0. Executive Summary

This Executive Summary outlines the key outcomes of the City of Providence Woonasquatucket River Greenway Green Infrastructure Project, funded in part by a $250,000 grant from the Southeast New England Program (SNEP) 2020 Watershed Grants Fund. This report is designed to be a stand-alone document, providing a comprehensive overview of the project's objectives, accomplishments, and broader impacts for a wide audience, including water resources managers and informed general readers. Communication, collaboration, learning, and technology transfer are core to SNEP's mission, and this summary serves as a primary means to convey the project's results. The City of Providence, in partnership with the Woonasquatucket River Watershed Council (WRWC), implemented a transformative green infrastructure project along a one-mile stretch of the Woonasquatucket River Greenway between Providence Place Mall and Eagle Square. This initiative addresses critical environmental, transportation, and public health challenges in the Valley, Smith Hill, and Olneyville neighborhoods—areas designated as Environmental Justice communities due to socioeconomic and climate vulnerabilities.

Project Overview and Goals

The City of Providence received SNEP funds to construct green infrastructure and landscaping improvements as part of a larger active transportation and stormwater improvement initiative. This project aimed to fill a gap in the Woonasquatucket River Greenway by creating a new off-road bicycle and pedestrian path incorporating green infrastructure, native plantings, kayak launches, and pocket parks along a one-mile section of the Woonasquatucket River (Kinsley Avenue, Providence Place, and Promenade Street) between Providence Place Mall and Eagle Square.

The overarching goals addressed by SNEP funds were water quality and stormwater management in an urbanized, industrial watershed. The broader project also sought to provide high-quality, safe, and comfortable mobility infrastructure for Providence residents, visitors, and workers, especially those without private vehicles. Together, these goals presented a significant opportunity to address critical environmental, transportation, economic, and public health issues in neighborhoods that have been historically disconnected from downtown and other job centers.

Importance and Broader Impact

This project is vital for multiple reasons, including environmental restoration and resilience, community and public health, and economic development. Collectively, these project objectives work to positively affect ecosystems and communities in Southeast New England, specifically in this case the city of Providence, RI.

- **Environmental Restoration and Resilience:** The Woonasquatucket River is classified as a multi-purpose, tidally-influenced freshwater resource, but is listed as impaired for various pollutants, including copper, lead, mercury, and Enterococcus. The project directly tackles this by reducing stormwater runoff, contamination, and flooding into the river. Green infrastructure elements like bioswales, tree plantings, and bioretention

areas provide storage and filtering opportunities for stormwater runoff, improving water quality and enhancing habitat for native flora and fauna. The project also supports the return of fish species, such as river herring, which have seen increasing populations in the Woonasquatucket River over the past decade. It mitigates impacts from climate change, such as increased flooding and erosion, by redesigning infrastructure with nature-based solutions.

- **Community and Public Health:** The project area includes the Environmental Justice (EJ) Communities of the Valley, Smith Hill, and Olneyville neighborhoods, which are overburdened by socio-economic and health issues. This initiative increases access to the river and provides new, safe active recreation facilities for residents, addressing high obesity rates and limited physical activity opportunities in these low-income areas. By providing a high-quality shared-use path network, it also helps reduce household transportation costs for residents, many of whom do not own cars.
- **Economic Development:** The project contributes to the remediation and redevelopment of surrounding vacant or underutilized brownfield sites, which detrimentally affect property values. With land values 50% lower than the city-wide average in the project area, this investment seeks to reinvigorate the local economy and encourage clean-up and development, building on momentum from other recent investments such as the Farm Fresh RI Hub and the 50 Sims redevelopment projects.

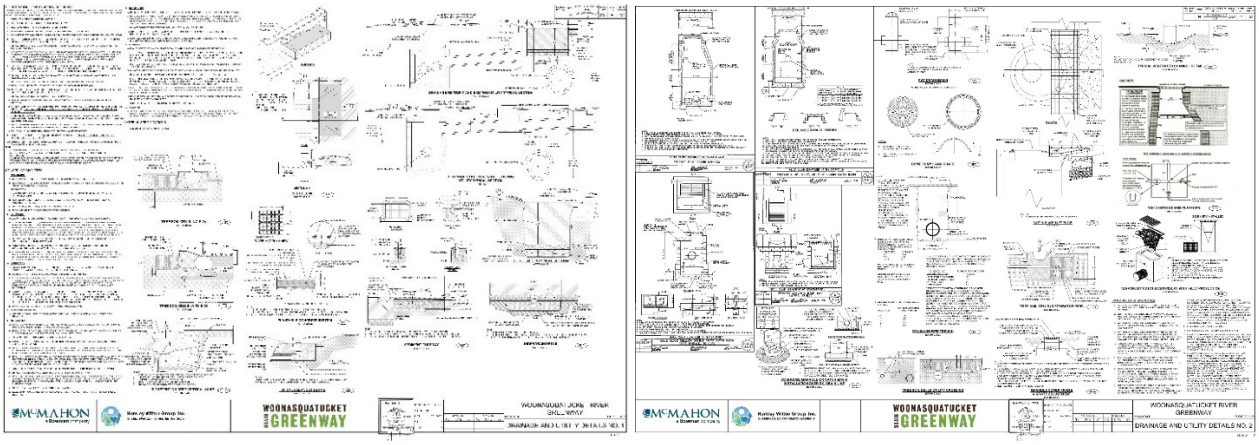
Key Project Results and Outcomes

The construction project has successfully met its goals through the creation of a shared-use path separated from vehicular traffic by high-quality green infrastructure that captures stormwater runoff and filters runoff for pollutants before the water reaches the river.

- **Water Quality and Stormwater Management:** The project has led to the construction and installation of bioswales, tree plantings, and other green infrastructure along the river corridor, immediately helping to capture more stormwater runoff and mitigate flooding. Specifically, it has resulted in the treatment of 59,700 square feet of stormwater runoff and the removal of 17,700 square feet of impervious area/pavement. The 38 new street trees are projected to remove 0.25 pounds of nitrogen, 0.04 pounds of phosphorus, and 24.38 pounds of Total Suspended Solids annually.
- **Habitat and Biodiversity Enhancement:** New bioswales, landscaping areas, and 38 new street trees contribute to restoring native watershed habitats and increasing biodiversity in an urban area lacking natural amenities. These plantings support healthy pollinator populations and are chosen from an approved list of native species.
- **Mobility and Recreation:** The project fills a significant gap in the Woonasquatucket River Greenway, providing a safe connection for people walking and biking between Downtown Providence and Olneyville, and linking to over three miles of existing Greenway. New pocket parks and landscaping areas improve public access to green space and offer opportunities for residents to enjoy the river.

These outcomes are achieved by the inclusion of the following technologies and techniques used in construction of the project:

- 38 new street trees and Sylva tree cells
- Bioretention that consists of:
    - Curb inlet
    - Sediment forebay
    - Soil that is designed to filter and infiltrate water
    - Native vegetation to filter and soak up water
    - A perforated underdrain and overflow drain basin.



Project Budget and Funding The overall budget for the entire construction project exceeded $10,000,000.00. **SNEP funds, totaling $250,000.00, were integral to ensuring the project provided water quality improvement and stormwater runoff mitigation benefits.** SNEP funds were specifically used for the development of the Quality Assurance Project Plan (QAPP) and green infrastructure-related aspects of construction.

Additional funding was braided together from multiple sources:

- **Rhode Island State Transportation Improvement Program (STIP):** Approximately $5,300,000.00, paying for construction of the shared-use path, signage, and associated traffic safety improvements.
- **Providence's Capital Improvement Program (CIP):** Approximately $3,900,000.00, providing local match funds for the project.
- **Rhode Island Department of Environmental Management (RI DEM):** $600,000.00, including $100,000.00 for a kayak launch and $500,000.00 for trees, plantings, and soils.

Project Partners and Community Involvement

Key partners in this project include the Woonasquatucket River Watershed Council (WRWC), which was involved from RFP development to project implementation and will continue through construction. WRWC River Rangers have been trained in the installation and maintenance of green infrastructure. Other important partners include the RI Department of Transportation (RIDOT) and the RI Department of Environmental Management (RIDEM). Community engagement was robust, including in-person meetings with abutting property owners, stakeholders, and the broader community. The project addressed priorities identified in the City's Woonasquatucket Vision Plan (2018), which involved extensive community input. Public meetings, individual consultations, social media posts, and a groundbreaking ceremony involving local, state, and federal officials, including former US DOT Secretary Pete Buttigieg, ensured broad communication and feedback incorporation throughout design and construction.

Next Steps and Lessons Learned

As construction wraps up by October 31, 2025, the primary next step is the long-term upkeep and maintenance of the green infrastructure areas. City departments and WRWC River Rangers have collaborated to ensure necessary equipment and training are in place for ongoing maintenance, though securing future labor and budget resources remains a critical challenge.

A significant lesson learned during construction was the importance of extensive survey work for utilities, especially in pre-industrial cities where existing records may be inaccurate. Unforeseen conflicts with electrical duct banks led to timeline extensions and design adjustments. This project serves as a powerful example of how strategic investment in green infrastructure can be a cornerstone for urban revitalization, improving environmental health, fostering economic growth, and enhancing public well-being in historically underserved communities. It's like planting a resilient seed that not only grows into a beautiful green space but also filters pollutants, manages water, and nurtures a healthier, more connected community.

This project strengthens community resilience, improves access to active transportation options, and enhances neighborhood connectivity. It fills a crucial gap in the Woonasquatucket River Greenway and advances Providence's Great Streets Master Plan by making streets safer and more accessible for people of all ages and abilities. Economic revitalization is supported by promoting brownfield redevelopment and improving property values in historically underinvested areas. Ultimately, this project exemplifies a model of integrated environmental and urban planning that supports climate resilience, social equity, ecological restoration, and healthier communities in Southeast New England.

1. Cover Information

Project Name: Woonasquatucket River Greenway Green Infrastructure Project
Contract Number: SNEPWG20-3-PVD
Grant and Reporting Period: October 30, 2020-May 31, 2025

Grantee Organization: City of Providence
Report Contact Person: Jess Lance, (401) 680-8519, jlance@providenceri.gov
Project Leader: same

Report Type: Final

2. Project Report Narrative

The City of Providence received $250,000 through SNEP's 2020 Watershed Grants Fund to construct green infrastructure and landscaping improvements as part of a larger active transportation and stormwater improvement project to fill a gap in the Woonasquatucket River Greenway. SNEP funds supported this project by helping to restore native habitat, improve resilience, and reduce pollution and flooding along a one-mile section of the Woonasquatucket River (on Kinsley Avenue, Providence Place, and Promenade Street) between Providence Place Mall and Eagle Square in the City's Valley and Smith Hill neighborhoods. Between 2018 and 2023, the City and the Woonasquatucket River Watershed Council (WRWC), with assistance from Bowman Consulting Group, developed plans to construct a new off-road bicycle and pedestrian path (between the roadway and River) that incorporates green infrastructure, native plantings, kayak launches and pocket parks along the riverbank.

The SNEP 2020 Watershed Grant program provided the funds needed to install the green infrastructure and landscaping that contribute to resilience, clean water, and watershed habitat restoration as part of the project's construction, specifically through linear landscaping areas and pocket parks that include green infrastructure. Funding for other project components— including engineering of all components (including green infrastructure) and construction of the shared use path and associated traffic safety improvements— was provided by the State Transportation Improvement Program (STIP) and Providence's Capital Improvement Program (CIP). RI STIP funds are a combination of Federal and State funds, and for that reason, are not included in this project budget as match. Only CIP funds are listed in this project budget for match purposes.

The overall budget for all components of the construction project amounted to more than $10,000,00.00. Rhode Island STIP funds accounted for approximately $5,300,000.00; Local CIP funds accounted for approximately $3,900,000.00; RI DEM funds amounted to $600,000.00; and SNEP funds accounted for $250,000.00. Construction project items were broken down by source of funds. Funds from both the STIP and the City's CIP paid for construction of the shared use path, signage, and associated traffic safety improvements. SNEP and RI DEM funds paid for green infrastructure technologies, plantings, and park and kayak launch amenities. Without SNEP funds, the green infrastructure aspect of the project would have been significantly reduced.

Green infrastructure and landscaping will reduce stormwater runoff into the Woonasquatucket River, restore native watershed habitats, and provide a green buffer between cars and vulnerable road users along this one-mile shared use path which will provide a safe connection for people walking and riding bicycles between Downtown and Olneyville. Pocket parks with green infrastructure and landscaping will also create opportunities for residents to enjoy the river.

In addition to building upon plans such as WRWC's Greenway Master Plan (1999), the Woonasquatucket Vision Plan (2018) and Providence's Great Streets Master Plan (2020), this project is a critical part of Providence's citywide Urban Trail Network which will link to other trails and open spaces in the region.

Since 2007, the WRWC has removed invasive plant species within the watershed, replacing them with native plants along the riverbanks to restore the landscape and views of the river, create habitat, support wildlife, protect water quality, and renew the beauty of the river as a natural resource. The project is also a continuation of WRWC's Greening the Greenway initiative, and will continue that work through the Olneyville, Valley, and Smith Hill neighborhoods. With SNEP funds, the high-quality green infrastructure that WRWC is installing throughout the rest of the Woonasquatucket River watershed has been continued through this dense urban industrial area connecting some of Providence's Environmental Justice neighborhoods to downtown Providence. In coordination with WRWC's other planting and maintenance practices along the river, native plantings that support healthy pollinator populations were targeted for this project.

The Woonasquatucket River is classified as a CRMC water use Class Type 4 (multi-purpose), tidally-influenced freshwater resource with a riverbank wetland. According to RIDEM's List of Impaired Waters, the river is listed as not meeting its Total Maximum Daily Loads for several pollutants and is listed as impaired with copper, dioxin, lead, mercury, non-native aquatic plant, dissolved oxygen, polychlorinated biphenyls, zinc, mercury and PCB in fish tissue, and Enterococcus. Improved water quality through various water filtration and treatment practices installed through the project will encourage fish and other species to return to the river. River herring, for example, have begun repopulating the Woonasquatucket River with the highest count in one year so far at 39,000 fish. This project will further such efforts related to herring and other native species.

The project area, including roadways and surrounding properties, flood on a regular basis and face threats from tidal influences and storm events– which are both anticipated to become more severe and frequent with climate change and sea level rise. Such events will also increase the amount of water handled by the entire Woonasquatucket River Watershed, which makes the installed green infrastructure improvements critical to the immediate area as well as the larger 50-square-mile watershed.

The project's primary environmental drivers include reducing stormwater runoff, contamination of the river, and flooding; restoring native habitat along the river; improving access to the river and creating new pocket parks for residents of surrounding urban Environmental Justice neighborhoods; encouraging sustainable modes of transportation

like walking and biking; reducing emissions by reducing VMTs; and making walking and biking safer for people of all ages and abilities.

Economic drivers include remediation and redevelopment of surrounding vacant or underutilized brownfield sites which are detrimental to property values. Based on the City's analysis, the project area's land values are 50% lower than the city-wide average per square foot, resulting in lower property tax revenue. Through an ongoing EPA Brownfields Assessment grant for this area and investments like this in the public realm, the City seeks to reinvigorate the local economy and encourage clean-up and development. This project builds on momentum from recent investments by Waterfire Arts Center, the Steel Yard, Farm Fresh RI, and Gotham Greens. Other drivers, such as climate justice and public health are key focuses of Providence's Department of Planning and Development. This project increases access to the river and provides new, comfortable and safe active recreation facilities for socioeconomically vulnerable residents who have limited access to safe places to walk, run, and bike. Recent health data for the area shows a clear need for more access to recreational activity: nearly 30% of Providence adults are obese, with even higher obesity rates in low-income areas such as this; over 60% of RI Hispanic and non-Hispanic Black adults and youth are less physically active than the recommended minutes per week; and an assessment for the adjacent Olneyville neighborhood identified limited access to physical activity opportunities as a major issue, worsened by poor access to high-quality bicycle and pedestrian infrastructure, recreation facilities, and green spaces. This project helps reduce barriers that keep residents in Olneyville, Valley, and Smith Hill from accessing this free recreational public amenity and encourage physical activity including walking, running, and riding bicycles.

Through this project, the City created a shared use path along a one-mile, urbanized and industrial stretch of the Woonasquatucket River— creating new opportunities for people of all ages and abilities to enjoy the river and its local habitats while observing and learning about native plantings and wildlife. New bioswales and landscaping areas will improve public access to green space, which is limited in this area. This new segment will connect with over three miles of the existing Woonasquatucket Greenway between Olneyville and Johnston.

The designation of the surrounding area as an Environmental Justice (EJ) Community by RIDEM indicates that residents in this area are overburdened by socio-economic and health issues and are especially vulnerable to adverse impacts from climate change. With a poverty rate 2.6 times greater than the national rate, median household income 1.4 times lower than the national median, unemployment rate almost twice the national rate, and childhood poverty rate nearly three times as high as the national mean, investments such as this are truly needed to improve quality of life and equity. Because of these factors, reducing household costs is also of great importance. This project will help reduce household transportation costs by providing residents with safer and more viable access to alternative modes of transportation via a high-quality shared use path network. The creation of jobs that are walkable and bikeable from adjacent low-income and majority-minority neighborhoods will minimize household transportation costs and provide access for the many households who do not own cars in this area. Car ownership rates in the

surrounding area are among the lowest in the City.

2.A. Project Results

The overarching goal that the use of SNEP funds sought to address through this project is water quality and stormwater management in an urbanized, industrial watershed. The broader project sought to provide high quality, safe and comfortable mobility infrastructure for Providence residents, visitors and workers who do not or cannot use private vehicles to travel around the city. These two broad goals together provided a significant opportunity to address environmental, transportation, economic and public health issues in neighborhoods that have been historically cutoff from downtown and other job centers in the city and region. The construction project has met those goals through the creation of a shared use path for multimodal transportation, separated from vehicular traffic by high quality green infrastructure that provides more storage and filtering opportunities for stormwater runoff before it reaches the river itself. This is a significant investment in public health, water quality and environmental sustainability in an area that has experienced cycles of significant growth and abandonment.

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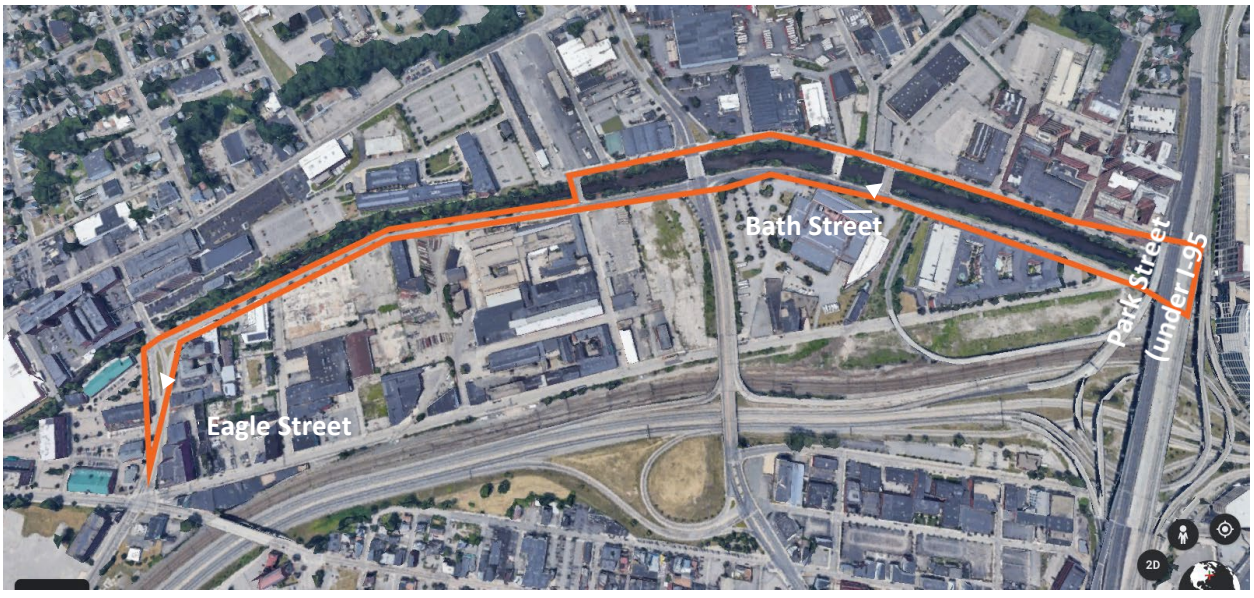
Short term objectives of the project include capturing more stormwater runoff to help mitigate flooding. This objective has been met immediately by the construction and installation of bioswales, tree plantings and additional green infrastructure along the river corridor. Short term, this project fills a significant gap in the Woonasquatucket River Greenway corridor, ensuring a safe, high quality connection for people walking and biking throughout the neighborhoods in the Woonasquatucket River watershed. Long term objectives of the project include improved water quality in the Woonasquatucket River, enhanced habitat for native flora and fauna along the river corridor, and better health outcomes for the residents of the neighborhoods of Valley, Smith Hill and Olneyville. As construction of the project is just wrapping up, the short term benefits are already being seen in the corridor. The long term objectives will be realized as more water entering the river is filtered and treated through the green infrastructure being installed.

While threats from climate change continue to influence the River, watershed, surrounding community, and habitat, this project is an opportunity to mitigate those impacts through green infrastructure. More frequent and severe storm events are expected to increase localized

flooding and erosion of existing bank vegetation and soil while low-lying areas of development between Eagle Square and Charlotte Hope Street become even more vulnerable to flooding. By redesigning existing City infrastructure using nature-based solutions, this project will reduce the amount of impervious surface by 17,700 square feet (8%) and provide treatment of 59,700 square feet of stormwater runoff through new bioswales and landscaped areas. These planted areas will also provide opportunities for 38 new street trees between the road and shared use path, which will cool and beautify the area, provide traffic calming, and absorb stormwater through transpiration, interception, and increased infiltration.

Due to the tight urban context of the project, a variety of innovative practices are proposed to fit specific site constraints and work with existing topography. The layered benefits of these practices include reduction of flooding impacts, cleaner receiving waters, reduced heat island effect, safer biking and walking, reduction of vehicle trips, and increase in beneficial open space. The project will achieve these goals by replacing as much pavement with vegetated areas as possible; capturing and cleaning stormwater where it falls; minimizing disturbance of contaminated soils; minimizing disturbance along the riverbanks; and creating a complete and balanced multi-modal street.

The project helps protect the Woonasquatucket River Watershed ecosystem by improving water quality and creating new habitat for flora and fauna in a compact urban area of Providence between the Providence Place Mall and Eagle Square (see project location map below). Through the decades of work the WRWC has implemented, fish populations in the Woonasquatucket River are increasing. This project seeks to continue that work by further enhancing water quality of the river through the new street trees and other bioswales that are limiting the amount of stormwater runoff and filtering out pollutants from water that does reach the river from rain events. Additional plantings along the riverbank provide additional habitat for land-dwelling species and new native plantings increase the biodiversity of the corridor in neighborhoods lacking natural amenities and greenspace.



Over the course of construction, the project team learned the importance of double and triple checking location of utilities. The construction timeline was extended due to unknown conflicts with electrical duct banks identified only when construction began disturbing the ground. The project team was unable to locate these utilities prior to construction, and designed drainage and infiltration plans under the assumption no conflicts existed. The design team had to redesign the depth and location of these project elements to avoid significant conflict with the electrical duct banks in their existing locations. The lesson learned here is to do the most extensive survey work available when designing green infrastructure, drainage and infiltration areas, especially in pre-industrial cities where available plans, records and associated data may not be the most accurate.

Project tasks and deliverables as detailed in the table below have all been met and provided.

Tasks	**Deliverables**	**Schedule**
Develop QAPP using consulting firm	• QAPP	Completed
Obtain permit for Category A determination from RI CRMC	• CRMC Permit Approval	Completed
Obtain permit for RIPDES General Permit for Stormwater Discharge from RI DEM	• RI DEM Permit Approval	Completed
Obtain permit for Pre-Construction Notification from USACE	• USACE Permit Approval	Completed
Obtain Physical Alteration Permit from RI DOT	• RI DOT Permit Approval	Completed
Construct tree trenches with deep sump catch basins between the road and the trail along with 38 new street trees	• Tree trenches with deep sump catch basins between the road and the trail • 38 new street trees	Green infrastructure elements have been installed and constructed. Substantial completion of all remaining construction project elements will be reached by October 31, 2025
Construct bioretention areas with sediment forebays between the roadway, trail, and sidewalk	• Bioretention areas with sediment forebays between the roadway, trail, and sidewalk	
Construct bioswales and associated native plantings within new pocket parks	• Bioswales and associated native plantings within new pocket parks	
Construct underground sand filters where possible under the shared use path	• Underground sand filters where possible under the shared use path	

The scope of the project provides green infrastructure between Eagle Street and Bath Street (approximately 6,500 linear feet). Outcomes of the project include:

- Removal of 17,700 SF of impervious area/pavement
- Treatment of 59,700 SF of water that currently runs into the Woonasquatucket River from adjacent streets (through new green infrastructure elements)
- Removal of 0.25 pounds of nitrogen per year (through 38 new street trees)
- Removal of 0.04 pounds of phosphorus per year (through 38 new street trees)
- Removal 24.38 pounds of Total Suspended Solids removed per year (through 38

new street trees)
- Training of WRWC river rangers in new skills for installation and maintenance of green infrastructure

These outcomes are achieved by the inclusion of the following technologies and techniques used in construction of the project:

- Street trees and Sylva tree cells
- Bioretention that consists of:
  - Curb inlet
  - Sediment forebay
  - Soil that is designed to filter and infiltrate water
  - Native vegetation to filter and soak up water
  - A perforated underdrain and overflow drain basin.

2.B. Next Steps & Recommendations

Once construction is fully completed, upkeep and maintenance of the green infrastructure areas will be the key next steps. City departments have worked together to ensure that DPW has the equipment necessary to clear drains and make sure the infiltration systems continue working in the years to come. Labor and budget resources will be critical to all future maintenance of project elements.

In addition to DPW, the WRWC River Rangers have been trained in the installation, maintenance and upkeep of the green infrastructure elements. Between these two organizations, the planting areas and infiltration systems should be kept in good working order through their lifetime. The challenge will be maintaining funds and equipment to ensure these activities can continue. These elements are currently funded, but future City budgets and WRWC fundraising should continue to include line items for these activities.

2.C. Compliance

List or summarize any compliance activities completed – Quality Assurance Project Plan (QAPP), permits, etc.

Compliance Activity	Deliverable	Complete (Y/N)
Develop QAPP using consulting firm	• QAPP	Y
Obtain permit for Category A determination from RI CRMC	• CRMC Permit Approval	Y
Obtain permit for RIPDES General Permit for Stormwater Discharge from RI DEM	• RI DEM Permit Approval	Y
Obtain permit for Pre-Construction Notification from USACE	• USACE Permit Approval	Y
Obtain Physical Alteration Permit from RI DOT	• RI DOT Permit Approval	Y

2.D. Project Partners

The Woonasquatucket River Watershed Council is a key partner on this project. They were

involved in development of the RFP and selection of the design team, have been engaged in all project tasks completed so far, and will continue to be partners through construction of the project. WRWC and the City of Providence often partner on projects related to the Woonasquatucket River, seeking innovative solutions to the City's transportation and environmental sustainability priorities. Throughout construction, WRWC River Rangers have been engaged to view the installation of the green infrastructure technologies and to gain skills to maintain those structures once construction is complete.

Additionally, $5,300,000.00 of funding from the State Transportation Improvement Program was provided to the City for this project through a subrecipient agreement between the City and RI Department of Transportation. Although project funds and tasks are managed by the City, RIDOT attends monthly progress meetings with the City's team and reviews plans at key milestones.

The Rhode Island Department of Environmental Management is a key funding partner for this project. The City received $600,000.00 in grants ($100,000.00 through RI DEM's Boating Access program for the construction of a kayak launch, and $500,000.00 through the Climate Resilience Fund which helped pay for trees, plantings and soils along the corridor).

2.E. Volunteer and Community Involvement
N/A

2.F. Outreach & Communications

The City publicized this project and supported regional practice by holding in-person meetings with abutting property owners, individual stakeholders, and the broader community. This project was identified as a major need in the City's *Woonasquatucket Vision Plan* (2018)— a cohesive revitalization plan for the Woonasquatucket River Corridor through Providence's Smith Hill, Valley, and Olneyville neighborhoods. The plan included a series of community priorities developed through robust engagement with community members and other stakeholders to encourage economic development, climate resiliency, and improved connectivity. Since then, throughout the design of the Woonasquatucket River Greenway Improvement project, residents, businesses, and property owners abutting the project have been consulted to ensure the design reflects the needs of residents and local industry and businesses. The project team held public meeting in June 2019 and late Spring 2020. All public meetings included Spanish interpretation.

The City has also held individual meetings with abutting property and business owners to keep them informed and gather their feedback. As needed, plans have been adjusted through every stage of design and construction to accommodate the needs of residents, businesses, and property owners, such as loading access and truck turning movements.

The City has engaged the community by social media posts across Twitter and Facebook platforms, and through Planning Department webpage updates and email blasts. The community was informed through and in person meeting when construction began and what the schedule and expected impacts of construction were. A groundbreaking was held

in March 2024, and included all funding partners, the Rhode Island Congressional Delegation, former US DOT Secretary Pete Buttigieg, local elected officials, and the project team. A ribbon cutting is planned for late fall 2025.

3. Project Budget Report

SNEP funds were used to complete the QAPP and to fund green infrastructure-related aspects of the construction project. The overall project budget is currently $10,348,094.18. While a relatively small amount of the overall construction budget, the $250,000 SNEP funds were integral to ensuring this project provided the previously stated benefits of water quality improvement and stormwater runoff mitigation.

Match dollars shown were originally expected to include in-kind staff time; ultimately, other non-federal construction funding sources were sufficient to provide the required match, so in-kind personnel is not reflected in the budget report or previous progress reports. Match funds noted in this project report only detail City and State RI DEM funds; no STIP funds are considered match for this project because of the significant level of Federal funding included in those funds.

See supporting materials that list the items that SNEP funds paid for. This construction project braided together five separate funding sources, all with differing reporting and match requirements.

The budget table below details expenditures by reporting period during which expenditures were actually made; there are several hidden columns due to inactivity during the relevant reporting period. The lack of expenditure is related to the delay between final plan development and QAPP delivery until construction work commenced in spring 2024. There was also a construction moratorium period between December 2024 and April 2025 during which no expenditures were made.

See following page for budget summary tables.

SNEP Watershed Grants Final Report
Contract # SNEPWG20-3-PVD
City of Providence
Woonasquatucket River Greenway Green Infrastructure Project

Summary Budget Table 1: Expenditures by Federal Cost Category

Budget Category	Total Budgeted Funds	Total Budgeted Match	Grant Funds Expended Period 2	Match Funds Expended Period 2	Grant Funds Expended Period 9	Match Funds Expended Period 9	Grant Funds Expended Period 10	Match Funds Expended Period 10	Grant Funds Expended Cumulative	Match Funds Expended Cumulative	Match Source (note cash or in-kind)
Personnel		$28377									
Fringe		$18314									
Travel											
Equipment											
Supplies											
Contractual	$250000	$703800	$7638.25	$500	$64,603.07	$617,052.63	$177,758.68	$188315.89	$250000	$805,868.52	Cash
Other											
Total Direct	$250000	$750491	$7638.25	$500	$64603.07	$617052.63	$177758.68	$188315.89	$250000	$805,868.52	Cash
Indirect	0	0	0	0	0	0	0	0			
Total	$250000	$750491	$7638.25	$500	$64603.07	$617052.63	$177758.68	$188315.89	$250000	$805,868.52	Cash

Summary Budget Table 2: Expenditures by Project Task (Grant Funds Only)

Budget Category	Budgeted Grant Funds	Expended Progress Period 2	Expended Progress Period 9	Expended Progress Period 10	Actual Expended to Date
Task 1 – QAPP Development	$7,638.25	$7,638.25	-	-	$7,638.25
Task 2- Construction of green infrastructure	$242,362	-	$64,603.07	$177,758.68	$242,362.00
Total	$250,000	$7,638.25	$64,603.07	$177758.68	$250,000.00

4. Supporting Materials

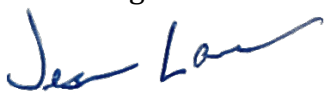
See shared folder for supporting materials including:

- Project maps and drawings;
- Project photographs, including photos depicting implementation sites before, during, and after implementation; photos of Project signs, etc.;
- Press releases, news articles, brochures, educational curricula, etc.

5. Certification

The undersigned verifies that the descriptions of activities and expenditures in this final report are accurate to the best of my knowledge; and that the activities were conducted in agreement with the grant contract. I certify that the matching fund levels established in the grant contract and reported here have been met.

Grantee Signature:



Name: Jess Lance, AICP
Job Title: Director of Special Projects
Date: July 18, 2025
Organization: City of Providence Department of Planning and Development