council will get a month off for summer vacation then be right back to work with this. Chair Greenwald replied yes, on to final design, and he thanks Stantec very much for seeing them through this process and for listening.

Councilor Filiault made the following motion, which was seconded by Councilor Workman.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee recommends the City Council approve the Preliminary Design for the Downtown Infrastructure Project as depicted on a drawing entitled "City of Keene, Downtown Infrastructure Project, Preliminary Design Plan" dated June 26, 2024, by Stantec Consulting Services, Inc.



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Finance, Organization and Personnel Committee, Standing Committee
Through: Patricia Little, City Clerk
Subject: Invest NH - Demolition of Former Roosevelt School

Recommendation:

On a vote of 5-0, the Finance, Organization and Personnel Committee recommend that the City Manager be authorized to do all things necessary to negotiate, accept, execute necessary documents, and expend an Invest NH Capital Grant not to exceed \$412,000 with Keene Housing and the State of New Hampshire Department of Business Affairs (BEA) for the demolition of 438 Washington Street (the former Roosevelt School).

Attachments:

None

Background:

Mr. Josh Meehan Executive Director of Keene Housing addressed the Committee. He indicated the project they are working on is the adaptive reuse of the Roosevelt School at 438 Washington Street, which will be a two phase project. The first phase is a combination of adaptive reuse of the existing building and then an addition of new construction connected to the older building. They are planning on breaking ground for phase one in either July or early August (30 units)

Phase two will be 30 units for which they are going after funding right now. He stated the reason he is here today is because an opportunity has come through the Invest NH Program to cover costs related to demolition. Invest NH was first funded through ARPA but in the legislature this session they started using state funds because the federal funds were used up.

Mr. Meehan stated should the Council agree the city has graciously agreed to sponsor this application to receive \$412,000 which will cover the cost of the demolition of the project for phase one. He explained the city fills out the application and enters into an agreement with Monadnock Affordable Housing Corporation, which is Keene Housing Development's housing arm, a 501-C3 non-profit, who administer the contract, send receipts to the city, and the city forwards them to the state for Keene Housing to be reimbursed.

City Manager Elizabeth Dragon stated the city has been successful in getting some funds from the Invest NH Program for the Findings demolition, the city did go back for more funds but none were available. New funds have now become available as other requested funds did not get expended, and felt this was an opportunity to help bring down the overall cost of this affordable housing project.

She indicated this is a relatively easy process for the city – there is some work related to grant requirements and processing of paperwork, and a close out at the end.

Chair Powers clarified the entire site was not being taken down. Mr. Meehan stated the gym was being taken down and these funds will cover those costs and the funds will also cover the cost of the interior demolition. The funding would also cover the asbestos remediation as part of the demolition cost.

Councilor Roberts stated the sooner this project is complete the better and noted it is referenced that the poverty level is at 11% but nearly 40% of households cannot pay for their basic needs and the biggest reason is the cost of housing and felt we are running the risk of more people living on the street if we don't get more affordable housing. Mr. Meehan agreed and stated they have 3,000 households on their wait list right now of which 1,500 tie directly back to Keene or an adjacent community.

Councilor Chadbourne made the following motion, which was seconded by Councilor Lake.

On a 5-0 roll call vote, the Finance, Organization and Personnel Committee recommend that the City Manager be authorized to do all things necessary to negotiate, accept, execute necessary documents, and expend an Invest NH Capital Grant not to exceed \$412,000 with Keene Housing and the State of New Hampshire Department of Business Affairs (BEA) for the demolition of 438 Washington Street (the former Roosevelt School).



ITEM #D.8.

CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Finance, Organization and Personnel Committee, Standing Committee
Through: Patricia Little, City Clerk
Subject: **Acceptance of a Donation to the Heberton Fund**

Recommendation:

On a vote of 5-0, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to accept and expend a donation of \$1,169 to the Heberton Fund from the Trustees of the Keene Public Library.

Attachments:

None

Background:

Library Director Marti Fiske was the next to address the committee and stated the library has a donation for \$1,169 from the Library Trustees. She indicated this is for a project for sound remediation for Cohen Hall which will be partially funded by the Heberton Hall fund. She noted Cohen Hall is the former Masons ritual space and has a very high level of reverberation and makes it difficult to understand dialogue, especially during lectures and movies. She indicated the trustees also needed to have a study done for acoustical value of the circulation lobby and had an engineer look at both spaces at the same time.

Funding will be paid out of the Heberton Hall for Cohen Hall and the Trustees will cover the circulation area. The study has been completed. One half of the invoice would be for \$1,169 for the Trustees to pay for the circulation lobby. This money will get deposited into Heberton Fund so that one check can be drawn to pay for the engineering study for the full amount.

Councilor Chadbourne made the following motion, which was seconded by Councilor Lake.

On a vote of 5-0, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to accept and expend a donation of \$1,169 to the Heberton Fund from the Trustees of the Keene Public Library.



CITY OF KEENE NEW HAMPSHIRE

ITEM #D.9.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Finance, Organization and Personnel Committee, Standing Committee
Through: Patricia Little, City Clerk
Subject: **Acceptance of Donation to Fund Makerspace Interns**

Recommendation:

On a vote of 5-0, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to accept and expend a donation of \$15,000 from the Friends of the Keene Public Library to fund Makerspace Interns.

Attachments:

None

Background:

Ms. Fiske addressed the committee again and referred to a donation from the Friends of the Library to fund the Makerspace interns at the library. The Friends having been providing funding every year that pays for the total amount of the interns who work at the library's Makerspace.

Makerspace is open in the evenings on Tuesday, Wednesday, Thursday and on Friday during the daytime and on Saturdays. Friends of the library have set aside \$15,000 this year from their budget for support for the library. The library has about \$2000.00 left over from last year's donation which needs to be deposited. Makerspace interns help with programming, teaching people to use the Makerspace equipment and one on one assistance to members of the community.

Councilor Lake made the following motion, which was seconded by Councilor Chadbourne.

On a vote of 5-0, the Finance, Organization and Personnel Committee recommends that the City Manager be authorized to do all things necessary to accept and expend a donation of \$15,000 from the Friends of the Keene Public Library to fund Makerspace Interns.



CITY OF KEENE NEW HAMPSHIRE

ITEM #D.10.

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Finance, Organization and Personnel Committee, Standing Committee

Through: Patricia Little, City Clerk

Subject: **Request to Address Issues of Transparency, the Impact of Homelessness, and Issues Relating to Freedom of Speech, and Political Signage**

Recommendation:

On a vote of 5-0, the Finance, Organization and Personnel Committee recommends the communications from Charles Smith be accepted as informational.

Attachments:

None

Background:

Mr. Charles Smith of 9 Colby Street addressed the committee. Mr. Smith stated he would like to address the topic of homelessness first. He stated as he watches the news from around the country and he also referred to a funeral our President attended of a 12 year old girl who was murdered by an illegal immigrant and questioned if the houses being built are for people who live in the country or for those who are not supposed to be here. He asked individuals be vetted via their zip codes and residency so that people in the community who pay taxes can be assisted. He stated his concern is making this area safe for the next generation.

Mr. Smith next addressed political signs. He stated there was a recent ordinance passed by the City prohibiting political signs. He stated he understands the reason why the City might have taken this stance, due to people not removing signs when their campaigning has ended. He referred to a Kelly Ayotte sign that was in shreds.

He suggested a list for individuals to fill-out asking for locations to put up signs and once the campaign is over those signs need to be removed. Mr. Smith volunteered to remove signs that are not in use. He talked about Freedom of Speech and the location of signs are covered under this Right. He felt our founding fathers would not want our voices to be smothered.

Mr. Smith then talked about the issue of Transparency. He pointed out that the City spent \$500,000 for body cameras and car cameras. He questioned why individuals are not permitted access to this. Mr. Smith stated he is trying to get access to an incident that happened on December 9 that he was involved in. He stated he has been told because he was not arrested he cannot have access to this footage. Mr. Smith stated he had raised this issue with the Mayor and the Manager to perhaps have access just to the audio but is being denied access due to policy. He felt policy does not trump the

constitution.

Chair Powers stated items that come before the Police Department are not the purview of the city but the purview of the Courts. He stated cameras used by law enforcement are regulated by State Statute which clearly outlines the dispersion of this information. The Chair stated this Body cannot pass a law as it pertains to that element. He stated New Hampshire is not a home rule state and has to follow the rules set forth by State legislature.

Mr. Smith stated he had contacted Attorneys in Concord and explained the situation and the attorney referred him back to the City as this is a City issue and felt ultimately this is a decision of the Mayor and Manager.

Councilor Roberts responded to Mr. Smith's comments regarding signs. He indicated the Kelly Ayotte sign was for the upcoming primary but was destroyed during the recent heavy rains. He noted removing other people's signs could be considered breaking the law.

Chair Powers stated as it relates to political signs there are rules for City elections and strict state laws as it pertains to the national elections. The Chair stated the City does not prohibit anyone from locating signs on their own private property. He added there was no recent Ordinance regarding signage approved by the City Council. Mr. Smith stated he had heard this information on the radio and apologized for the misunderstanding.

Councilor Remy made the following motion, which was seconded by Councilor Roberts.

On a vote of 5-0, the Finance, Organization and Personnel Committee accepts the communication from Charles Smith as informational.



July 15, 2024

To the Honorable Mayor and City Council
City of Keene
3 Washington Street
Keene, NH 03431

Dear Mayor Kahn and Members of the City Council:

I am writing to formally announce my retirement as the Keene City Clerk, effective April 30, 2025. It has been an honor to serve the City Council and the residents of Keene since my appointment in 1981. Over these past 40-plus years, I have been fortunate to work with many talented staff and professional colleagues. I am especially grateful for my relationships with the City Manager and City Attorney and the valuable counsel and support they have provided me.

I want to thank the current Mayor and City Council, as well as all the governing bodies I have served under, for their confidence and support throughout my career.

In the next nine months, I am committed to ensuring a smooth transition for the Keene City Council and the continued success of the City Clerk's office.

A handwritten signature in dark ink, appearing to read 'Patricia A. Little'. The signature is fluid and cursive, with a large initial 'P' and 'A'.

Patricia A. Little
City Clerk



CITY OF KEENE NEW HAMPSHIRE

ITEM #G.1.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Mari Brunner, Senior Planner
Through: Jesse Rounds, Community Development Director
Subject: **Planning Board Nomination of Michael Conway to Southwest Region Planning Commission**

Recommendation:

Attachments:

None

Background:

Southwest Region Planning Commission (SWRPC) is one of NH's nine regional planning commissions authorized in 1969 by state law. Their mission is "To work in partnership with the communities of the Southwest Region to promote sound decision-making for the conservation and effective management of natural, cultural and economic resources." Membership is voluntary, and their service area includes all of Cheshire County, western Hillsborough County, and one town in Sullivan County (34 towns total). SWRPC is governed by its Commissioners, or representatives nominated by member municipalities, who in turn elect a Board of Directors. The City of Keene can nominate up to three Commissioners. Currently, the City has two Commissioners: Kenneth Kost (member of the Planning Board) and Mayor Jay Kahn. The third spot is currently vacant.

The Planning Board discussed this item at their meeting on Monday, June 24. Included below is an excerpt from the draft minutes of this meeting.

"V) Nomination of City Representative to SWRPC Commissioners

Ms. Brunner stated the City received an application form from Michael Conway who was interested in serving as a Commissioner for Southwest Region Planning Commission (SWRPC). The City's process, which is laid out in the State Statute, is for the Planning Board to nominate the individual. The nomination then goes before City Council for their vote. She noted the City already has two SWRPC Commissioners.

A motion was made by Roberta Mastrogiovanni that the Planning Board nominate Michael Conway to serve as Commissioner for Southwest Region Planning Commission. The motion was seconded by Mayor Kahn.

Mayor Kahn indicated that Todd Horner from the Commission and the nominee were present tonight if the Board wishes to hear from them.

Mr. Horner addressed the Board and explained that SWRPC is a nonprofit public agency, a voluntary association of municipalities authorized under New Hampshire RSA 36.

He stated their mission is essentially to provide member municipalities with technical assistance and guidance on planning issues such as land use, housing, economic development, transportation, etc. Mr. Horner stated their relationship with the city is perhaps a little different compared to some of their smaller member communities that don't have a staff to assist with planning issues to process applications or handle zoning questions. He felt their relationship with the city has been very productive over the years. He referred to some of the projects and activities they are working with the city on; Community Development Block Grant administration activities, which supports housing infrastructure, other improvements that are intended to benefit low and moderate income people. They are also administering a CDBG grant that is part of the funding for the Roosevelt School rehabilitation.

The City has representation on SWRPC's Transportation Advisory Committee, which among other activities, guides the 10 year planning process for this region which is the long range transportation planning process that guides investments and transportation infrastructure at the state level. This is how the region's priorities are conveyed to New Hampshire DOT and other such entities. He indicated they are currently leading a feasibility study looking at regional transit, different operating models for improving public transportation options in Keene and surrounding areas.

Chair Farrington asked for the actual geographical boundaries of the southwest region. Mr. Horner stated they have 33 member municipalities and their service area includes all of Cheshire County, Western Hillsborough County and one town in Sullivan County.

The Mayor asked how many regional planning commissions exist in the state. Mr. Horner stated there are nine across the state.

The Mayor noted with Mr. Conway's qualification as an environmental engineer and Mr. Kost's qualification as a landscape architect, they will bring a lot of expertise to SWRPC.

Mr. Michael Conway addressed the Board and reminded the Board that they may remember him in connection with the Habitat for Humanity property on Old Walpole Road. He stated he is still involved with Habitat for Humanity and will continue to serve them. He stated he has an education and career background in environmental engineering and felt he can be a good resource to the Regional Planning Commission in more than one way.

The motion made by Robert Mastrogiovanni carried on a unanimous vote."



CITY OF KEENE NEW HAMPSHIRE

ITEM #G.2.

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Mari Brunner, Senior Planner

Through: Jesse Rounds, Community Development Director

Subject: **Request to Acquire Property Located at 0 Washington St. Extension for Conservation Purposes**

Recommendation:

Mr. Haynes motioned to recommend that the City Council authorize the City Manager to negotiate a price and purchase and sale agreement with the owner of this lot, Hull Forest Products: TMP #229-006-000. Mr. Walker seconded the motion. The motion carried unanimously.

Attachments:

None

Background:

The Conservation Commission held a public hearing on June 17, 2024 as required by NH RSA 36-A:5 to discuss whether to recommend the purchase of a piece of real property located at 0 Washington Street Extension. In accordance with City Code, City Council approval (in addition to Conservation Commission approval) is required prior to any expenditure from the Conservation Land Acquisition Fund. The Conservation Commission voted unanimously to recommend the purchase of this property due to its proximity to Beaver Brook Falls, the watershed protection it provides, its potential to mitigate flooding due to its forested slopes, and potential for recreational opportunities such as hiking and biking trails.

An excerpt from the draft minutes of the meeting where this item was discussed is included below.

"3. Public Hearing:

- 1. Acquisition of property located at 0 Washington St. Extension for Conservation Purposes – TMP #229-006-000:** In accordance with the requirements of RSA 36-A:5 the Keene Conservation Commission will conduct a public hearing to evaluate whether to expend funds from the Conservation Land Acquisition Fund for the purpose of purchasing 30 acres of forested uplands located adjacent to Beaver Brook Falls.

Vice Chair Madison opened the public hearing at 4:34 PM. With no members of the public present, he closed the public hearing at 4:35 PM. The Commission deliberated about this long strip of land along Rt-9. The Commission needed a new motion recommending purchase to the Council, as the

previous recommendation included both properties that had since been logged by Hull Forest Products; one of the properties was recently sold to another entity.

Mr. Bergman asked if this purchase would come from the Conservation Land Acquisition Fund, and if so, whether it would be compatible with the prior limits for what the City was willing to pay. Ms. Brunner said yes, there was still \$135,000 remaining in that fund, which is the same fund that would have been used for the original bid. The Council can adjust the limit when they authorize the City Manager to negotiate the purchase. Ms. Clark asked if the Commission could recommend how much the City should spend and Ms. Brunner said yes.

Ms. Richter asked how the property was appraised, given the steep slopes and heavy logging. Ms. Brunner recalled that the City had tried to purchase the 2 properties at auction, the City Council authorized the City Manager to pay up to the assessed value, and they sold to Hull Forest Products for more than that. The second attempt at purchase last year fell through because the owner asked for more money than the City Manager was authorized to spend. The Council might choose to authorize up to the assessed value again.

Ms. Clark thought it might fall through again, because she did not think the owners would accept the assessed value. Mr. Bergman agreed given that the owners rejected the assessed value before. Ms. Richter added that “assessed” is different than “appraised,” and properties commonly sell for more than the assessed value. Keene does update its assessments annually. Ms. Richter cautioned that going above the appraised value because it could provide a private benefit to the landowner by paying above fair market value. Ms. Clark thought the owner was asking for fair market value. Ms. Richter thought that was correct, but still cautioned against offering more than the appraised value. She said it is challenging because not everyone understands the nuances of this parcel, with timber already harvested, very steep slopes, and no access road. So, Ms. Richter did not think the parcel could be developed. Discussion ensued briefly about the owner restoring the berm at the access point that was used during logging. It was also noted that there is a well drilled onsite in an area where various types of vegetation are growing..

Discussion ensued about the procedure for making this recommendation to City Council. Vice Chair Madison was comfortable making a recommendation during this meeting, given how many times the Commission had discussed this. He cautioned against recommending a price to the Council, because they like to keep what they are willing to pay private until negotiated.

Mr. Haynes motioned to recommend that the City Council authorize the City Manager to negotiate a price and purchase and sale agreement with the owner of this lot, Hull Forest Products: TMP #229-006-000. Mr. Walker seconded the motion. Discussion continued.

Ms. Clark thought it would be important for the Council to understand the importance of this property because it is contiguous with Beaver Brook Falls, has steep slopes, and provides watershed protection because Beaver Brook is prone to flooding, making it important to keep these slopes forested. When Ms. Clark and Mr. Haynes hiked to the site, they found that most of the steeper slopes were not logged and the viewshed was still intact. Vice Chair Madison said he would highlight the flood protection in his letter to the Council, and he and Councilor Williams would be present to advocate.

Mr. Haynes also thought the letter to Council should highlight recreational opportunities. Despite the steep slopes, there are portions of the parcel that could be developed as hiking and biking trails. Vice Chair Madison agreed.

Mr. Bergman asked where Beaver Brook is in relation to the property across the Washington Street

Extension from the parcel in question. The property Mr. Bergman referred to also included steep slopes and ravines. The Commission reviewed a map of the property, confirming that the City owns the property he referred to, and finding that Beaver Brook runs along the roadway. The Commission reviewed other surrounding properties on the map; the gated entrance into the Extension is before the power lines. Mr. Bergman also asked if the City Council could place a limit on what the City Manager is allowed to negotiate and Vice Chair Madison said yes, that would happen in a non-public session.

Mr. Bill arrived via Teams (non-voting).

The motion to recommend to authorize the City Manager to negotiate a price and purchase and sale agreement with the owner the property in question: TMP #229-006-000 carried unanimously."



CITY OF KEENE NEW HAMPSHIRE

ITEM #G.3.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Helen Mattson, Executive Secretary
Through: Patricia Little, City Clerk
Subject: **Resignation of Dawn Thomas Smith from the Partner City Committee**

Council Action:

Recommendation:

That the City Council accept the resignation of Dawn Thomas Smith from the Partner City Committee.

Attachments:

1. Resignation_Dawn Thomas Smith

Background:

Dawn Thomas Smith has submitted her resignation from the Partner City Committee. She has been a member of the Committee since its original creation.

From: Dawn Thomas-Smith <dawntsdesign@gmail.com>

Sent: Tuesday, June 11, 2024 2:37 PM

To: Helen Mattson <hmattson@keenenh.gov>; John Mitchell <underwoodscout@hotmail.com>; William Schoefmann <wschoefmann@keenenh.gov>

Subject: Dawn - PCC Update

Hi John, Will, and Helen,

I'm sorry I'm unable to attend the PCC meeting scheduled for today due to a work meeting that runs until 5:30.

I'm also sorry I haven't been able to attend other meetings over the past months due to work and family commitments.

While I've enjoyed contributing to the committee's work over the past 12 years and the many successful exchanges and relationships we've supported and grown over this time, I feel it's time for me to resign so the group can have a spot for a member who has the capacity to attend/contribute on a regular basis and who can bring fresh perspectives.

Please let me know if you think any of the files I've accumulated or designed over the years would be helpful to share (for current or historical purposes), and I'm happy to drop off and/or send to a committee member.

Thank you for the opportunity to serve on this committee over the past decade. I wish you and the group all the best.

Sincerely,
Dawn



CITY OF KEENE NEW HAMPSHIRE

ITEM #G.4.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Jesse Rounds, Community Development Director
Through:
Subject: Relating to Charitable Gaming Facilities - Ordinance O-2023-16-B

Recommendation:

A motion was made by Councilor Madison that the Planning Licenses Development Committee recommend that the Mayor set a public hearing on Ordinance – O-2023-16-B. The motion was seconded by Councilor Haas and was unanimously approved.

A motion was made by Councilor Michael Remy that the Planning Board find that Ordinance – O-2023-16-B is consistent with the Comprehensive Master Plan. The motion was seconded by Kenneth Kost and was unanimously approved.

Attachments:

1. O-2023-16-B Redline_06262024

Background:

Petitioner, City of Keene Community Development Department, proposes to amend Section 8.3.2 of Article 8 of the Land Development Code (LDC) to add a definition for “Charitable Gaming Facility” and amend Table 8-1, Table 4-1, and Table 5.1.5 to display “Charitable Gaming Facility” as a permitted use in the Downtown Growth District and Commerce District. In addition, the petitioner proposes to amend Section 8.4.2.C.2.a of Article 8 of the LDC to remove drive-through uses as a permitted use by Special Exception in the Downtown Core District.

Community Development Director Jesse Rounds addressed the committee. Mr. Rounds noted there is agreement on the Proposed Definition for Charitable Gaming Facility under O-2023-16-A, and this item has not been altered since then.

Use Standards were changed: Standard a: “Only one Charitable Gaming Facility shall be permitted per lot”

Standard b: He referred to altered areas on a map as discussed at the prior two meetings – West Street.

Mr. Rounds referred to land along Kit Street, Winchester Street and Key Road – commercially zoned properties fronting on those streets. Chair Bosley referred to item ii. and noted she does not see Kit

Street and it is not adjacent to Winchester Street and Island Street and has land with frontage on Kit Street under item vi.

Councilor Remy referred to a scrivener's error: Kit Street not Kit Road.

Mr. Rounds referred to land with frontage on Ashbrook Road – this is unchanged since it was presented the last time.

South Main Street – staff made a determination that the area stops at the area that cuts off to the left.

Chair Bosley stated for consistency to call out “north of” “south of” if there was a street.

Chair Bosley referred to Manchester Street and asked if the smaller lots on Manchester Street residential lots. Mr. Rounds answered in the affirmative. It was indicated a facility will be prohibited 250 feet from any residential use. The Mayor asked whether it was Mr. Rounds opinion that this eliminated any location in this area. Mr. Rounds stated these two parcels could be combined and created into a large enough lot that you could put a building which would meet all set back requirements. He stated he did not want to limit the possibility by saying a parcel is too small because once it is combined it could be large enough. He did not feel it was his place to make those limitations except through discussion.

The Mayor asked if the wording was sufficient to cover the commerce district in this location. Mr. Round stated this is their proposal; it is protecting the uses as they exist now, but allowing for future changes as they arise. Chair Bosley suggested adding “north of Silent Way”

Standard c: Mr. Rounds stated there was quite a bit of conversation on this item “.... no charitable gaming facility shall be located within 500 feet....” He stated this was the one question that existed last time whether it was going to be 250, 500 or 1000 feet and the committee decided on 500 feet. Councilor Remy suggested another arrow that is labeled 500 feet between the “other charitable gaming facility” and the lines of this item.

Standard d: Minimum square footage question – The committee decided on 10,000 square feet inclusive of everything.

Standard e: It was agreed the existing code covered this item. The place where there was a lot of conversation was on the number of parking spaces per gaming position, as well as the number of electric vehicle charging stations. What was decided was .75 parking spaces for each gaming position and the change that was proposed is 2% or two of the required parking spaces, whichever is greater; originally it was five and 5%.

Mr. Kost noted if any one of these gaming facilities goes into an existing storefront that is vacant and is 10,000 square feet; there is already a lot of parking available from the prior use which parking was meant for probably retail and asked how the parking would be calculated for this use. Mr. Rounds felt it would be site specific because of the variety of parking regimes that have existed over time. He stated what the city would do is if you have a developer that has multiple tenants, during the planning process would note the number of parking spaces per use without impacting the other parking spaces. He stated there are ways to reduce this requirement either through the Zoning Board process or going before the Planning Board to get a parking reduction.

This concluded Mr. Rounds presentation.

Councilor Remy asked if there was a very large application that came forward - over 20,000 square feet; would the city want that application to go through some additional review or would it be allowed

by right. Chair Bosley asked in the Form Based zoning style in the commerce district whether there were height requirements for buildings. Mr. Rounds stated the commerce district has the same height restriction as the rest of Keene outside of the downtown which he felt was three stories. In terms of review it would have to go through site plan, any of these would have to go through site plan; it is not specific to this use. At that point the planning board has the ability to add conditions and the Planning Board has a lot of leeway in terms of those conditions. The Chair asked whether the Joint Committee wanted to discuss restricting what Councilor Remy is raising or is this a scenario the committee wanted to see play out if someone was interested in building.

Chair Farrington noted a Las Vegas based casino is building a site in Nashua 180,000 square feet in size and what the committee is discussing now is not beyond possibility. Chair Bosley stated she is not sure what the state had in mind when it created this opportunity for charitable gaming and what actually is happening. In their mind they thought that one facility might get built, instead what we are seeing is this widespread smaller boutique style facilities. Keene is one of the few major cities in the state where there is a license issued for this type of use. She further stated she had had a discussion with Director Rounds earlier regarding the House Bill that has been passed and signed and the moratorium on historic horse racing has been extended indefinitely. New applications are not being accepted for historic horse racing and in order to get a facility of that size you have to have that license. Chair Bosley added Keene already has someone who is licensed here and they can sell that license and this large conglomerate could certainly try to build something like that. Hence, felt this is our opportunity if the city wanted to put some sort of restriction.

Mr. Kost stated he is envisioning something of that scale - 180,000 square feet of gaming floor but he sees restaurants, maybe hotel space, other kind of things that are all tied to that project. A mixed use development.

Mr. Hoefer asked whether Keene has other uses with upper limits for example a 100,000 square foot grocery store etc. Chair Bosley and Mr. Rounds stated they could not think of any such use. Councilor Madison stated Keene has enough safeguards in place already. Keene is not Nashua. Keene is very far from Nashua and something like that happening in Keene is exceptionally miniscule. He stated he is eager to move this ordinance forward.

Chair Bosley stated her desire tonight would be to find a way to vote on this project.

Councilor Haas compared an 180,000 square foot building to two Home Depot sites and that is what a facility would look like. He did not feel such a site could happen for instance on Manchester Street where the area is too constrained.

Chair Bosley asked for public comments next.

Mr. Jacob Favolise of 229 Main Street addressed the committee and stated he supports the original thrust of this ordinance which was keeping casinos out of the downtown, largely because he did not want parking downtown to be monopolized as a result of a business where people spend long hours inside. He stated he has become a little more skeptical of supporting the overall ordinance because of the additional restrictions placed on charitable gaming facilities beyond just where they can be located. He stated he is also particularly skeptical about the 10,000 square foot minimum. He stated he would also like to have some explanation as to the need to impose an electric vehicle charging station mandate. He stated he agrees with Councilor Madison that this item needs to be moved forward. Mr. Favolise, in closing, stated the more restrictive this ordinance has become, the less supportive he is of this ordinance.

With no further comment, the Chair closed the public hearing.

Councilor Remy stated he just did some calculation; Target and Dick Sporting Goods sites together are 170,000 square feet, Home Depot is 150,000 square feet in size.

A motion was made by Councilor Madison that the Planning Licenses Development Committee recommend that the Mayor set a public hearing on Ordinance – O-2023-16-B. The motion was seconded by Councilor Haas and was unanimously approved.

A motion was made by Councilor Michael Remy that the Planning Board find that Ordinance – O-2023-16-B is consistent with the Comprehensive Master Plan. The motion was seconded by Kenneth Kost and was unanimously approved.\



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty-Three

AN ORDINANCE Relating to Amendments to the Land Development Code, Permitted Uses in the Downtown Core and Commerce Districts

Be it ordained by the City Council of the City of Keene, as follows:

That Chapter 100 of the Code of Ordinances of the City of Keene, New Hampshire, as amended, is hereby further amended by deleting the stricken text and adding the bolded and underlined text, as follows.

1. Amend Section 8.3.2. of Article 8 to add a definition for “Charitable Gaming Facility” under the category of Commercial Uses, as follows:

I. Charitable Gaming Facility

1. Defined. Charitable Gaming Facility – A facility licensed in accordance with the requirements of RSA 287-D, and operated by a Licensed Game Operator as defined by RSA 287-D:1, VII; or any facility operated by a person or entity licensed by the lottery commission under RSA 287-D:7 to operate games of chance on 5 or more dates per calendar year. Charitable Gaming Facilities may offer Lucky 7, as defined in RSA 287-E, as long as their use complies with all licensure and operation requirements under RSA 287-E and rules published by the New Hampshire Lottery Commission. This use includes facilities licensed to operate Bingo or bingo style games as Commercial Halls (287-E:1, V-a) or as Host Halls (RSA 287-E:1, X). Does not include games licensed under RSA 287-E.

2. Use Standards

a. Only one Charitable Gaming Facility shall be permitted per lot.

b. Charitable Gaming Facilities, as defined, are permitted on parcels greater than 1.25 acres in the following areas of the Commerce District:

- i. Land with frontage on West Street west of Island Street. The principal entrance of such businesses shall face West Street or be in a plaza where the storefront faces the parking areas that have a common boundary with West Street.**
- ii. Land with frontage on Winchester Street south of Island Street and north of Cornwell Drive. The storefront of such a business shall face Winchester Street or be in a plaza where the storefront faces the**

- parking areas that have a common boundary with Winchester Street.
- iii. Land with frontage on Main Street south of NH Route 101 and north of Silent Way. The storefront of such a business shall face Main Street.
 - iv. Land with frontage on Key Road.
 - v. Land with frontage on Ashbrook Road.
 - vi. Land with frontage on Kit Street.
- c. All Charitable Gaming Facilities shall be subject to the following distance requirements, measured in a straight line, without regard to intervening structures from the property line of any site, to the closest exterior wall of the Charitable Gaming Facility.
- i. No Charitable Gaming Facility shall be located within 500 feet of another Charitable Gaming Facility either existing or for which a building permit has been applied.
 - ii. No Charitable Gaming Facility shall be permitted within 250 feet of any place of worship, child daycare center, or public or private school.
 - iii. No Charitable Gaming Facility shall be permitted within 250 feet of any Single-Family or Two-Family dwelling.
 - iv. No Charitable Gaming Facility shall be permitted within 250 feet of a residential zoning district.
- d. Minimum Square Footage. The gaming floor of the facility, defined as the area within a gaming location authorized by the State of New Hampshire, shall have a minimum area of 10,000 square feet.
- e. Parking and traffic.
- i. Commercial loading zones shall be screened from public rights-of-way and abutting residential properties in accordance with Section 9.4.4 of this LDC.
 - ii. A traffic study shall be required which demonstrates that the project will not diminish the capacity or safety of existing city streets, bridges or intersections.
 - iii. Proposed uses or development shall comply with the City's Noise Ordinance in the City Code of Ordinances and the Noise Limits in Article 18 of this LDC.
 - iv. Bus and truck loading and parking is required to be screened from the public right-of-way and any abutting residential properties in accordance with Section 9.4.4 of this LDC.
 - v. Off-street parking shall be provided at a ratio of not less than .75 parking spaces for each gaming position.
 - vi. Two percent or two of the required parking spaces, whichever is greater, shall be equipped with electric vehicle charging stations.

2. Amend Section 8.4.2.C.2.a, “Specific Use Standards” of Article 8 to remove drive-through uses as a permitted use by Special Exception in the Downtown Core District, as follows:
 - a. Drive-through uses shall only be permitted by right in the Commerce and Commerce Limited Districts and by special exception from the Zoning Board of Adjustment in the Downtown-Growth and ~~Downtown-Core~~ Districts.
3. Update Table 8-1 “Permitted Principal Uses By Zoning District” in Article 8, ~~Table 4-1 “Downtown Districts Permitted Uses” in Article 4,~~ and Table 5.1.5 “Permitted Uses” in Article 5 to display “Charitable Gaming Facility” under Commercial Uses as permitted with limitations.
4. Amend Table 9-1 “Minimum On-Site Parking Requirements” in Article 9 to display “Charitable Gaming Facility” under Commercial Uses with a minimum on-site parking requirement of 0.75 spaces per gaming position.

Jay Kahn, Mayor



CITY OF KEENE NEW HAMPSHIRE

ITEM #1.1.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Elizabeth Fox, ACM/Human Resources Director
Through: Elizabeth Dragon, City Manager
Subject: **Relating to Class Allocation and Salary Schedule
Ordinance O-2024-12**

Recommendation:

That the City Council refer Ordinance O-2024-12 to the Finance, Organization, and Personnel Committee.

Attachments:

1. O-2024-12 Class Allocation & Salary Schedule

Background:

The ordinance relating to class allocation and salary schedules for administrative, office, technical, and management personnel provides for the addition of the position of Deputy Revenue Collector to support a re-structuring of responsibilities in the Revenue Collection Division.



CITY OF KEENE

In the Year of Our Lord Two Thousand and _____ Twenty-Four

AN ORDINANCE Relating to Class Allocation and Salary Schedules

Be it ordained by the City Council of the City of Keene, as follows:

That the ordinances of the City of Keene, as amended, hereby are further amended by deleting the stricken text and inserting the bolded text in Section 62-194, "Administrative, Office, Technical and Management Personnel" of Chapter 62 entitled "Personnel" effective August 1, 2024, as follows:

Sec. 62-194. Administrative, office, technical and management personnel

- S 4 Library Aide
- S 5 Minute Taker
- S 6 Administrative Assistant; Records Clerk
- S 7 Administrative Assistant I
- S 8 NO POSITIONS ASSIGNED
- S 9 NO POSITIONS ASSIGNED
- S 10 Audio Video Production Specialist; Recreation Specialist
- S 11 Office Manager; Parking Services Technician
- S 12 Librarian I; Planning Technician; Executive Secretary; Staff Accountant;
-Purchasing Specialist; Human Resource Specialist
- S 13 NO POSITIONS ASSIGNED
- S 14 NO POSITIONS ASSIGNED
- S 15 Executive Assistant; Librarian II; Payroll Administrator; Human Resources Assistant; Youth
Services Manager; Engineering Technician; Assistant City Clerk; Senior Paralegal; Police
Dispatch Supervisor; Social Worker; Fire Department Administrator; **Deputy Revenue Collector**
- S 16 Planner; Laboratory Supervisor; GIS Coordinator
- S 17 Property Appraiser; Recreation Programmer; Librarian III; Airport Maintenance & Operations
Manager; IT Systems Specialist; Parking Operations Manager; Recreation Facilities Manager
- S 18 Purchasing Agent; Civil Engineer; Solid Waste Manager; Maintenance Manager; Revenue
Collector; Records Manager/Deputy City Clerk; Laboratory Manager; Human Services
Manager; Treatment Plant Manager; Deputy City Clerk
- S 19 Transportation/Stormwater Operations Manager; Senior Planner, Recreation Manager
Fleet Services Manager, Accounting & Fund Manager; Infrastructure Project Manager
- S 20 Systems Administrator; Purchasing & Contract Services Manager; Assistant City Attorney;
Water/Sewer Operations Manager

S 21 NO POSITIONS ASSIGNED
S 22 NO POSITIONS ASSIGNED
S 23 NO POSITIONS ASSIGNED
S 24 City Engineer; Database Administrator; Building/Health Official
S 25 Assistant Finance Director/Assistant Treasurer; Assistant Public Works Director/Division Head;
Airport Director
S 26 City Assessor; Police Captain; Human Resources Director; Library Director; Deputy Fire Chief;
Parks & Recreation Director
S 27 IT Director; Community Development Director
S 28 Finance Director/Treasurer
S 29 Police Chief; Fire Chief; Public Works Director
S 30 NO POSTIONS ASSIGNED
S 31 Deputy City Manager
S 32 NO POSITIONS ASSIGNED

Jay V. Kahn, Mayor



CITY OF KEENE NEW HAMPSHIRE

ITEM #1.2.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Thomas Mullins, City Attorney
Through:
Subject: Relating to the City Attorney Functions and Powers
Ordinance O-2024-13

Recommendation:

That the attached Ordinance O-2024-13, relative to the City Attorney Functions and Powers, be referred to the Finance, Organization and Personnel Committee for review and recommendation.

Attachments:

1. O-2024-13, Regarding the CA Functions and Powers

Background:

In anticipation of the selection of the City Attorney, the Function and Powers for the position, which have not been significantly revised since 2006, require updating.



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty-four

AN ORDINANCE Relative to the City Attorney Functions and Powers

Be it ordained by the City Council of the City of Keene, as follows:

That the City of Keene Code of Ordinances, as amended, are hereby further amended by deleting in its entirety Section 2-143, Function and Powers, of Chapter 2, Administration, Article III, Charter Officers, Division 3, City Attorney, and replaced with the following new Section 2-143:

Section 2-143, Functions and Powers:

The functions and powers of the City Attorney shall be as follows:

- (1) Represent the City, or supervise in the representation of the City, all matters in which the City has any interest before any court, tribunal, quasi-judicial body or administrative agency.
- (2) Call to the attention of the City Council and the City Manager all matters of law affecting the City.
- (3) Advise and assist the City Council, Mayor, City Manager, City Clerk, Department Heads, City Boards, Commissions and Committees, in circumstances when a legal opinion is requested, or legal advice is required.
- (4) Review and comment upon all deeds, leases, contracts and other legal instruments tendered to the City Attorney prior to their execution or acceptance.
- (5) Draft all deeds, obligations, contracts, leases, conveyances, agreements, and other legal instruments which may be required or necessary to carry out the business functions of the City.
- (6) Assist in the drafting of Charter Amendments, ordinances, resolutions, rules of procedure, department policies, and directives.
- (7) Commence either directly or as other arrangements may be made by the Council and the City Attorney, any litigation determined by the City Attorney to be necessary and prudent, either with prior consultation with the City Council, or in the event of exigency, as soon as possible after the commencement of the litigation.
- (8) Appear in, defend and advocate the rights and interests of the City in any suit or administrative action against the City, involving any estate, right, privilege, ordinance or act of the City government, or when any breach of any statute or ordinance may be brought into question, except in such cases as other arrangements may be made by the City Council and the City Attorney.
- (9) Enter into Settlement Agreements on behalf of the City; provided however that, with the exception of real property tax abatements, any Settlement Agreement

requiring the payment of funds by the City shall first be reviewed and approved by the City Council.

- (10) Appear and testify before the State Legislature, or before any committee or body thereof, and represent the interests of the City.
- (11) Provide advice, legal counsel, or other assistance to the City Manager and departments to support solutions advancing projects, improving business processes, resolve questions or concerns related to City operations, risks, liability, working with groups and/or residents and resolving issues.
- (12) Serve as a member of the City's leadership team.
- (13) Engage proactively to support City personnel to evaluate risks and to develop prudent solutions. Perform related duties as may be required by the City Council.

Jay V. Kahn, Mayor



CITY OF KEENE NEW HAMPSHIRE

Meeting Date: July 18, 2024

To: Mayor and Keene City Council

From: Municipal Facilities, Services and Infrastructure Committee, Standing Committee

Through:

Subject: Relating to the Installation of Stop Signs on Water Street
Ordinance O-2024-11

Recommendation:

On a vote of 4-1, the Municipal Services, Facilities, and Infrastructure Committee recommended the adoption of Ordinance O-2024-11. Councilor Favolise was opposed.

Attachments:

1. Ordinance O-2024-11 Stop Signs on Water Street_Referral

Background:

Chair Greenwald stated that they will take the agenda out of order and address the Ordinance Relating to the Installation of Stop Signs on Water St. before the Downtown Infrastructure Project. He asked to hear from staff.

Mr. Lussier stated that the Ordinance for consideration tonight is to install stop signs on Water St. at Grove/Community Way. He continued that this recommendation came out of a recent neighborhood-wide effort. Last month, staff presented a speed study the neighborhood had requested, which found there was not a huge speed issue. At the same time, they looked at a couple of intersections that staff had received requests to look at. Two were in the east side of Keene, and one was at the intersection of Emerald St. and Ralston St. The requests were to evaluate those for potential all-way stop control. Staff looked at those, and of the three intersections, the Water St./Grove St. Location met the criteria of the Manual of Uniform Traffic Control Devices (MUTCD) both for the number of vehicles passing through the intersection and, more importantly, for the accident history. That intersection had seven accidents over a 42-month period before they did the analysis in February. That is more than enough to justify the application of a stop sign.

Mr. Lussier stated that during last month's traffic-calming presentation, a neighborhood resident mentioned that she thought that intersection originally had a four-way stop sign. Staff looked through the City's records and City Code, and the project documents from the reconstruction of Grove St., the reconstruction of Water St. west of that intersection, and the railroad land development project where Community Way was built. Throughout those, and through the analysis of the Code, and his conversations with people who had been working at Public Works for over 20 years, he became fairly well convinced that that was never an all-stop condition. He thinks maybe there was just confusion

about the history of that intersection.

Mr. Lussier continued that staff's recommendation stands. They recommend converting this intersection to an all-way stop. If the Council approves it on July 18, staff will schedule a time for installation. At the same time, staff will put out message boards in advance of the intersection to let people know to pay attention to the new stop sign. That may not appear directly on July 19. They will have to figure out when the message boards are available to be deployed there. They will schedule a time when it can be done in a way that will give people fair warning that traffic laws have changed at that intersection.

Chair Greenwald thanked Mr. Lussier, and continued that he supports this and likes it very much. He continued that he would also like them to give consideration in the future to South Lincoln St. and Roxbury St. at North and South Lincoln St. Mr. Lussier stated that Roxbury St. at Lincoln St. was one of the other intersections that staff evaluated. He continued that that one did not meet the MUTCD criteria now. Chair Greenwald asked if an intersection has to meet the criteria to get a stop sign. Mr. Lussier replied that it does not have to. He continued that the MUTCD is a guideline, not the law, which the State of NH has adopted as its design guide and the rules that the State follows. The City, in turn, has written into its Code that the City follows the NH DOT Traffic Control Guidelines, which references the MUTCD. They agree to follow those guidelines, but even within the guidelines, it clearly says that meeting the criteria for an all-way stop condition does not mean you are obligated to install a stop sign. Conversely, failing to meet any of the criteria by themselves does not mean you cannot install a stop sign. This is what the City Attorney's Office would consider a "discretionary function" of the legislative body. If the City Council wants to change the Ordinance and install a stop sign there, they have that authority. However, from an engineering analysis perspective, it is not recommended. Chair Greenwald replied that is a conversation for another night.

Vicky Morton of 275 Water St. stated that she understands the reasons for this recommendation but has a great deal of difficulty supporting it. She continued that it is actually five cars coming to an intersection, because there are two lanes on Grove St. Thus, there are five people coming to an intersection when it is difficult even for four people to decide who is going first. You cannot change human nature overnight. She thinks stop signs at this intersection will create a greater hazard, rather than what they currently have with a direct line through and stop signs on the other sides. As much as she does not like traffic lights, and she understands the costs thereof, she would prefer a traffic light in this location to tell drivers whose turn it is. Having five cars there, all trying to decide who goes next, will not be a safe situation.

Councilor Favolise stated that this intersection is in his ward. He continued that he drove out there today before this meeting, and the intersection did not seem to him like an inherently dangerous one. It is two main thoroughfares connecting. Community Way is a road through a parking lot, and Grove St. is largely residential as well, not really a thoroughfare. His question is what causes this intersection the accident level that now, in the Public Works Director's mind, necessitates a stop sign.

Mr. Lussier replied that unfortunately, he does not know what caused each of the seven accidents over the three and a half year period, as he is not privy to the traffic accidents. There are many rules regarding the release of accident reports to anyone not in law enforcement. It frustrates him that people in charge of the safety of the road network do not have access to the information that would help them do that work.

Councilor Favorise asked if there is an engineering element in that intersection, in Mr. Lussier's expertise. Mr. Lussier replied that there is nothing obvious or intuitively wrong with the design of the intersection that should lead to that level of crash history. He continued that the sightlines are clear and long. There is no visibility issue or objectionable curvature.

Councilor Favorise replied that his comment is, recognizing that this agenda item will probably move out of Committee, he thinks that the concerns of east Keene residents about traffic enforcement in neighborhoods continues to stand. He continued that regardless of whether this item moves forward, he thinks that traffic enforcement in addition to any signage changes is something that needs to continue to be a part of the conversation.

Chair Greenwald stated that he is surprised, because he thought Ms. Morton would be in total support of this. He asked whose idea this four-way stop was. Mr. Lussier replied that he does not recall who submitted the original request to look at that intersection. He continued that it was submitted through the resident reporting engine. Chair Greenwald replied that he thought it was something from staff or a consultant. Mr. Lussier replied no, it was a resident. Chair Greenwald stated that seven accidents in 42 months does not sound so serious, and they do not know the severity of the accidents. Mr. Lussier replied that after a significant accident, the Police Department calls the City Engineer's Office out to do an accident survey, so he knows that one of the accidents involved a man on a motorcycle who lost a leg because of the impact.

Councilor Favolise stated that he will probably vote against this in Committee tonight, because he thinks the overarching issue is enforcement. He continued that he might change his mind and he is open to additional conversations in the next month before the Council meeting.

Councilor Filiault stated that stop signs seem to be controversial no matter where they put them. He continued that he will support this, because of the traffic studies and the accidents. Sometimes, data does not support a request, but with this particular intersection, as far as accidents go, in this case the data supports it. Sometimes emotion gets in the way of votes the Council makes, but sometimes you have to go with the information the Public Works Director brings them. He thinks this particular intersection needs a stop sign and he will support the Public Works Director's recommendation.

Councilor Tobin stated that she agrees with Councilor Filiault. She continued that someone brought this intersection to their attention as a problem. She cannot be sure that this stop sign is the best solution, but this is the recommendation that has been supported. This intersection was brought to their attention, so they looked at. It is good to try something different, and this is what the recommendation is at this time.

Councilor Workman stated that she agrees with Councilor Filiault that the information and data supports this. She continued that anecdotally, this intersection makes her think of the three-way stops on School St. and Castle St. The other day, she was coming out of Castle St. and someone blew through the stop sign from West St. down to School St. Had she not been stopped and aware, she would have gotten T-boned by that car. She sees this all-stop intersection functioning quite like that, creating that hard stop for people. Thus, if someone ignores the stop sign, it will mitigate someone else from getting seriously injured. It will at least reduce the velocity of an impact.

City Councilor Ed Haas of 114 Jordan Rd. stated that no one likes having to negotiate a four-way stop and dealing with everyone coming from different directions, but he thinks this came out of the traffic study that found the 85th percentile was about 30 mph with outliers. He continued that he thinks the outliers drive everyone's perception of how unsafe Water St. is. It is a through street with a great view as you go down the hill, which can (tempt drivers to speed). That is the hazard. The four-way stop was an easy way to try to slow people down. The real answer here is traffic-calming arrangements, a better design of the intersection, but that is a bigger capital project than a four-way stop.

Mr. Lussier stated that he will respectfully disagree with Councilor Haas, so it is clear for the record,

because he is sure other requests will come forward and he will be arguing the other way. He continued that staff is not recommending this four-way stop in order to address speed. As Councilor Haas mentioned, they looked at the speeds on Water St. and he thinks the 85th percentile just to the east of this site was about 34 mph. That is a little bit over the speed limit but still within the expected range of normal behavior. They are specifically recommending the stop sign here because of the accident history. He agrees with Councilor Filiault in that he would prefer to not have more stringent traffic control than is warranted and needed, but because of the accident history, he thinks there needs to be a little bit more control at this intersection. They are not trying to address speed.

Chair Greenwald stated that he does not like “more time,” but given what he has heard tonight, he wants to look at the intersection again.

Chair Greenwald made a motion to place the item on more time until the next MSFI Committee meeting. Councilor Favolise seconded the motion, which failed with a vote of 2-3. Councilor Workman, Councilor Filiault, and Councilor Tobin were opposed.

Councilor Workman made the following motion, which was seconded by Councilor Filiault.

On a vote of 4-1, the Municipal Services, Facilities, and Infrastructure Committee recommended the adoption of Ordinance O-2024-11. Councilor Favolise was opposed.



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty Four

AN ORDINANCE Relating to Installation of Stop Signs on Water Street

Be it ordained by the City Council of the City of Keene, as follows:

That the City Code of the City of Keene, New Hampshire, as amended, is hereby further amended by adding the bolded text to the provisions of Section 94-321, "Stop Signs" in Division 5, "Specific Street Regulations" in Article IV of Chapter 94, entitled "TRAFFIC, PARKING AND PUBLIC WAYS" as follows;

Water Street for westbound traffic at Grove Street.

Water Street for eastbound traffic at Grove Street.

In City Council June 20, 2024.

Referred to the Municipal, Services,
Facilities and Infrastructure Committee.

City Clerk

Jay V. Kahn, Mayor



CITY OF KEENE NEW HAMPSHIRE

ITEM #K.1.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Elizabeth Fox, ACM/Human Resources Director
Through: Elizabeth Dragon, City Manager
Subject: **In Appreciation of Todd M. Tardiff Upon His Retirement
Resolution R-2024-26**

Recommendation:

Recommend the adoption of Resolution R-2024-26, In Appreciation of Todd M. Tardiff Upon His Retirement.

Attachments:

1. R-2024-26 Tardiff Retirement

Background:

Mr. Tardiff retired from the Public Works Department effective July 16, 2024, with 18½ years of service.



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty-Four

A RESOLUTION In Appreciation of Todd M. Tardiff Upon His Retirement

Resolved by the City Council of the City of Keene, as follows:

WHEREAS: Todd M. Tardiff began his career with the City of Keene 17 October 2005 as Mechanic I in the Public Works Department's Fleet Services Division; was promoted 2 December 2007 to Mechanic II; moved 8 August 2011 to Maintenance Mechanic in the Utilities Maintenance Division; and transferred to Utility Operator of the Water Treatment Facility in the Operations Division 19 February 2013; and

WHEREAS: Adhering to the mantra *If you're going to do something, do it right*, he consistently has demonstrated and upgraded his job knowledge and skills toward knowing his job inside and out through certifications and licenses from the New Hampshire Department of Environmental Services and other ongoing educational opportunities; and

WHEREAS: Believing that customer service and ethical behavior are cornerstones of his job, Todd has fulfilled his responsibilities meticulously in a transparent, accountable and respectful manner and, whether collecting samples around town or educating the public with plant tours, has given his best to represent the City very professionally; and

WHEREAS: Never afraid to ask questions and taking pride in his work, he always has tried to achieve maximum productivity while maintaining maximum quality, has been proficient at understanding what resources are needed to complete each aspect of his job successfully, at maintaining the equipment and associated outstations of the water system, at troubleshooting issues with Utilities Maintenance Division staff, and at making adjustments when scenarios change in a fast-paced workplace; and

WHEREAS: Very organized and possessed with the abilities to understand priorities and make sound decisions, Todd has been appreciated for contributing valuable ideas and feedback—whether the impact is large or small—when assisting with any project, making him a key player in planning and realizing the team's short- and long-term goals; and

WHEREAS: Todd has contributed to a team that operates like a well-oiled machine, appreciating the differences that various members bring toward its synergy, using creative problem-solving skills driven with their safety in mind, remaining calm during emergencies to help the atmosphere for them; and his peers nominated him for an Employee Achievement Award in 2010; and

WHEREAS: Todd retires 16 July 2024 with more than 18½ years of honorable service to the City;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Keene hereby extends its sincere thanks to Todd M. Tardiff for his dedication to the City of Keene and wishes him the very best for his retirement years; and

BE IT FURTHER RESOLVED that a copy of this Resolution, properly engrossed, be presented to Todd in appreciation of his years of service to the City of Keene and the greater Monadnock community.



CITY OF KEENE NEW HAMPSHIRE

ITEM #K.2.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Elizabeth Fox, ACM/Human Resources Director
Through: Elizabeth Dragon, City Manager
Subject: **In Appreciation of Helen K. Mattson Upon Her Retirement
Resolution R-2024-27**

Recommendation:

Recommend the adoption of Resolution R-2024-27, In Appreciation of Helen K. Mattson Upon Her Retirement.

Attachments:

1. R-2024-27 Mattson Retirement

Background:

Ms. Mattson retires from the City Manager's Office effective July 31, 2024, with 21 years of service.



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty-Four

A RESOLUTION In Appreciation of Helen Kennedy Mattson Upon Her Retirement

Resolved by the City Council of the City of Keene, as follows:

WHEREAS: Helen K. Mattson began her career with the City of Keene June 9, 2003, as its Executive Secretary and has served three City Managers and five Mayors, as well as provided backup support to three City Attorneys; and

WHEREAS: As a topnotch professional, Helen brings her "A game" to work from the start of every day to its finish, whether following or leading—remaining energetic, upbeat, and focused despite interruptions and knowing what needs to be done and doing it, no matter how large or small the task—as she plans, prioritizes and multitasks to manage the workflow, never needing a reminder about any complicated scheduling or assignment required, tracking deadlines, sharing information with key stakeholders as necessary, continually increasing her knowledge of City operations—all while appreciating others' input; and

WHEREAS: The provision of good customer service being dear to her heart, she has served as the first point of contact for the Manager and Mayor's Offices and handling situations with approachability, diplomacy, and impartiality before concerns reach them—offering a smile that extends to her voice; listening actively, respectfully, patiently, and empathetically regardless of the situation; providing a safe space for both internal and external customers to speak; the City Manager; and providing honest feedback in a tactful way; and

WHEREAS: Valued as a colleague with her consistent can-do attitude, quickness to laugh, and easy willingness to lend a hand, Helen is able to change direction "on a dime," has attended every type of meeting, researched vast amounts of information, demonstrated her great ability to communicate, furthered her knowledge of City operations, added value to whatever project or issue in which she's involved, and acted as a sounding board and a confidante—always discrete—rendering invaluable support as a partner in administering daily affairs and an integral part of the Manager's ability to effectively move forward the business of the City; and

WHEREAS: Highly regarded by her peers and a credit to the City and to City events, her contributions include serving as staff liaison for the Partner City Committee; as a member of the Employee/Retiree Holiday Luncheon Committee and the Personnel Advisory Board; as support to the former College Relations Committee, the Cable Television Committee, the Presidents Court, and the City Manager's Speak Up program; and has acted as a Buddy for new-employees; and

WHEREAS: Helen retires 31 July 2024 with more than 21 years of honorable service to the City;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Keene hereby extends its sincere thanks to Helen Kennedy Mattson for her dedication to the City of Keene and wishes her the very best for her retirement years; and

BE IT FURTHER RESOLVED that a copy of this Resolution, properly engrossed, be presented to Helen in appreciation of her years of service to the City of Keene and the greater Monadnock community.

Jay V. Kahn, Mayor



CITY OF KEENE NEW HAMPSHIRE

ITEM #K.3.

Meeting Date: July 18, 2024
To: Mayor and Keene City Council
From: Elizabeth Fox, ACM/Human Resources Director
Through: Elizabeth Dragon, City Manager
Subject: In Appreciation of Justin H. Putzel Upon His Retirement
Resolution R-2024-28

Recommendation:

Recommend the adoption of Resolution R-2024-28, In Appreciation of Justin H. Putzel Upon His Retirement.

Attachments:

1. R-2024-28 Putzel Retirement

Background:

Mr. Putzel retired from the Fire Department effective June 20, 2024, with almost 17½ years of service.



CITY OF KEENE

In the Year of Our Lord Two Thousand and Twenty-Four

A RESOLUTION In Appreciation of Justin H. Putzel Upon His Retirement

Resolved by the City Council of the City of Keene, as follows:

WHEREAS: Justin H. Putzel began his career with the Keene Fire Department 18 February 2007 as a Call Firefighter certified as a Paramedic, was hired 22 January 2017 as a Probationary Firefighter, easily graduated 22 January 2020 as a Firefighter/Emergency Medical Technician; and was promoted to Firefighter/Paramedic 4 February 2019; and

WHEREAS: A valuable asset to the department, capable in all aspects of his job, he made sure to adhere to the fundamentals, maintaining proficiency in firefighting and EMS topics, always engaging in drills and specialized trainings to provide the best service he can to the community, with his life experience giving him an advanced level of acknowledgment of many of today's challenges regarding society; and

WHEREAS: With a plethora of knowledge and a degree in EMS system management, Justin took on a higher workload and level of responsibility whenever the only paramedic on shift; making accurate assessments and sound decisions regarding the patient's condition and thinking one step ahead regarding any resources needed to improve the prognosis—whether calling for air medical transport or activating a pre-established alert at the hospital—all combining to make him a superior paramedic; and

WHEREAS: Described as charismatic, he enjoyed teaching new members of department how to accomplish the variety of tasks involved in keeping the team together, always with a positive attitude and a high work ethic; and

WHEREAS: Conditioned to the rigors of responding to emergency situations and with good critical thinking skills, Justin remained a clear-headed decision maker in the face of stressful situations, never overwhelmed and a calming presence to those less experienced—an asset to any company officer in dynamic environment; and

WHEREAS: Other ways in which he was valued were his being an all-hazards responder; his above-average understanding of the department's "copious amounts" of equipment and apparatus; his always-professional and well-structured documentation; his familiarity with some of the administrative responsibilities, such as fire alarm systems, permitting, and property records; and his being a two-time recipient of the American Red Cross's *Hometown Hero Award*; and

WHEREAS: Justin qualified to retire 20 June 2024, with almost 17½ years of honorable service to the City;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Keene hereby extends its sincere thanks to Justin H. Putzel for his dedication to the City of Keene and wishes him the very best for his retirement years; and

BE IT FURTHER RESOLVED that a copy of this Resolution, properly engrossed, be presented to Justin in appreciation of his years of service to the City of Keene and the greater Monadnock community.

Jay V. Kahn, Mayor