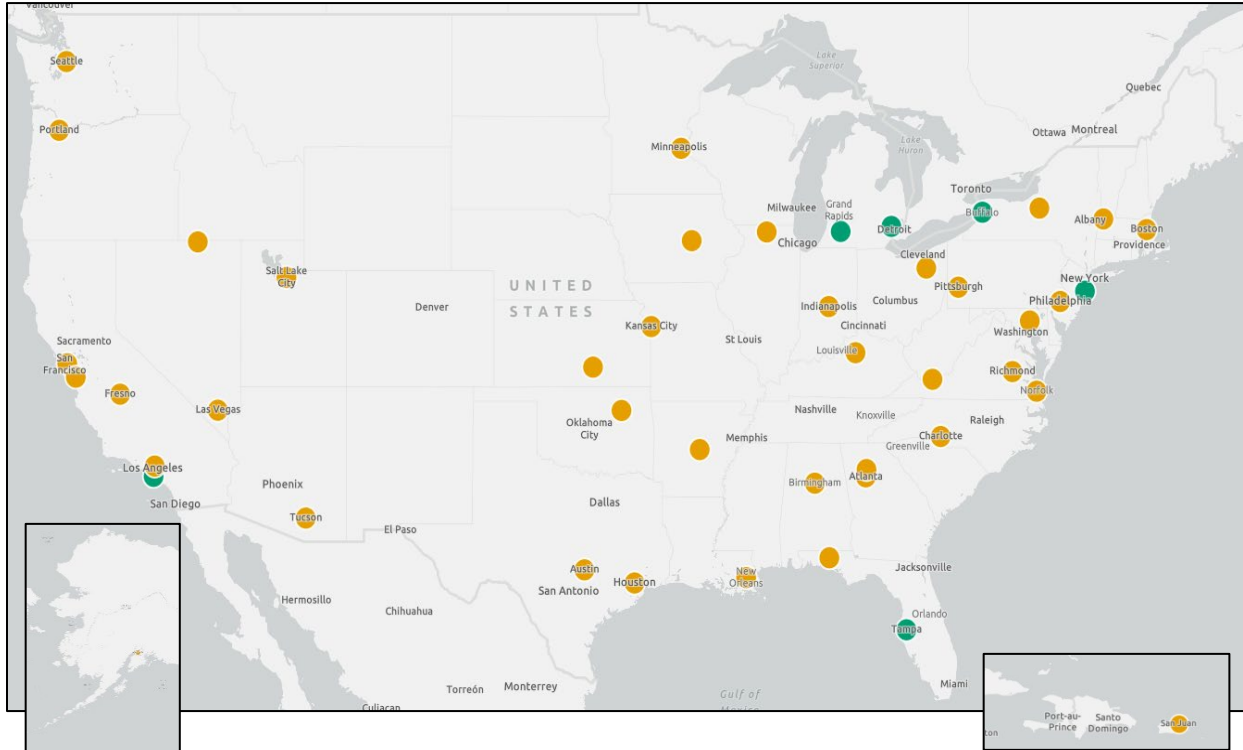


Reconnecting Communities Pilot Program FY 2022

Award Fact Sheets



Grant Type	Project	Applicant	State	Amount
Capital	Shoreline Drive Gateway	City of Long Beach	California	\$30,000,000
Capital	Uniting Neighborhoods & Infrastructure for Transportation Equity (UNITE): Ashley Drive	City of Tampa	Florida	\$5,354,695
Capital	The City of Kalamazoo: Reconnecting Communities Pilot Project for Kalamazoo and Michigan Avenues	City of Kalamazoo	Michigan	\$12,272,799
Capital	Bridging I-696: Connecting Oak Park	Michigan Department of Transportation	Michigan	\$21,704,970
Capital	NJ TRANSIT's Long Branch Station Pedestrian Tunnel	New Jersey Transit Corporation	New Jersey	\$13,215,036
Capital	NYS Route 33 (Kensington Expressway) Project	New York State DOT	New York	\$55,597,500
Planning	Birmingham Transportation Capital Investment Plan	City of Birmingham	Alabama	\$800,000
Planning	Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign	Anchorage Neighborhood Housing Services	Alaska	\$537,660
Planning	Atravessando Comunidade: Tucson's Greenway and Bike/Ped Bridge Project	City of Tucson	Arizona	\$900,000
Planning	Little Rock I-30 Deck Park Phase I Planning Study	City of Little Rock	Arkansas	\$2,000,000
Planning	Vision 980 Study Phase 2 - Feasibility Study	California Department of Transportation	California	\$680,000
Planning	SR-710 Northern Stub Re-envisioning Project	City of Pasadena	California	\$2,000,000
Planning	Parkway Drive at State Route 99 Pedestrian Bridge	City of Fresno	California	\$600,000
Planning	Monterey Road Highway to Grand Boulevard Design Study	City of San Jose	California	\$2,000,000
Planning	DeFuniak Springs Multi-Modal and Rail Mitigation Planning Project	Defuniak Springs	Florida	\$741,800

Planning	Big Creek Greenway Community Connectivity Planning Project	City of Roswell	Georgia	\$2,000,000
Planning	The Stitch: Reconnecting a Torn Urban Fabric	City of Atlanta	Georgia	\$1,100,000
Planning	Meskwaki Reconnecting Communities	Sac & Fox Tribe of Mississippi in Iowa/Meskwaki	Iowa	\$1,208,000
Planning	SW Rail Yards Planning Project	Region 1 Planning Council	Illinois	\$375,031
Planning	Indianapolis I-65/I-70 Southeast Quadrant Inner Loop Planning Study	Rethink Coalition Inc	Indiana	\$2,000,000
Planning	Wichita's 21st Street Corridor	City of Wichita	Kansas	\$1,000,000
Planning	Frankfort Reconnecting Communities Pilot Project	City of Frankfurt	Kentucky	\$100,000
Planning	Reconnecting Claiborne	Louisiana Department of Transportation and Development	Louisiana	\$500,000
Planning	West Baltimore United	City of Baltimore	Maryland	\$2,000,000
Planning	Reconnecting Chinatown	City of Boston	Massachusetts	\$1,800,000
Planning	City of North Adams Route 2 Overpass Study (R2OS)	City of North Adams	Massachusetts	\$750,720
Planning	Rondo Land Bridge and African American Cultural Enterprise District	Reconnect Rondo	Minnesota	\$2,000,000
Planning	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood	City of Kansas City (Missouri)	Missouri	\$1,058,620
Planning	Reconnecting the Historic Westside to Opportunities: Bonanza Road and F Street Complete Street Improvements	City of Las Vegas	Nevada	\$2,000,000
Planning	Shoshone-Paiute Tribes Reconnecting Communities Planning Grant	Shoshone-Paiute Tribes	Nevada	\$67,444
Planning	Reconnecting a Post I-81 Viaduct Syracuse	City of Syracuse	New York	\$500,000

Planning	Reconnecting the West End	City of Charlotte	North Carolina	\$1,000,000
Planning	City of Akron, Ohio - Reconnecting Communities Pilot Grant Program	City of Akron	Ohio	\$960,000
Planning	I-244 Partial Removal Study in Tulsa, Oklahoma	North Peoria Church of Christ	Oklahoma	\$1,600,000
Planning	Portland Bureau of Transportation / Albina Vision Trust RCP Planning Grant Application	City of Portland	Oregon	\$800,000
Planning	Reconnecting Our Chinatown: Reclaiming Philadelphia's Vine Street Expressway (I-676)	City of Philadelphia	Pennsylvania	\$1,805,000
Planning	Manchester Reunited: Reconnecting Manchester to The River and The Region	City of Pittsburgh	Pennsylvania	\$1,432,000
Planning	Reconnecting Santurce	Puerto Rico Highway and Transit Authority	Puerto Rico	\$1,573,565
Planning	Our Future 35: Connecting Austin Equitably - Mobility Study	City of Austin	Texas	\$1,120,000
Planning	Reconnecting Communities: Gulfton and Beyond	City of Houston	Texas	\$552,160
Planning	Critical Connections: Healing Salt Lake City's East-West Divide	Salt Lake City Corporation	Utah	\$1,970,000
Planning	Norfolk I-264 Reconnecting Communities Project	City of Norfolk	Virginia	\$1,600,000
Planning	Reconnect Jackson Ward	City of Richmond	Virginia	\$1,350,000
Planning	Reconnect South Park	City of Seattle	Washington	\$1,600,000
Planning	Reconnecting Bluefield	West Virginia Dept. of Transportation / Division of Highways	West Virginia	\$1,008,000

Shoreline Drive Gateway
City of Long Beach, California

Capital Construction

RCP Award: \$30,000,000

Estimated Total Project Cost: \$69,174,000

The project will reconfigure West Shoreline Drive to remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. The project's realignment and transformation of Shoreline Drive will convert the urban freeway corridor into a landscaped local roadway, creating approximately 5.5 acres for park space and serving as a gateway to better connect residents, visitors, and workers to the Pacific Ocean, local destinations, and downtown Long Beach.

Shoreline Drive was historically part of California's interstate freeway network (as I-710), a post-World War II "urban renewal" project, which demolished the working-class Magnolia and West Beach neighborhoods, removing homes and businesses and replacing them with the existing divided road that operates at highway speeds.

Shoreline Drive is a major barrier to community assets and is a safety hazard for those seeking to reach community park space, Downtown Long Beach, and other nearby destinations.

Northbound Shoreline Drive blocks off a grass median, and requires people to cross the three-lane, 50 MPH roadway with no crosswalks. By consolidating north and southbound lanes to the west, the accessible portion of Cesar Chavez Park will be expanded by approximately 5.5 acres, double its current size, as well as move traffic and the associated pollution further away from Edison and Cesar Chavez Elementary Schools.

The project will also create good-paying jobs and help ensure construction companies hire underrepresented workers. Specifically, the project will use a project labor agreement and local hiring preferences. This project also commits to creating long-term maintenance jobs in the city, which will be unionized.

Uniting Neighborhoods & Infrastructure for Transportation Equity (UNITE): Ashley Drive
City of Tampa, Florida

Capital Construction

RCP Award: \$5,354,695

Estimated Total Project Cost: \$10,709,391

The project will lower an interchange ramp to street level, restoring neighborhood connectivity eroded by I-275. The project will also provide new bicycle and pedestrian routes and establish a Community Advisory Committee to provide input, feedback, and help guide the equitable implementation of the project. The goals of this project are to eliminate the barrier between Downtown Tampa and its riverfront, reconnect Tampa's historic street grid, and bolster safe and direct active transportation access, like walking and biking, in Downtown Tampa.

Prior to the construction of Ashley Drive and I-275, the Hillsborough area was an epicenter of Black business and culture for the greater Tampa area. The project's construction in 1951 created an impassible barrier that severed downtown Tampa's historic street grid and routed high-speed regional traffic directly into Tampa's urban core. While this produced a new, auto-centric gateway into downtown Tampa, it also began decades of economic and social isolation for the historically Black neighborhoods it separated.

The City of Tampa will use the Reconnecting Communities funds to complete Stage 1 of this project, which includes new roadway connections, the removal of the Ashley Drive off-ramp and flyover, the installation of new signals, new and improved active transportation facilities, and traffic calming measures. The community will also be asked to participate in the placement of public art elements.

Once completed, the area will be more walkable, safer, and provide the community access to affordable housing. It will also create workforce training opportunities through a 12% apprenticeship requirement employment rate for the project.

The City of Kalamazoo: Reconnecting Communities Pilot Project for Kalamazoo and Michigan Avenues

City of Kalamazoo, Michigan

Capital Construction

RCP Award: \$12,272,799

Estimated Total Project Cost: \$25,046,528

The project will upgrade Kalamazoo and Michigan Avenues with traffic calming measures and pedestrian, bicycle, and transit improvements. Michigan DOT designated these roads as one-way roads approximately 60 years ago, creating a high-speed and high-volume traffic corridor through downtown, dividing the community and creating access barriers for neighborhoods. Michigan Avenue will shift from a four- to five-lane one-way street with parking on both sides to a two-way street with single lanes, dedicated left turn lanes, on-street parking, and bike lanes, as well as pedestrian infrastructure. Kalamazoo Avenue will shift from a three-lane one-way street to a two-way road with two-lanes in each direction and a center turn lane with pedestrian infrastructure and bus stops. The project will serve as a “cornerstone project” for the city's downtown, improving safety, mobility, and community connectivity.

About 60-years ago, the Michigan Department of Transportation imposed a one-way street system on the east-west street corridor in the Central Business District of the City of Kalamazoo, Michigan. The downstream consequences of the high-speed, one-way road designations 60 years ago were not fully considered. The project alignment followed historic redlining practices and resulted in a physical barrier between the City's Northside, predominantly Black neighborhood and the central business district core with its business and commercial development. This severely limited access and opportunity for those cut off.

The city has already conducted significant community outreach, including creating the Complete Street Advisory Committee that involves residents from interest groups and core neighborhoods, and will continue to do so throughout the completion of the project. The existing roadway design is automobile-focused with the primary goal of facilitating commuters from outside the neighborhood at the expense of residents. The redesigned road configuration will reconnect the disadvantaged neighborhood north of the dividing road with the downtown areas to the south using “Walkable City Rules” and Complete Streets principles. There is also support from the city's transit agency to incorporate transit and bike friendly elements in the network redesign. Some efforts will be made to address climate resilience and the redesign may allow freight to move more efficiently. Partners include entities with geographic ties to communities adjacent to Kalamazoo, as well as community-based organizations, anchor institutions (hospitals, universities), local businesses, governmental partners, and more.

Bridging I-696: Connecting Oak Park

Michigan Department of Transportation (Oak Park, Michigan)

Capital Construction

RCP Award: \$21,704,970

Estimated Total Project Cost: \$43,409,941

The project will reconstruct a deck/plaza over Interstate 696 in suburban Detroit at a point which bisects the Orthodox Jewish community of Oak Park into two halves. Currently, I-696 is trenched in Oak Park and has three large bridge decks to reconnect the community, one of which is failing and will be obsolete by 2025. Michigan DOT proposes to remove and replace the deck in order to maintain the connection for the community, as well as maintain an important pedestrian and bicycle connection. The existing deck leaks water, causing icicles to form, creating safety issues for drivers on the interstate in the winter. The applicant noted the freeway cap is a vital connector to local businesses, schools, places of worship, and other daily destinations for the Orthodox Jewish community in the project area.

The project is located in and serves historically disadvantaged communities. Much of the public engagement has been coordinated with faith-based leaders and has a project-specific public involvement plan including outreach specific to the community's preferences. To minimize the construction-related impacts, MDOT will construct temporary walkways and make other accommodations for pedestrians.

NJ TRANSIT's Long Branch Station Pedestrian Tunnel (LBSPT)
New Jersey Transit Corporation (Long Beach, New Jersey)

Capital Construction

RCP Award: \$13,215,036

Estimated Total Project Cost: \$26,430,072

The project will remove an at-grade rail crossing and construct a pedestrian tunnel at Long Branch Station to provide access from multiple directions to the station and eliminate a problematic crossing for passengers and pedestrians. New Jersey Transit's (NJT) Long Branch Station has the 5th highest ridership of the twenty stations on the North Jersey Coast Line (NJCL), with over 1,000 average weekday boardings in 2019. Originally built in 1875, there is no access to the station from the western side where a retaining wall on the outbound platform acts as a barrier. Those seeking to access the west side of the station must exit the station and travel via Third Avenue to the north or south around the station and yard complex to reach their destination or the shops, restaurants, and medical services there. Likewise, east side residents and workers struggle to access neighborhood services and other daily destinations on the west side of the station area.

This project will replace a portion of existing parking with a green station plaza that includes stairs and ADA-compliant ramps to provide access to all parts of the station. The pedestrian tunnel project will improve local connectivity, address safety challenges and inequitable access to transit, while making the station more resilient long term. The project enhances bicycle and pedestrian accommodations, with the installation of bike racks and a bus shelter, which will make transportation modes other than driving more accessible and is in line with the vision and priorities identified by the Long Branch Master Plan.

Key design integrations in the project will include green spaces, illuminated art installations, and a mural and mosaic panel in the tunnel station connection that create an opportunity to celebrate local culture through visual art. Additionally, there will be a new plaza that will offer a community space to residents. A project labor agreement will ensure the creation of good-paying union jobs and workforce development initiatives focused on underrepresented groups will also be utilized.

NYS Route 33 (Kensington Expressway) Project
New York State Department of Transportation (Buffalo, New York)

Capital Construction

RCP Award: \$55,597,500

Estimated Total Project Cost: \$1,054,000,000

The project will cap approximately 4,100 feet of the Kensington Expressway to provide continuous greenspace and reestablish community character and cohesiveness. Community groups have advocated for covering the expressway and restoring elements of the historic Humboldt Parkway design since the late 1980s. The new tunnel will reconnect several east-west roads that were severed and enhance east-west connections with safe crossing options. The Humboldt Parkway would be reconstructed with Complete Streets design features.

Construction of the highway in the 1960s required the demolition of more than 600 residential properties, the removal of a landscaped median and created a barrier to community connectivity. The construction of the expressway resulted in substantial residential displacement with the primarily Black population within Buffalo confined to the East Side, isolated with low access to jobs, grocery stores, and banks.

The project is intended to attract new businesses, create equity, and add value to the community. In addition, the project will invest in green spaces and parkland to improve the community quality of life. Community engagement has been made possible through various community groups and elected officials.

The application includes information about an advisory committee consisting of various community groups to address the community needs/concerns. The City of Buffalo has also completed a comprehensive plan to provide a framework to advance developments in the corridor consistent with the goals of the proposed project. The State DOT will require that disadvantaged business enterprises policies are followed. In addition, the project will help cultural institutions for building revitalization, and cultural projects on East Side neighborhood buildings.

Birmingham Transportation Capital Investment Plan
City of Birmingham, Alabama

Planning

RCP Award: \$800,000

Estimated Total Project Cost: \$1,000,000

Funds will be used to advance data-driven transportation recommendations in the nine Imagine Birmingham plans and other relevant assessments to mitigate the negative impact of interstates, railroads, and major arterial roadways. The Transportation Capital Investment Plan will identify implementation projects that leverage existing corridors to reconnect Birmingham's historic neighborhoods, thriving urban villages, and commercial areas.

When a controversial racial zoning law was struck down in 1950, Birmingham planners used the ensuing construction of interstates to advance a segregationist agenda. This was done by purposefully building the new highways along a route that mirrored the old racial zoning boundaries. The new highway network resulted in a clear physical and psychological delineation between black and white communities – one that continues to this day.

The city used census data and other available tools to evaluate the existing issues in the community and the need for the planning study. The need for the project is supported by data about a compelling description of how the existing rail and highway infrastructure present barriers to access and mobility. The city will develop a representative community advisory group to lead the planning study, and to recruit paid community ambassadors.

Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign

Anchorage Neighborhood Housing Services (Anchorage, Alaska)

Planning

RCP Award: \$537,660

Estimated Total Project Cost: \$672,076

Funding will be used to support economic analysis, traffic modeling, greenway design, and robust public engagement including civic dialogues and visualization processes for the revitalization of the Gambill/Ingra Corridor in Anchorage. Over 50 years ago, the State of Alaska converted local community streets to high-speed arterials, referred to as a highway couplet, connecting the New Seward A-3 and Glenn A-1 Highways through the Fairview neighborhood. This direct bifurcation resulted in a two block wide “no-man’s land” between the two streets, turning the middle Hyder Street into a 10-block long community wasteland.

The Alaska Department of Transportation and Public Facilities is currently one year into a Planning and Environmental Linkages study and exploring potential alternative options for the corridor. This project will study options to narrow the corridor and reduce community barriers, land use for housing, and the conversion of parking lots into community gardens. The application emphasizes the importance of the adequate consideration of public input in planning for revitalization efforts in the East Downtown and Fairview neighborhoods.

The Gambell/Ingra corridor is a high-speed road that spans 10 blocks, runs through the Fairview neighborhood, and presents many safety challenges. Safety for all road users and increased mobility for non-motorized transportation is a priority for this plan. The application includes a memorandum of agreement signed between the Fairview Community Council and NeighborWorks. Each of these organizations will serve defined roles stated in the agreement. The team is already working together on another project funded by the U.S. Environmental Protection Agency. The project will enable Fairview neighborhood to build on that work. Additionally, public engagement strategies will be designed to educate the community and generate interest in participating in design workshops and charettes.

Atravessando Comunidade: Tucson's Greenway and Bike/Ped Bridge Project
City of Tucson, Arizona

Planning

RCP Award: \$900,000

Estimated Total Project Cost: \$1,600,000

Funds will be used to support planning and design for a new bicycle and pedestrian bridge over I-19, reconnecting a community that has experienced historic disconnection from educational and medical opportunities, and the community's network of non-motorized trails and greenways. The project aims to support pre-construction tasks for the Airport Wash Greenway, while the major scope of the project is to construct a new bicycle and pedestrian bridge over I-19 to Nebraska Street.

In the early 1960s, the social fabric of several diverse, largely Hispanic South Tucson Neighborhoods were severed by the construction of I-19. Residents who previously had direct access to the Santa Cruz River and strong connections to other parts of Tucson became isolated, trapped behind the walls of a freeway. With over a quarter of the population living in poverty, this has led to over 60 years of South Tucson residents being exposed to air and noise pollution and living in a food desert, while being cut-off from economic opportunity with especially limited bicycle and pedestrian access.

The City of Tucson provided a detailed description of a Hispanic community which is also an area of persistent poverty. The community continues to be negatively impacted by the bifurcation of I-19, which severely restricts movement, and access to essential medical facilities and other services. Currently, residents of this underserved community, which includes a significant population of vulnerable road users, experience major safety hazards due to their limited ability to navigate across the highway. The infrastructure that provides the ability to cross the barrier is spaced at more than one mile apart.

Little Rock I-30 Deck Park Phase I Planning Study
City of Little Rock, Arkansas

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,500,000

Funds will be used to study the feasibility of a project that would reconnect neighborhoods divided by I-30 with a deck park between 6th and 9th Streets. The planning grant funds will be used to conduct community engagement (including a Community Participation Plan and Community Advisory Board), investigate the practical and economic feasibility of a deck park spanning I-30, and develop the conceptual design of a deck park.

The City of Little Rock identified I-30 as the transportation facility that has had a significant negative impact on the MacArthur Park and Hanger Hill neighborhoods. Once flourishing, both suffered from the impact of “Urban Renewal” in 1961, when I-30 paved through their community’s houses, businesses, churches, and green space. This resulted in a fractured community that became burdened by increasingly negative economic, educational, and social opportunities – many of which continue to this day.

Decennial 2020 census data shows that the eastern half of the study area has higher poverty and disability rates, and lower education rates than comparable localities in the state. The project demonstrates a strong intention to address the equitable impacts and includes considerable community engagement. This project has support from the Arkansas DOT, the Neighborhood Coalition, and community and neighborhood participants.

Vision 980 Study Phase 2 - Feasibility Study

California Department of Transportation (Oakland, California)

Planning

RCP Award: \$680,000

Estimated Total Project Cost: \$850,000

Funds will be used to explore alternatives for reconnecting communities along the I-980 corridor with an expanded focus on community integration and environmental justice. The I-980 freeway divides disadvantaged communities in West Oakland from downtown Oakland and is a barrier to travel and economic opportunities between these communities.

When construction on I-980 began in the 1960s, it was intended as an eastern approach to the San Francisco Bay Southern Crossing – a second Bay Bridge that was never constructed. Construction of the project resulted in the loss of 503 homes, 22 businesses, and four churches – almost all of which belonged to disadvantaged communities. The result was a freeway that created barriers to active transportation and limited access to employment, services and opportunities in Downtown Oakland for residents of the adjacent West Oakland community.

The application details existing needs and historic disparities and provides results of an equity analysis. The impacted communities are economically disadvantaged and experience poor air quality. The project will utilize strong existing partnerships and employ innovative means of community engagement. The plan aims to improve accommodation of non-motorized modes, access to transit, and explore options for lessening the barrier, ranging from freeway removal to improvements to the crossings of the existing facility. The plan will build on existing work, including the activities of Connect Oakland and other planning studies. The application discusses Oakland's existing anti-displacement strategies and discusses place-making and inclusive economic development.

SR-710 Northern Stub Re-envisioning Project
City of Pasadena, California

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$4,405,000

Funds will be used to support the study of transportation and land use needs related to the future redevelopment of Pasadena's recently relinquished highway "stub." The three-year planning process, which will include a feasibility analysis and vision planning, will ultimately result in a 710 Northern Stub Site-Specific Plan. The goal is to develop a collaborative plan for the 60-acre site that considers redressing historic inequities, while coordinating land use, housing, and transportation needs that are reflective of the city's existing and future population.

From the 1960s onward, targeted investments to increase freeway size, connection, and access ultimately began displacing thriving and mixed-income communities of color in Northwest Pasadena. In this case, a highway "stub" was built in anticipation of future highway connection, resulting in residential displacement that severed community access to an active central businesses district. The freeway connection never came, leaving an irrelevant highway "stub" with the surrounding residents isolated and devoid of economic opportunity. In August 2022, the "stub" was relinquished to the City of Pasadena.

The planning project will study approaches to connect this community to all modes of transportation to access jobs and downtown amenities. The project outlines various engagement methods such as community task forces and project websites. In addition, the city has an existing climate action plan and will utilize this planning effort to continue to build upon implementing strategies for reducing the city's carbon footprint. The project proponent has an existing planning framework that includes community restoration and anti-displacement strategies to help ensure all residents have equal access and can live in decent, safe, and affordable housing.

Parkway Drive at State Route 99 Pedestrian Bridge
City of Fresno, California

Planning

RCP Award: \$600,000

Estimated Total Project Cost: \$750,000

Funds will be used to support planning activities for a pedestrian bridge that crosses California State Route 99 and connects Parkway Drive and Roeding Park, primarily serving the Jane Addams Neighborhood. Planning activities include a community participation plan, concept drawings, preliminary engineering, and environmental review.

The construction of California State Route 99 ushered in a period of sharp decline for the Jane Addams Neighborhood, a disadvantaged community that found itself isolated from greenspace, community services, and economic investment following the project's completion. The isolation played a role in soon establishing Parkway Drive as the epicenter of human trafficking and crime in the Fresno community, further leading to disinvestment and community problems.

Historically, the neighborhood has largely lacked curbs, sidewalks, street trees, and green space in general. Pedestrian and vehicular crossings for SR 99 are minimal and limited to high-traffic volume collectors at half-mile intervals. Crossings for SR 180 are limited to Marks Avenue, Roeding Drive, and Teilman Avenue. The limited crossings hamper vehicular, bicycle, and pedestrian connections to other parts of the city, including Roeding Park, the world-class Fresno Chaffee Zoological Gardens, and Rotary Playland and Storyland. Additionally, there are no bus stops in the neighborhood, which further limits mobility and connectivity. The project would help to correct historic wrongs by reconnecting the Jane Addams Neighborhood to park land and services and increasing business opportunities that have been lacking for decades.

Monterey Road Highway to Grand Boulevard Design Study

City of San Jose, California

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,500,000

Funds will be used to assess the feasibility and conceptual designs for converting Monterey Road from a motor highway to a grand boulevard that is enjoyable and safe for all road users. The project will undertake planning, design, conceptual engineering, and environmental review to reconstruct the road and intersections as a complete street through the project area. The project is expected to include dedicated transit lanes, protected bike lanes, and urban greening.

Monterey Road has been an important transportation corridor for hundreds of years – in the 1700s it was part of “El Camino Real” (Spanish for “The Royal Road”) and later became an established stagecoach route. Ever-expanding development led to Monterey Road as it exists today: a 100’ wide, six lane facility with speeds up to 50 mph, rendering walking or biking along or across the corridor unwelcoming and dangerous for the community that lives alongside it, a population of roughly 84,000, with over 20% of households defined as low-income. From 2019 to March 2022, Monterey Road was the site of 42 fatalities and severe injuries, 357 injuries, and 476 collisions.

The project proposes to redesign Monterey Road as a complete street that will prioritize safety and improve accessibility for individuals who walk, bike, or use transit. Connectivity and mobility restrictions exist for both east-west and north-south travel. This is due to the limited number of crossings over Monterey Road, and as a result of no parallel city streets that run continuously through the project area. Additionally, Monterey Road runs directly adjacent to the Union Pacific Railroad line with active freight and passenger trains, and California High Speed Rail service will soon be added.

The project area consists of many historically disadvantaged neighborhoods that have been disproportionately impacted and will be included in the transportation decision making process. Community engagement activities will bring residents, community organizations, and transportation agencies together to identify the most important transportation challenges and develop strategies to overcome them. Potential project improvements to be considered include dedicated transit lanes, protected bike lanes, urban greening, and reconstructed intersections. The application provides a clear vision that will consider and incorporate anti-displacement strategies and place-making efforts.

DeFuniak Springs Multi-Modal and Rail Mitigation Planning Project
City of DeFuniak Springs, Florida

Planning

RCP Award: \$741,800

Estimated Total Project Cost: \$927,250

Funds will be used to plan and design one or more pedestrian bridges over the Florida, Gulf, and Atlantic Rail Line and construct associated multi-use trails. These efforts will facilitate pedestrian and bicycle access to the Historic Main Street district in downtown DeFuniak and provide easy access to the many of the commercial, employment, and recreational resources that DeFuniak Springs has to offer.

The City of DeFuniak Springs clearly described how the DeFuniak Springs community was negatively impacted by transportation infrastructure. The Pensacola & Atlantic Railroad, U.S. 90, and Interstate 10 have severely restricted the mobility and community cohesion of an economically disadvantaged/African American community. The project would include the Community Redevelopment Authority, established in 2018.

Big Creek Greenway Community Connectivity Planning Project
City of Roswell, Georgia

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,500,000

Funds will be used to design a multi-use path connecting economically disadvantaged residents to jobs, health care, education, and other civic life. Georgia DOT owns the right-of-way underneath GA 400 and is providing a 20-foot easement to the City of Roswell to build a multi-use path. The project will unite the Liberty Square Neighborhood (a Historically Disadvantaged Community and Area of Persistent Poverty), Roswell's town center, the City of Alpharetta, and the greater Metro Atlanta through the Big Creek Greenway.

The State of Georgia began constructing GA 400 in 1954 and culminated in the completion of eight lanes in 1989. The highway cut off the Liberty Square Neighborhood from the greater Roswell community. Since that time, residents of Roswell have been unable to cross the highway. Roswell residents consider this connection critical and rated it as a high priority. The multi-use path would be a recreational facility that also provides Liberty Square residents access to a recreational park.

The project results from information material translated into Spanish; English/Spanish public meetings, surveys, and focus group interviews; childcare at public meetings; virtual meeting options; and pop-up community events.

The Stitch: Reconnecting a Torn Urban Fabric
City of Atlanta, Georgia

Planning

RCP Award: \$1,100,000

Estimated Total Project Cost: \$21,000,000

Funds will be used to study transportation improvements, infrastructure upgrades to reconnect north Downtown Atlanta neighborhoods, and the beginning stages of building a 14-acre cap park over Interstates 75 and 85. The project, located in “The Stitch” in the heart of Downtown Atlanta, is an area where the Downtown Connector and other projects eliminated vibrant communities like Buttermilk Bottom and Butler Street.

The Stitch capping project acknowledges the past displacement of historic Black neighborhoods of Buttermilk Bottom and Butler Street from jobs and services in Downtown Atlanta. It will also provide new connections that will enhance access to jobs, housing, education, and healthcare.

The City of Atlanta and Georgia DOT are committed project partners with additional funding support from Atlanta Regional Commission. The Community Improvement District has also dedicated \$3 million to-date in this project. A nonprofit organization, whose Governing Board includes representatives from the community, will guide the development of the park capping Interstate 75/85. Emory University also indicated its commitment and support to the park capping project as it will improve access to Emory University Hospital Midtown from Downtown.

This project could result in more transit, walking, and biking trips through prioritizing zero and lower carbon modes of travel within the project area. Additional private resources will go to events programming, curation of public art, and celebration of the history and legacy of the area that encapsulates the history of more than 24,000 individuals displaced in the construction and subsequent widening of the I-75/I-85 Downtown Connector.

Meskwaki Reconnecting Communities

Sac & Fox Tribe of Mississippi in Iowa/Meskwaki (Tama, Iowa)

Planning

RCP Award: \$1,208,000

Estimated Total Project Cost: \$1,510,000

Funds will be used towards planning improvements of the existing four-lane divided Highway 30, which is a barrier impacting multimodal access to daily destinations. The result of the activities would be project readiness documentation to support a future capital construction grant application.

The Sac & Fox Tribe of Mississippi in Iowa (with the self-identified name as Meskwaki) governs themselves from their tribal headquarters located on the Meskwaki Settlement in east-central Iowa. US Highway 30, a high-speed, four-lane expressway, travels directly through the small community. It creates a barrier for most of the residents who live on the east side but work on the west at the community's major employer. This causes significant safety and hazardous road conditions for those in the community, supported by crash and serious injury data.

SW Rail Yards Planning Project

Region 1 Planning Council (Rockford, Illinois)

Planning

RCP Award: \$375,031

Estimated Total Project Cost: \$468,789

Funds will be used to study the feasibility of removing and repurposing eligible rail tracks and yards, as well as the configuration of additional right of ways for alternative uses and mixed-use development. The study will identify development opportunities around a new passenger rail station along the existing Canadian National tracks. The existing rail lines prohibit extension of the downtown street grid, which not only impacts economic and housing development but also prevents the residential community south of the eligible facilities from having a direct connection to downtown Rockford on the north side.

Once a booming industrial area with residential housing for its workforce, this portion of Rockford underwent a significant decline in the mid-century as businesses and opportunities moved. The leftover rail yard and accompanying tracks have served as a barrier to those who remain, creating a food desert, causing safety issues, and limiting access to jobs and healthcare.

If constructed, the project would enhance access to healthcare, grocery stores, and nearby greenspaces/parks and improve access and mobility within the project area. Several letters of support from organizations near the project area indicate broad support and potential partnership.

.

Indianapolis I-65/I-70 Southeast Quadrant Inner Loop Planning Study
Rethink Coalition Inc. (Indianapolis, Indiana)

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,750,000

Funds will be used to study the opportunities and constraints of capping the recessed segment of the Interstate 65/70 Indianapolis Downtown Inner loop and impacts to the surrounding communities. The original Indianapolis Inner loop, constructed in the 1970s, displaced 17,000 people and destroyed more than 8,000 businesses and homes. With services and opportunities disconnected from the urban core, the construction left fragmented neighborhoods and economic decline in its wake.

The project intends to create an attractive southeast front door to Indianapolis with improved interstate functionality, community connectivity, economic development, and private investment. The application addresses improved access to daily destinations, as well as consideration of design integration with surroundings, and the consideration of the community's climate resilience, health, and economy.

Wichita's 21st Street Corridor
City of Wichita, Kansas

Planning

RCP Award: \$1,000,000

Estimated Total Project Cost: \$1,250,000

Funds will be used to study how best to reconnect the 21st Street Corridor, a vital portion of the city that is divided by several at-grade railroad crossings and a recessed Interstate 135. Due to frequent at-grade train movements crossing the 21st Street Corridor, residents often wait up to 90 minutes at railroad crossings, leading residents to avoid the connection point and area altogether. These barriers also create a disconnection between two historically and culturally rich communities: the North End, home to Wichita's predominantly Hispanic Community, and North Wichita, home to some of Wichita's predominantly black communities.

With the intention of reducing greenhouse gases, the project intends to introduce an east-west transit line, sidewalks, bike/pedestrian pathways, solutions for persons with disabilities, and safe accommodation for all users. Improvements to the 21st Street Corridor would help reconnect the East and West End and facilitate access to daily destinations like grocery stores, medical facilities, after-school programs, and Wichita State University.

Ten Community Partners provided signed commitment letters. An element of the project is creative placemaking celebrating local history and culture through art, green space, and recreational spaces.

Frankfort Reconnecting Communities Pilot Project
City of Frankfort, Kentucky

Planning

RCP Award: \$100,000

Estimated Total Project Cost: \$125,000

Funds will be used to support design and engineering for pedestrian safety improvements along the 0.8-mile auto-centric Versailles Road corridor (U.S. Route 60/421) between East Main Street and Brighton Park Boulevard. The funding will help Frankfort safely connect low-income and minority residents with economic opportunities and key community assets across a busy local road.

Once called Green Hill, the project area was one of the earliest Black settlements in Frankfort, settled in the early 19th century. The area was first developed with Black schools, churches, restaurants, and businesses. In the 1910s, Franklin County and the Commonwealth of Kentucky focused its transportation improvements on building new highways and upgrading older turnpikes. U.S. Route 60 was constructed during this time period to connect Frankfort with Lexington, pushing through the Green Hill community without regard to the equity or access concerns of local residents.

The project includes a plan for holistic community engagement, including such inclusive measures as childcare during meetings and walking tours. Additionally, the project includes strategies, such as Federal Section 8 housing subsidies and energy assistance, inclusive economic development, and creative strategies like removing or sealing off points of contamination within a property in order for the property to be used again without health concerns.

Reconnecting Claiborne

Louisiana Department of Transportation and Development (New Orleans, Louisiana)

Planning

RCP Award: \$500,000

Estimated Total Project Cost: \$94,783,436

Funds will be used to support community engagement for Reconnecting Claiborne, which addresses the Claiborne Innovation District. It focuses on improvements to repurpose a section of the area under the overpass into a cultural amenity and safety improvements for bicyclists and pedestrians, enhanced lighting, and more. Additional components include Interstate 10 Overpass improvements and on-ramp and off-ramp removal, thereby removing a barrier that currently disrupts the street grid and creates unsafe conditions. Land made available as a result of the infrastructure removal may be converted in the future for siting affordable housing and commercial real estate focused on local businesses.

Once New Orleans' premier African American shopping district, old Claiborne Avenue had a grocery store, a linen shop, a hardware store, a movie theatre, three pharmacies, and a coffee house along it – not to mention large oak trees lining the street. This abruptly ended in 1966 when bulldozers uprooted the trees and replaced them with concrete columns to support the six-lane elevated expressway that eventually bisected the neighborhood. This resulted in over one hundred small businesses being lost, followed by the degeneration of surrounding neighborhoods and a spike in the poverty rate.

The project will improve mobility and access for the community through the inclusion of multiple studies. It also builds on existing community practices and local organizations, and the entire project is grounded in unique local culture, arts, and tradition.

West Baltimore United
City of Baltimore, Maryland

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$3,150,000

Funds will be used to study the possibility of removing, retrofitting, or modifying the impacts caused by the construction of US 40/Franklin-Mulberry Expressway. The project seeks to reconnect historically Black communities that were divided due to the construction of this highway in 1975, thereby addressing inequities and improving safety, access, opportunity, and innovation in West Baltimore.

The construction of US 40/Franklin-Mulberry Expressway removed 14 contiguous blocks of a predominantly middle-class Black community and caused the demolition of 971 homes and 62 businesses. This resulted in the displacement of more than 1,500 people. Today, the short section of expressway is commonly known as “The Highway to Nowhere” and the communities of West Baltimore have struggled to recover ever since.

Partnerships and support for this project include transit providers, environmental agencies, local elected officials, and non-profit representation. The application has clear evidence of a community-driven vision for this planning process, with focus on community stabilization policies related to both affordable housing, community benefits agreements, disadvantaged/minority/woman owned business enterprise goals for projects, and more.

Reconnecting Chinatown
City of Boston, Massachusetts

Planning

RCP Award: \$1,800,000

Estimated Total Project Cost: \$2,400,000

Funds will be used to assess the feasibility of reconnecting the Chinatown neighborhood separated by the construction of Interstate 90 in the 1960s. The project will develop a plan to connect across the open-cut highway by building an open space for the community and prepare design guidelines to link the surrounding streets and facilities.

Construction of I-90 displaced hundreds of Chinese American families through land seizure and demolition, including removal of the thriving Hudson Street neighborhood, for the installation of a ramp and retaining wall. In the Leather District, another thriving and historically Chinese American community, roughly 20% of Chinese American family homes were impacted by the construction. As a result, Boston's Chinatown now lacks access to safe and open greenspace, affordable housing, and is disproportionately impacted by traffic, and unclean air.

This project is intended to directly address the longstanding physical division in Boston's historic Chinatown and to repair and enrich the area located between Shawmut Avenue and Washington Street, a disadvantaged community that has been marginalized, underserved, and overburdened by pollution. This project would also increase greenery and safe and accessible walking routes, improve safety and decrease the use of motorized vehicles. The City of Boston proposes to create a steering committee of city and community members in the planning process. The application suggests that the air rights created by the connection could be used to create housing and job opportunities for the neighborhood.

City of North Adams Route 2 Overpass Study (R2OS)

City of North Adams, Massachusetts

Planning

RCP Award: \$750,720

Estimated Total Project Cost: \$940,720

Funds will be used to study the removal of an overpass constructed during the urban renewal era, which constitutes a significant barrier to community connectivity. The Route 2 Overpass Study will analyze the flow of traffic and multimodal access and examine potential alternatives including redesign and the elimination of the overpass, returning Route 2 to grade level.

The current overpass presents a barrier from downtown and the Art College and Museum. Its removal would also benefit both college students and community members in a disadvantaged area. Public involvement will feature a strong partnering approach.

Rondo Land Bridge and African American Cultural Enterprise District Reconnect Rondo (St. Paul, Minnesota)

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,500,000

Construction of Interstate 94 (I-94) in Saint Paul, Minnesota destroyed a portion of the Rondo neighborhood. This project will study the planning and development of an African American Cultural Enterprise District and associated Land Bridge to restore and reconnect this destroyed portion of the Rondo neighborhood.

In the 1940s nearly 90% of Saint Paul's Black population lived in Rondo, making it one of the largest Black enclaves in the Midwest. It contained a wide variety of small businesses catering exclusively to the community: grocery stores, barber shops, pharmacies, doctor's offices, restaurants, and hardware stores. However, in the 1950s, work began on I-94, a multi-lane interstate routed directly through Rondo. I-94 construction displaced or destroyed over 700 homes and 300 businesses in Rondo, initiating a long period of economic and social decline for the community.

Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood City of Kansas City, Missouri

Planning

RCP Award: \$1,058,620

Estimated Total Project Cost: \$1,323,275

Funds will be used to study how to reconnect Kansas City's Westside neighborhood with the rest of the City's commercial and residential centers. The Westside community is separated w by Interstate 35 and rail systems. The project will develop a comprehensive plan to increase mobility and connectivity, repair the community, and redress inequities and barriers to opportunity throughout the Westside of Kansas City.

Since the early 1900s, the Westside has been home to immigrants from Mexico, Central, and Latin America who created a rich and diverse neighborhood that was a mix of housing, restaurants, and businesses. However, in the late 1960s, I-35 was constructed, cutting off connections between the residents and businesses in the Westside from the Central Business District and exacerbating disinvestment. Sixty-one percent of residents in the northern section and 47% of residents in the southern section now live below the poverty level. The I-35 viaduct has passed its projected life span and will need to be replaced in the upcoming years. The project proposes changes to the viaduct (structure or underpass), Beardsley Road, and West Pennway, and to improve transit access to address the barrier.

Reconnecting the Historic Westside to Opportunities: Bonanza Road and F Street Complete Street Improvements
City of Las Vegas, Nevada

Planning

RCP Award: \$2,000,000

Estimated Total Project Cost: \$2,500,000

Funds will be used to support the planning proposal for improvements along I-15/Bonanza Road and F Street in Las Vegas' Historic Westside neighborhood. These improvements will focus on the installation of wider sidewalks, shade trees, lighting, and curb extensions to make pedestrian crossings safer and shorter.

Bonanza Road and F Street are part of the Historic Westside neighborhood, which is located north of the "Spaghetti Bowl" interchange, the major freeway-to-freeway interchange in central Las Vegas. The Historic Westside was divided by the construction of I-15 in 1966, which created a barrier to local mobility as it wiped out 20 blocks of existing homes and businesses and severed key connections within the neighborhood. This ushered in a period of disinvestment that continues to this day, with the current population suffering negative health and quality of life impacts.

The proposal looks to improve the I-15/Bonanza Road underpass and implement complete streets strategies along F Street and Bonanza Street to improve access, safety, and economic development. The project is strongly supported by the Historic Westside community, city, and existing studies.

Shoshone-Paiute Tribes Reconnecting Communities Planning Grant
Shoshone-Paiute Tribes (Duck Valley Indian Reservation, Nevada)

Planning

RCP Award: \$67,444

Estimated Total Project Cost: \$84,736

Funds will be used to study the development of a trail system on the Duck Valley Indian Reservation to connect and access critical services, activities, and sites. The Tribes plan to create a "Community Advisory Group" to work with a Project Coordinator and participate in the community-based planning effort, provide feedback, and guide the process.

The Shoshone-Paiute Tribes (Tribes) of the Duck Valley Indian Reservation are located on the Idaho-Nevada border. The Reservation is only accessible by Highway 51/225, a two-lane north-south thoroughfare that houses a daycare, gas station, local stores, housing neighborhoods, the school, recreation center, and health clinic serving the community. To the Tribes, the highway is considered both an avenue and a barrier as facilities exist on both sides, but there are few marked pedestrian crossings and none with flashers or lights except for those near the school.

The project will be the first study of its kind for this community. Additionally, the Tribes have a transportation master plan and an economic development plan. The project also includes a well-thought-out plan for community engagement.

Reconnecting a Post I-81 Viaduct Syracuse
City of Syracuse, New York

Planning

RCP Award: \$500,000

Estimated Total Project Cost: \$630,000

Funds will be used to study how best to address inequities on the south side of Syracuse created by a raised highway and elevated railroad that inhibit access to jobs, education, healthcare, and recreation. The project will study the most effective methods to reconnect the project area, with considerations for pedestrian, bicycle, and public transportation/Bus Rapid Transit pathways along multiple potential east-west routes across the dividing facilities while supporting community engagement.

In the late 1960s, construction was completed on the elevated Interstate 81 viaduct cutting south to north through the center of Syracuse. To make way for the highway, the vibrant, primarily Black 15th Ward neighborhood was completely razed, demolishing homes and businesses while displacing residents permanently. The project's planning effort prioritizes the removal of barriers to improve access and mobility to daily destinations and the enhancement of active and shared modes with significant consideration for safe accommodations for all users.

Reconnecting the West End
City of Charlotte, North Carolina

Planning

RCP Award: \$1,000,000

Estimated Total Project Cost: \$2,000,000

Funds will be used to study the existing interchanges of Interstate 77 both at West 5th Street and at West Trade Street to address barriers to access, including safe and equitable mobility choices, and connectivity to Charlotte's center city, "Uptown," while balancing the goals of the community and the needs of the facility.

Charlotte's West End is a historic Black community anchored by Johnson C. Smith University (JCSU), a Historically Black University with significant ties to the Civil Rights Movement of the 1960s. That same decade also brought significant changes to the area such as redlining, urban renewal, and white flight, which eventually resulted in the construction of I-77, disconnecting the West End from Uptown and displacing its businesses and residents.

The application provides a compelling demonstration of the historic divide of the area and the barriers that they are seeking to overcome. This effort will build on previous planning studies that have separately evaluated underpass enhancements and interchange realignments.

City of Akron, Ohio - Reconnecting Communities Pilot Grant Program
City of Akron, Ohio

Planning

RCP Award: \$960,000 Estimated Total Project Cost: \$1,200,000

Funds will be used to create a community-based master plan to guide the transformation of a vacated mile-long section of Akron's Innerbelt (State Route 59) into an asset that benefits all Akron residents. The master plan will look at short- and long-term strategies to address the challenges posed by the Innerbelt, which was never fully completed and is underutilized.

Sometimes referred to as “Akron’s Road to Nowhere,” the Innerbelt never saw the promises of revitalization that came with its construction. Once a booming community thanks to the rubber industry, this highway split several existing Black neighborhoods in half, displacing thousands of residents from more than 700 homes while closing or relocating over 100 local businesses.

The City of Akron has already created a thirteen-member Innerbelt Advisory group, which meets monthly, and has hired a contractor to conduct dialogues with the affected residents, some of whom are members the advisory group. The application mentions that seven census tracts in the affected area are low to moderate income. The application also includes 11 letters of support from businesses and community organizations, including financial support from a private foundation.

The application describes multiple ways to improve the mobility and community connectivity in the area, including reconnecting the street grid, promoting multi-modal transportation, providing infill housing on the site, removing roadways, and calming traffic on frontage roads. It also discusses including trails, green space, and public art. The project intends to create a master plan rooted in community visioning to promote equitable development, possibly including infill development on the vacated highway, including affordable housing and local business development with attention to the area’s history.

I-244 Partial Removal Study in Tulsa, Oklahoma
North Peoria Church of Christ (Tulsa, Oklahoma)

Planning

RCP Award: \$1,600,000

Estimated Total Project Cost: \$2,000,000

Funds will be used to support the planning study of the partial removal of I-244, which bisects the Greenwood neighborhood and acts as a physical and social barrier between the predominately Black community in North Tulsa, historic Greenwood Avenue, and downtown to the south in Tulsa, Oklahoma.

This project will support a feasibility study for removing a section of I-244 in the Greenwood District, as well as establishing a community land trust to, according to the application, "facilitate long-term redevelopment of the parcels in a way that benefits Greenwood and North Tulsa residents, in particular residents who had their home unjustly acquired below market value through eminent domain."

The application provides a compelling depiction of how a historic Black neighborhood in Tulsa suffered the punishing effects of urban renewal and the building of I-244. The application has clear community support and 20 support letters.

Portland Bureau of Transportation / Albina Vision Trust RCP Planning Grant Application
City of Portland, Oregon

Planning

RCP Award: \$800,000

Estimated Total Project Cost: \$1,000,000

Funds will be used to support the broad community engagement and the creation of a new framework to identify the development and governance structures needed to evaluate how the I-5 Rose Quarter Improvement Project area and the new land created by the highway cover can best integrate with the surrounding Rose Quarter/Lower Albina neighborhood.

A key portion of the project area is in the Historic Albina neighborhood, a formerly thriving Black community and business district that emerged during the 1940s and included a walkable community with parks, community centers, small-scale streets, and a lively jazz club scene. In the years that followed, a series of public infrastructure projects displaced more than 900 residential dwellings in the project area, mostly of Black and low-income residents.

The applicant demonstrates a clear and thorough understanding of the project's history, including harm done to residents when it was created, and uses this history to inform how it interacts with community groups and how this project can best mitigate the harms caused by the current facility. As part of the community engagement activities, the applicant and community groups will explore how the investment can best benefit existing residents, including potential community land ownership models. The applicant also demonstrates how the project will have clear and immediate benefits of reducing local pollution and greenhouse gas emissions.

Reconnecting Our Chinatown: Reclaiming Philadelphia's Vine Street Expressway (I-676)
City of Philadelphia, Pennsylvania

Planning

RCP Award: \$1,805,000

Estimated Total Project Cost: \$4,000,000

Funds will be used to study how to reconnect Chinatown across the Vine Street Expressway (I-676) through community capacity building and engagement, planning and feasibility activities, preliminary engineering and design studies that support the environmental review, and the development of an Equitable Outcomes Action Plan. The city will explore the feasibility of constructing a cap to reconnect Chinatown to restore community connectivity, support sustainable transit options, and improve community quality of life.

Founded in 1871, Philadelphia's Chinatown grew steadily to consist of a vibrant, family-oriented community with churches, businesses, and a myriad of other social and cultural institutions. But in the 1960's, construction on the Vine Street Expressway, a six-lane below-grade Interstate flanked by service roads, cut right through central Chinatown. The Interstate's construction has led to persistent quality-of-life challenges for the neighborhood: Chinatown's current poverty rate is 32%.

The City of Philadelphia recognizes the harm done by the creation of this facility and provides a detailed plan for engaging with community members throughout the project, along with current partnerships with community groups, government bodies, and local businesses.

Manchester Reunited: Reconnecting Manchester to The River and The Region
City of Pittsburgh, Pennsylvania

Planning

RCP Award: \$1,432,000

Estimated Total Project Cost: \$1,790,000

Funds will be used to support an initial feasibility study and alternatives analysis on ways to functionally reunite the communities of Manchester and Chateau, while ensuring the safety and connectivity of all PA-65 corridor users.

Manchester was one contiguous community as far back as 1843 but, because of this new highway, it was divided in two, with the land west of PA-65 named Chateau. While some housing was saved, the neighborhood's business districts and continuous street grid were lost to a combination of government demolition, riots, and the construction of PA-65. Manchester, a majority Black neighborhood in Pittsburgh, is home to a history of Victorian architecture, productive riverfronts and community organizing that thrived before PA-65's construction bisected the community. The highway was built on a viaduct that stands as tall as 40 feet above the surrounding streets, with only two openings for east-west travel between the two neighborhoods.

The project will address the distribution of benefits and mitigation of impacts by exploring ways to remediate the harms done by mid-century policy. This includes exploring access improvement ideas through creative, sustainable, and equitable discussion with community members across the corridor.

The application refers to the challenges of Manchester and Chateau as home to a higher concentration of people of color, lower incomes, and higher unemployment than the surrounding areas. Manchester has demonstrated the need for better access to jobs that offer a living wage as well as goods and services. A significant number of residents both do not own a car and live more than a half-mile from the nearest grocery store. The application discusses the negative impacts resulting from the construction and operation of PA-65 corridor and how alternatives would increase mobility and connectivity for better access to daily destinations, including grocery stores, recreation, businesses, and parks.

Reconnecting Santurce

Puerto Rico Highway and Transit Authority (San Juan, Puerto Rico)

Planning

RCP Award: \$1,573,565

Estimated Total Project Cost: \$1,600,000

Funds will be used to develop and implement a planning process to analyze the PR-26 Expressway, which represents as a physical barrier to its adjacent communities. The Reconnecting Santurce planning process intends to assess the mobility impacts of PR-26's construction, then to co-design access strategies that promote socioeconomic development, urban revitalization, and public participation for the communities in question.

The Puerto Rico Highway and Transit Authority proposes a connectivity and mobility study for Santurce – a diverse neighborhood in San Juan, Puerto Rico, that is divided by the PR-26 Expressway. Historically, the Santurce neighborhood has been one of the main urban centers in the San Juan Metropolitan Area and has a strong Afro-Caribbean background that has exerted cultural influence throughout the island (and world) in the form of the “salsa” dance, art crafts, festivals and religious traditions. Built in the late 1950s, the construction of PR-26 was intended to modernize the San Juan metropolitan area and connect to new housing developments in the suburbs. Instead, it fragmented the approximately 30,000 inhabitants of Santurce, limited their access to opportunities, and exacerbated economic woes that now see median family income at 46% below the poverty line.

Our Future 35: Connecting Austin Equitably - Mobility Study

City of Austin, Texas

Planning

RCP Award: \$1,120,000

Estimated Total Project Cost: \$1,400,000

Funds will be used to evaluate critical transportation, public health, equitable development, and environmental justice outcomes in the City of Austin. The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of the I-35 corridor from US 290 (north) to SH 71 (south).

I-35 is a physical barrier that reinforces and exacerbates the discriminatory zoning, redlining, and other biased policies that segregated low-income and minority communities, separated them from access to opportunity, and imposed disproportionate environmental impacts on them. The study will identify affordable housing, anti-displacement and business support strategies for neighborhoods surrounding new freeway caps, identify transportation equity-focused action items, develop a placemaking plan, and evaluate transportation-related health and environmental justice concerns, and recommend mitigation for impacted neighborhoods.

East Avenue, where I-35 stands today, was once a vibrant gathering place for Austin's historically Black and Mexican populations - a boulevard known for its park-like, tree-lined medians that were once used for family picnics, conversations, musical performances and sporting events. Constructed mid-century, I-35 was built atop the East Avenue right-of-way, transforming a surface-level street into an elevated highway that ended up dividing East and West Austin. Since that time, it has been a primary driver of segregation and disparity and presents a major roadblock to access, mobility, and economic opportunity.

This study would coincide with the current TxDOT NEPA/design of the I-35 corridor and provide additional input from the surrounding communities towards determining where highway caps and freeway crossings will be included in the design. The group has already coordinated with the local transit authority to include transit route studies to provide equitable access to the historically disadvantaged communities and mentions multimodal mobility options to communities adjacent to I-35 that are a key component of the study. The proposed freeway caps will provide an opportunity for community placemaking, and the application discusses that placemaking will be a priority of the study.

Reconnecting Communities: Gulfton and Beyond
City of Houston, Texas

Planning

RCP Award: \$552,160

Estimated Total Project Cost: \$690,200

Funds will be used to build on previous planning and implementation work to address the challenges posed by legacy infrastructure in Gulfton that make multimodal transportation very difficult. The planning effort will include public and stakeholder engagement, an existing conditions evaluation, design and analysis (three alternatives to extend past Hillcroft Avenue project north and two alternatives to extend it south), and a recommendation and implementation plan.

I-69 and Westpark Tollway are major barriers located to the north and west sides of Gulfton as well as multiple thoroughfares to the south. The project would be a continuation of the Hillcroft Avenue Safety Project, which established connections between a few crucial destinations. This project would evaluate new and existing crossings needed to provide safe and improved access for all users, especially for the disadvantaged populations who are disproportionately impacted by the facilities. Several feasibility studies have been completed that identified the need for better connections and laid the groundwork for this project.

With over 50 languages spoken and some of the lowest car ownership in the city, Gulfton is Houston's most dense, diverse, and transit-dependent neighborhood. It is also home to some of the City's widest, fastest and least hospitable roadways – multilane thoroughfares like Hillcroft Avenue and imposing freeways like Interstate 69 and the Westpark Tollway. Legacy infrastructure to the north and south have proven difficult obstacles, limiting the reach of the City's investment and Gulfton's access to schools, parks, commercial centers, and transit hubs.

The project relies on several formal partnerships, and it addresses the use of community centered decision making and approaches to facilitate authentic engagement. The Gulfton and Beyond study also helps implement the community's vision of transforming Hillcroft Avenue into Gulfton's "Main Street."

Critical Connections: Healing Salt Lake City's East-West Divide
Salt Lake City Corporation, Utah

Planning

RCP Award: \$1,970,000

Estimated Total Project Cost: \$3,740,000

Funds will be used to support planning analysis and prioritization of solutions to Salt Lake City's transportation infrastructure-related east-west divide that foster connectivity and cohesion. This may take the form of a series of multi-modal bridges or a novel solution that transforms the entire urban landscape, such as a tunnel, train box, greenway deck, or a combination. Salt Lake City is currently divided by a regional north-south transportation corridor that has divided east-west connectivity. The planning project is the result of prior studies, including Rio Grande Plan, SLC Ped/Bike Plan, and SLC Climate Positive 2040.

Beginning in 1870 with transcontinental railroad construction, the Westside neighborhood in Salt Lake City has always been more racially, ethnically, and socio-economically diverse than the city as a whole. While the rail lines were a cause for celebration, they were used to redline and divide the city in the 1940s, with homesteads and farms constructed west of the rails less desirable and often used as a dumping ground for waste. This legacy of limited access to opportunities and socio-economic disparity has led to current conditions, with over a quarter of the Westside's largely Hispanic population having a poverty rate of 26% with highly limited English proficiency.

The application describes how the existing railroad harms and divides the community, proving a significant barrier to schools, jobs, grocery stores, and other destinations. The planning effort prioritizes the elimination of barriers and is likely to improve access to daily destinations, while demonstrating a strong intention to address equitable mitigation of impacts. The project will utilize a Community Advisory Committee, which will create a community participation plan that will create equity in participation by providing a stipend.

The project seeks to enhance active modes that reduce greenhouse gas emissions with the consideration for safe accommodation. The project provides substantial detail about partnerships with commitment letters. The city is creating a housing trust and, if new land is opened up, affordable housing would be a part of future redevelopment. The project intends to incorporate local art installations aligned with local vision.

Norfolk I-264 Reconnecting Communities Project
City of Norfolk, Virginia

Planning

RCP Award: \$1,600,000

Estimated Total Project Cost: \$2,850,000

Funds will be used to plan for a solution to the "spaghetti bowl," a 14-lane-wide jumble of I-264 ramps and interchanges that cuts a low-income and vast majority Black neighborhood off from the core downtown area. The study will look at the feasibility of various reconfigurations to find the best options, including through traffic studies, surveys, an Interchange Access Report, a feasibility analysis, preliminary design and engineering, a permitting analysis, and cost estimation, all of which will be informed by community engagement.

The African American St. Paul's, Elizabeth River waterfront, and historically Black Norfolk State University neighborhoods bore the brunt of impacts from past infrastructure projects, particularly from this massive segment of the 14-lane wide interstate. Upon completion, I-264's retroactive placement in downtown Norfolk cut off Black neighborhoods, public housing communities, and anchor institutions from downtown opportunities that include job centers, educational hubs, transportation resources and cultural institutions. The legacy impacts of this are still felt today in the form of high unemployment, high poverty levels and low educational attainment.

The applicant clearly indicates with historical context and documentation that this planning study will be used to address the social inequity, and racial and economic disparities created due to the construction of the I-264 freeway and freeway ramps. The project addresses the present connectivity challenges and resulting inequities that have resulted from I-264 as a point of disconnect to Norfolk's economically distressed neighborhoods. Furthermore, information is provided emphasizing the impact of redlining for the St. Paul neighborhood, the lack of affordable/quality food markets, poor access to health resources, and high poverty that segregates this community from opportunities afforded to higher resourced areas of Norfolk.

Reconnect Jackson Ward
City of Richmond, Virginia

Planning

RCP Award: \$1,350,000

Estimated Total Project Cost: \$1,690,000

Funds will be used to support planning activities to improve access and reconnect Jackson Ward through the creation of a new bridge or freeway lid that would incorporate transportation connections, public spaces, and opportunities for future development. Jackson Ward is a historic Black community that was physically and economically separated by the construction of Interstates 95 and 64 (I-95/64) in the 1950s.

In 1871, Jackson Ward was established as a new sixth voting district within the City of Richmond, specifically designated to include a majority of Richmond's Black population. It eventually became known as "Harlem of the South" with some of the most vibrant Black cultural and business centers in the United States. The area flourished until the 1950s, when Jackson Ward was completely bisected by I-95/64. This catalyzed decades of economic and social decline that persist to this day.

The application was built off data, community focused outreach, and recommendations from existing feasibility studies, with the most relevant being the Reconnect Jackson Ward Feasibility Study. The application places emphasis on addressing poor mobility, access, and safety, while focusing on anti-displacement and inclusive economic development efforts. The application also highlights a strong community vision utilizing previous engagement efforts and studies, affordable housing stabilization efforts, and culturally appropriate placemaking activities.

Reconnect South Park
City of Seattle, Washington

Planning

RCP Award: \$1,600,000

Estimated Total Project Cost: \$2,836,000

Funds will be used to support a planning study, including technical studies and community visioning for removing or restructuring SR-99 where it cuts through the South Park neighborhood of Seattle, interrupting local roads and connectivity.

This planning study intends to examine the redesign and removal of the SR-99 roadway to accommodate local travel and improve accessibility better and more safely. It will consider nature-based resilience strategies to address heat and flooding issues. The plan builds on previous work with in-depth technical studies and community visioning. A neighborhood-based coalition, comprising more than 12 community organizations selected by community members, will lead the community engagement process to develop the Community Vision Plan. An advisory team, including representatives from the neighborhoods, is also being formed and the project has the funding support of the City of Seattle and Washington State DOT.

South Park has historically been home to immigrants arriving in Seattle, and these communities were likely the reason why SR-99 was planned to cut through (rather than serve) the neighborhood itself. A dark, narrow underpass is the only at-grade crossing through the entire 1.5-mile stretch of highway dividing the neighborhood. This barrier severely limits access to jobs, healthcare and opportunity and has created one of the most disadvantaged neighborhoods in the region. 74% of Black Indigenous and residents of color are in the 99th percentile for negative health outcomes and socioeconomic disadvantage.

Reconnecting Bluefield

West Virginia Dept. of Transportation / Division of Highways, (Bluefield, West Virginia)

Planning

RCP Award: \$1,008,000

Estimated Total Project Cost: \$1,260,000

Funds will be used to support a planning study and preliminary engineering analysis to develop the Preliminary Plans and Environmental Documentation for the future development of a "T" shaped corridor that would expand and enhance access and transit between the East End, downtown Bluefield, and local amenities.

Bluefield, an historic African American community, is hampered by crumbling bridge infrastructure and an active rail yard that quite literally divides the community. The active rail line sees over 19 trains travel thorough the 300' wide Norfolk Southern railyard daily, with the gentrified commercial center on one side, and Bluefield's historic "East End" African American community on the other (a literal "wrong side of the tracks," as the application notes). Everyone in Bluefield is impacted by the rail lines, but the residents of the East End fared the worst, as the most recent census placed the population at less than half (9,658) of its peak in 1950 (21,500).

As planned, the corridor would traverse the East End side of the railroad yard and from the East End to downtown Bluefield via Cherry Street, creating a modern multi-modal street facility that would integrate with centrally located bridge landings on that side, and provide updated sidewalks, bike lanes, landscaping and streetscaping. Collectively, the investments will rejuvenate and upgrade the "Main Street" district of East End and connect Bluefield State University, a Historically Black University at the East End terminus, with the Bluefield Regional Medical Center at the downtown terminus.

The applicant demonstrated how the rail facilities have divided the community since their creation. The isolated neighborhoods became hubs for Black culture, which the applicant intends to incorporate into the economic development created in part by this project.