# FY 2022 Thriving Communities Program
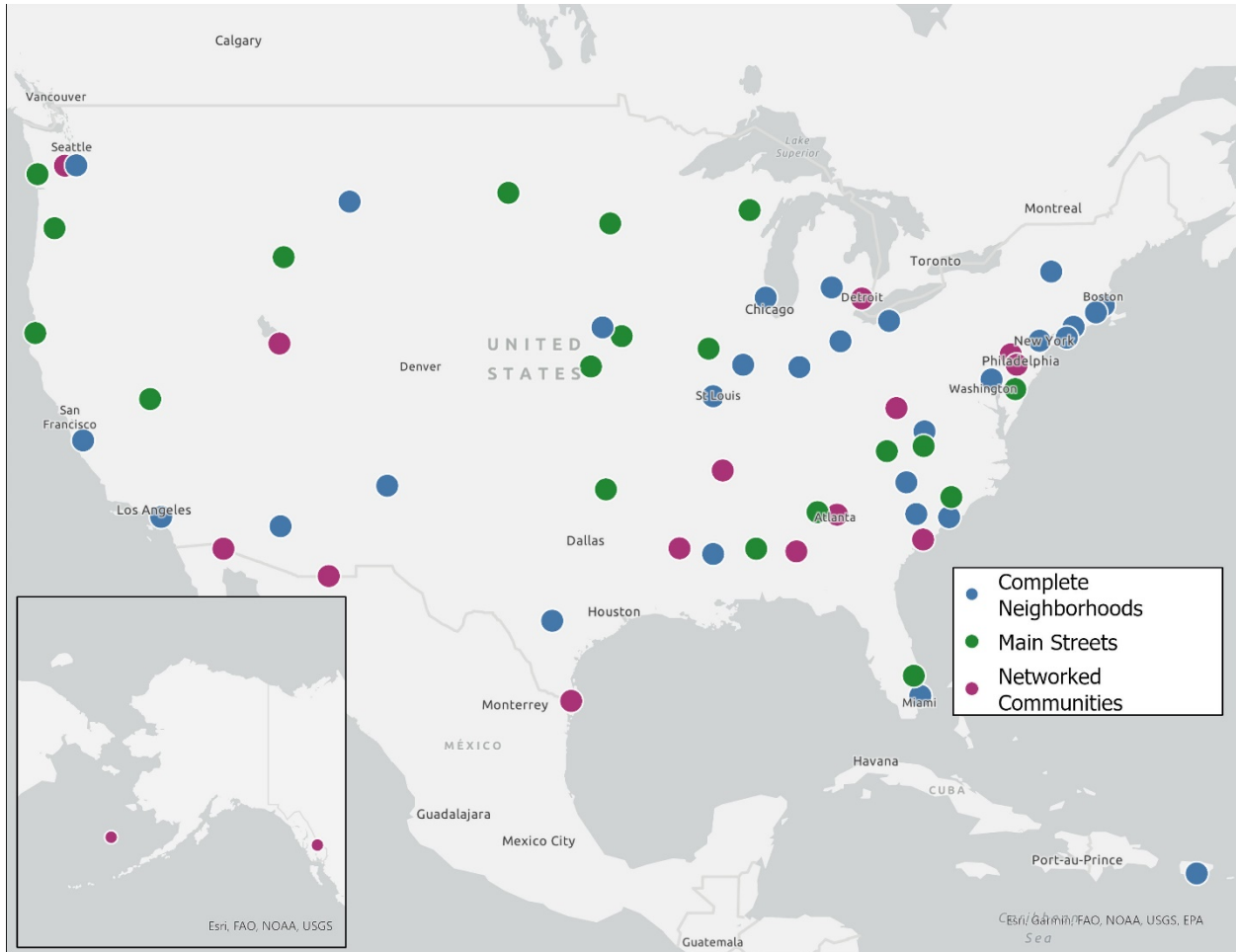
## Selected Community Profiles



*Map of FY 2022 Thriving Communities Program selected communities*

| Community | State | Community of Practice |
| --- | --- | --- |
| City of Montgomery | AL | Networked Communities |
| City of York | AL | Main Streets |
| City and Borough of Wrangell | AK | Networked Communities |
| City of Saint Paul | AK | Networked Communities |
| City of Tempe | AZ | Complete Neighborhoods |
| City of Douglas | AZ | Networked Communities |
| City of San Luis | AZ | Networked Communities |
| Osceola Port Authority | AR | Networked Communities |
| Anaheim Transportation Network | CA | Complete Neighborhoods |
| Trinidad Rancheria | CA | Main Streets |
| Santa Cruz Regional Transportation Commission | CA | Complete Neighborhoods |
| Lower Connecticut River Valley Council of Governments | CT | Complete Neighborhoods |
| City of Milford | DE | Main Streets |
| Broward Metropolitan Planning Organization | FL | Complete Neighborhoods |
| Village of Indiantown | FL | Main Streets |
| City of Doraville | GA | Networked Communities |
| City of Cedartown | GA | Main Streets |
| City of Rexburg | ID | Main Streets |
| City of Waukegan | IL | Complete Neighborhoods |
| City of Decatur | IL | Complete Neighborhoods |
| City of Macomb | IL | Main Streets |
| City of Indianapolis | IN | Complete Neighborhoods |
| City of Villisca | IA | Main Streets |
| North Central Regional Planning Commission | KS | Main Streets |
| City of Monroe | LA | Main Streets |
| Baltimore City Planning Department | MD | Complete Neighborhoods |
| City of Brockton | MA | Complete Neighborhoods |
| City of Detroit | MI | Networked Communities |
| City of Lansing | MI | Complete Neighborhoods |
| Bois Forte Band of Chippewa | MN | Main Streets |
| Hinds County | MS | Complete Neighborhoods |
| St. Louis County | MO | Complete Neighborhoods |
| Big Sky Economic Development | MT | Complete Neighborhoods |
| Metropolitan Area Planning Agency | NE | Complete Neighborhoods |
| Mineral County | NV | Main Streets |
| City of East Orange | NJ | Complete Neighborhoods |
| City of Glens Falls | NY | Complete Neighborhoods |
| Suffolk County | NY | Complete Neighborhoods |
| City of Albuquerque | NM | Complete Neighborhoods |
| Town of Elizabethtown | NC | Main Streets |
| City of Charlotte | NC | Complete Neighborhoods |
| Standing Rock Sioux Tribe | ND | Main Streets |

| City of Lima | OH | Complete Neighborhoods |
|---|---|---|
| City of Cleveland | OH | Complete Neighborhoods |
| City of McAlester | OK | Main Streets |
| City of Independence | OR | Main Streets |
| Chester Economic Development Authority | PA | Networked Communities |
| Borough of Pottstown | PA | Networked Communities |
| Municipality of Isabela | PR | Complete Neighborhoods |
| City of Providence | RI | Complete Neighborhoods |
| Charleston Area Transportation Study | SC | Networked Communities |
| Town of Atlantic Beach | SC | Complete Neighborhoods |
| Sumter Area Transportation Study | SC | Complete Neighborhoods |
| First Tennessee Rural Planning Organization | TN | Main Streets |
| City of Brownsville | TX | Networked Communities |
| VIA Metropolitan Transportation Agency | TX | Complete Neighborhoods |
| Kearns Metro Township | UT | Networked Communities |
| County of Henry | VA | Main Streets |
| Roanoke | VA | Complete Neighborhoods |
| Shoalwater Bay Indian Tribe of the Shoalwater Bay Indian Reservation | WA | Main Streets |
| Pierce County Public Transportation Benefit Area Corporation | WA | Complete Neighborhoods |
| Nisqually Indian Tribe | WA | Networked Communities |
| Upper Kanawha Valley Strategic Initiative Council | WV | Networked Communities |
| Forest County Potawatomi Community | WI | Main Streets |

## City of Montgomery, AL

**Community Partners:** River Region Trails and the Conservation Fund

**State:** Alabama

**Community of Practice:** Networked Communities

**Need and Vision:** The City of Montgomery is working to address transportation improvements for its North and West Montgomery Communities. The communities are historically African American and have suffered from redlining policies and disconnection due to the interstate system. The City of Montgomery's goal for the area is to enhance city planning resources to improve transit options in the North and West communities, including a potential intermodal transit station in West Montgomery. The City's current Transit Plan has expired, which hinders the City's applications for Federal transit funds. Thriving Communities Program support will help to update this plan and prepare projects for funding.

## City of York, AL

**Community Partners:** Coleman Center for the Arts and Culture, Wallace Community College, and the Alabama Black Belt Health Literacy Coalition

**State:** Alabama

**Community of Practice:** Main Streets

**Need and Vision:** The City of York is located in Sumter County in west-central Alabama near the Mississippi border. The once-financially stable city has experienced significant disinvestment, job losses, and White flight since the mid-1980s. The City of York's vision is to improve the quality of life for its citizens and guests; create and maintain a safe, healthy, walkable community; promote economic growth and transparency; and eradicate substandard housing and food deserts. The City has identified community projects, including a railroad crossing blockage elimination initiative, constructing a multiplex community center, and increasing workforce development. The City was selected to participate in the Department of Housing and Urban Development's Distressed Cities Program in 2022 and is part of a designated Energy Community.

## City and Borough of Wrangell, AK

**Community Partners:** Wrangell Cooperative Association and Wrangell Chamber of Commerce

**State:** Alaska

**Community of Practice:** Networked Communities

**Need and Vision:** The City and Borough of Wrangell is requesting assistance with the comprehensive development planning process of a 40-acre deep water marine industrial site that the Borough recently purchased to provide economic and sustainable growth opportunities for the community. Wrangell is a small community located on an island in central southeast Alaska,

and the community is only accessible by plane or boat. The City and Borough hope to receive technical assistance to help create a healthy, diversified economy with a stable tax base that supports good streets, public facilities, and infrastructure, and which will preserve and capitalize on the community's natural beauty, history, and cultural diversity. Wrangell is part of a designated Energy Community and is included in the Rural Partner Network.

## City of Saint Paul, AK

**Community Partners:** Aleut Community of Saint Paul Island, Tanadgusix Corporation, and Central Bering Sea Fishermen's Association (CBSFA)

**State:** Alaska

**Community of Practice:** Networked Communities

**Need and Vision:** Since 1995, Saint Paul Island has been one of the primary crab processing locations in the Bering Sea, helping to annually generate hundreds of millions of dollars' worth of profits for the crab fishing industry, and corresponding sales and fish tax revenues for the State of Alaska and the Nation. However, the island is currently undergoing an economic crisis caused by a severe decline in the Bering Sea crab stocks. The community will use Thriving Communities Program technical assistance to implement the Saint Paul Island Harbor Improvement and Feasibility Study, completed in 2021, with upgrades to increase community resiliency and diversify the island's economy. Saint Paul is part of a designated Energy Community.

## City of Tempe, AZ

**Community Partners:** RAIL CDC and Pinnacle Prevention

**State:** Arizona

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Tempe is an innovative city fostering active living through more dense, walkable, commercial-residential neighborhoods. Tempe's population has increased by 21% since 2010, and north Tempe is expected to grow 50% by 2050. This unprecedented growth has led to a surge in housing demand and prices, underscoring the need to mitigate the risk of displacement and gentrification. The City has identified the East Apache Project Area, a majority disadvantaged community census tract, as an area that risks losing affordability and character, and creates safety risks for pedestrians and bicyclists. Thriving Communities Program support will help the City advance transit-oriented development and complete streets efforts.

## City of Douglas, AZ

**Community Partners:** Arizona Department of Transportation and Industrial Development Authority – Douglas

**State:** Arizona

**Community of Practice:** Networked Communities

**Need and Vision:** The City of Douglas is a small rural border city of 16,534 in southeastern Arizona that is the second largest land port of entry in Arizona, processing about $4 billion worth of trade. Once the hub of a booming copper industry, the City has struggled to transform its economy and attract private sector investment. Heavy roadway congestion and limited connectivity, especially for pedestrians and bicycles, are significant community challenges. Thriving Communities Program support will help to advance a set of infrastructure, downtown revitalization, and economic development projects that include construction of a new port and renovation of the existing port. Douglas is a GSA Land Port of Entry community.

## City of San Luis, AZ

**Community Partners:** Greater Yuma Port Authority and Campesinos Sin Frontera

**State:** Arizona

**Community of Practice:** Networked Communities

**Need and Vision:** San Luis, Arizona, is a community along the U.S.-Mexico border, and the San Luis border contains two ports of entry, one commercial and one non-commercial. San Luis has developed a Sustainable Economic Development Plan, which identified multimodal network strategies to minimize the impact of the congestion and expansion of its oldest port. The planning document provided actionable initiatives requiring significant capital investment. Thriving Communities Program support will help the community advance these projects and increase its capacity to manage major federal grants. San Luis is a GSA Land Port of Entry community.

## Osceola Port Authority, AR

**Community Partners:** Great River Economic Development Foundation and OCBA, Inc.

**State:** Arkansas

**Community of Practice:** Networked Communities

**Need and Vision:** The Osceola Port Authority has attempted to launch several transformative infrastructure projects, but most seem out of reach without a source of capacity and funding. The Osceola Port Authority is seeking methods to successfully engage with local stakeholders to improve the economic, environmental, and quality-of-life well-being of residents in Mississippi County's Census Tract 110. This would be done by redesigning the Tract's transportation space to improve safety, employability, economic benefits, and environmental impacts. Of particular interest is redirecting and/or calming dangerous industrial truck traffic that currently shortcuts

through the neighborhood, while also adding other active transportation modes, such as sidewalks, levee bike trails, and redesigned roads that allow for the safe use of electric scooters.

## Anaheim Transportation Network, CA

**Community Partners:** Community Action Partnership of Orange County and Family Oasis Family Resource Center

**State:** California

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The project area for Thriving Communities Program support includes six disadvantaged census tracts that face transportation, equity, health, economic, and housing challenges. Anaheim is facing unprecedented growth in population and transit ridership, and major developments are underway within and surrounding the project area. Further, the City will co-host the 2028 Summer Olympic Games, which will further increase transit and infrastructure needs. Thriving Communities Program will support providing safe, affordable, efficient access to zero-emission transit in the project area, including robust public-private partnerships to ensure public engagement in planning the Katella Avenue bus rapid transit line.

## Trinidad Rancheria, CA

**Community Partners:** North Coast Tribal Transportation Commission (NCTTC) and Humboldt County Association of Governments Technical Advisory Committee (HCAOG TAC)

**State:** California

**Community of Practice:** Main Streets

**Need and Vision:** The Trinidad Rancheria is a federally recognized Indian tribe located in rural Northern California. Due to limited capacity, the tribe frequently misses out on funding opportunities. In 1962, the US-101 Highway permanently divided the tribal community of Westhaven from the Rancheria without any tribal consultation, displacing the residents there. The Rancheria and its partners will utilize Thriving Communities Program support to prepare for bridge and ramps that will reunite historically divided tribal lands and provide safe transportation and access to disadvantaged community members by completing the US-101 area access project.

## Santa Cruz County Regional Transportation Commission, CA

**Community Partners:** Community Bridges and City of Watsonville

**State:** California

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Approximately 50% of Santa Cruz County's residents are transportation disadvantaged based on race/ethnicity, income, ability, age, or access to a car. The county also has one of the highest per capita unhoused populations, in the nation, along with some of the highest rental housing costs. Thriving Communities Program support will help prepare an equity

analysis of the existing transportation network, transportation projects and services, plans, policies, and procedures. SCCRTC will work closely with the City of Watsonville, where over 75% of residents identify as non-white or Latino. A set of road safety and context sensitive design solutions, including road diets on state highways and a trail network will be advanced along with the deployment of electric vehicle charging facilities in low-income neighborhoods.

## Lower Connecticut River Valley Council of Governments, CT

**Community Partners:** Town of Old Saybrook and Town of Westbrook

**State:** Connecticut

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The Lower Connecticut River Valley lacks the infrastructure and amenities needed to support an increasingly older population. To improve transit options, the region is pursuing transit-oriented development strategies around the three Shoreline East Stations and the Middletown Transit Terminal. Participation in the Thriving Communities Program will advance several goals set forth in RiverCOG's Regional Plan of Conservation and Development and Regional Housing Plan. These goals include increasing access to the region for a greater diversity of visitors, workers, and residents, promoting more sustainable, compact patterns of development that preserve important natural resources, supporting transportation alternatives to single occupancy vehicle ownership, and increasing the economic vibrancy and resiliency of the region's towns.

## City of Milford, DE

**Community Partners:** Delaware Department of Transportation and Town of Slaughter Beach

**State:** Delaware

**Community of Practice:** Main Streets

**Need and Vision:** The City of Milford and the Town of Slaughter Beach are pursuing a multi-use pathway along Rt 36 to increase the livability of both communities by connecting the municipalities. Limited technical capacity and resources have prevented this goal from being accomplished despite the Delaware Scenic Byway significantly contributing to the character of the state and allowing residents and visitors to experience nature in Delaware. The technical assistance provided by the US DOT will assist both municipalities to accomplish this project.

## Broward Metropolitan Planning Organization, FL

**Community Partners:** Broward County, Minority Builders Coalition, Inc. (MBC), and Greater Fort Lauderdale Alliance

**State:** Florida

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Broward County, located in Southeast Florida, has experienced rapid population growth since the mid-twentieth century, developing from a resort area of 84,000 residents in 1950 to a diverse metro center of 1.9 million. A major deficit in affordable housing has put severe hardships on already cost-burdened residents. Central Broward County has been identified as an area of underinvestment. The goals of the Thriving Communities Program program are to bolster the staff capacity of municipal governments within central Broward and the regional transportation and land use authorities to plan and develop local transit-oriented, affordable housing strategies and to facilitate the coordination of regional land use and long-range transportation planning between partner agencies.

## Village of Indiantown, FL

**Community Partners:** Indiantown Chamber of Commerce and School Board of Martin County, Florida

**State:** Florida

**Community of Practice:** Main Streets

**Need and Vision:** Indiantown is one of the newest villages in the state of Florida, being incorporated in 2017. The EJSCREEN tool ranks Indiantown in the 96th percentile for linguistic isolation. Sixty-two percent of the village's residents identify as Hispanic or Latino, twenty-eight percent live in poverty, and eighty-three percent identify as a minority. One of Indiantown's priority transportation projects is the Connected Communities Action Plan, which includes a plan that reduces injuries and fatalities along the Warfield Blvd/State Road 710, which residents have coined "death's highway." Thriving Communities Program support will facilitate long-term community capacity to manage grants, sustain partnerships and engage non-governmental partners to advance road safety projects and advance workforce development goals.

## City of Doraville, GA

**Community Partners:** Kaufman Capital Partners and Safe Routes to School

**State:** Georgia

**Community of Practice:** Networked Communities

**Need and Vision:** Doraville is home to a vibrant, multicultural community of 10,244 residents of which 51% identify as Hispanic, 27% as White, 17% as Asian, and 3% as Black. Doraville's population has been displaced and divided over time by commercial development and

transportation infrastructure. The historically Black neighborhood of Carver Hills was created in the 1940s by those displaced by a General Motors plant and was impacted a second time in the 1960s by the construction of Interstate 285. This division will be further exacerbated by the construction of the I-285 Top End Express Lanes. Doraville will use Thriving Communities Program support to advance projects to realign intersections and add pedestrian and bicycle enhancements to New Peachtree Road between Shallowford Road and Chamblee Dunwoody Road.

## City of Cedartown, GA

**Community Partners:** Downtown Cedartown Association and Cedartown Development Authority

**State:** Georgia

**Community of Practice:** Main Streets

**Need and Vision:** The City of Cedartown is working to advance several critical projects with significant funding challenges including failing bridges and culverts. Multiple bridges are at least 50 years of age and are facing closures within the next few years if major rehabilitation or replacement does not occur. Thriving Communities Program support will help to advance these projects and scope out opportunities to increase bicycling and pedestrian improvements that will provide greater connectivity for geographically disadvantaged neighborhoods while increasing the health of all citizens that could take advantage of trails and reduced pollution. Thriving Communities Program support will help to provide additional capacity to this rural community that lacks the necessary staffing and financial resources to successfully apply for DOT programs.

## City of Rexburg, ID

**Community Partners:** Madison County Rural Planning Organization and Madison County

**State:** Idaho

**Community of Practice:** Main Streets

**Need and Vision:** Rexburg is located in the fastest-growing county in Idaho and is also in the poorest county in Idaho. The City is rapidly growing, but with rapid growth comes the challenge of improving and expanding the City's multimodal transportation network and maintaining housing affordability. The recently completed Madison County Transportation Master Plan identified $42 million in transportation improvement projects within the City that will be needed in the next twenty years. Rexburg has applied for federal assistance, but has been unsuccessful, and the City lacks capacity to identify funding sources and produce successful applications. Thriving Communities Program support will help to implement key elements of the City's transportation master plan and coordinate these efforts with housing and economic development goals.

## City of Waukegan, IL

**Community Partners:** City of North Chicago and Chicago Metropolitan Agency for Planning (CMAP)

**State:** Illinois

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Waukegan and its partners seek to advance multiple significant transportation projects that will directly benefit several historically disadvantaged census tracts in communities located along the lakeshore of northeastern Illinois. Assistance will help Waukegan as it works closely with North Chicago and other local partners to advance two transformative transportation projects. These include a Sheridan Road/IL 137 and Amstutz Express Way feasibility study to enhance bicycle and pedestrian mobility and reconnect neighborhoods. A second project is to implement the Northern Lakeshore Trail Connectivity Plan.

## City of Decatur, IL

**Community Partners:** Decatur Memorial Hospital, First Christian Church, Alana Banks, Divine 9 Sororities & Fraternities, Good Samaritan Inn, Macon County Board, Macon County Community Foundation, Macon County Continuum of Care, United Way, Metro Decatur Black Chamber of Commerce, and NAACP (Decatur Chapter)

**State:** Illinois

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The City of Decatur, located in Macon County, has adopted six priority goals with Neighborhood Revitalization as the top priority with a focus on improving an area known as the GM Square Neighborhood. The area has high socioeconomic needs, high levels of blight, numerous barriers, and is the focus of an Illinois DOT Complete Streets project. The City of Decatur needs Thriving Communities Program support to help coordinate its Complete Streets infrastructure with broader community and economic development efforts.

## City of Macomb, IL

**Community Partners:** Macomb Park District and McDonough County Branch NAACP

**State:** Illinois

**Community of Practice:** Main Streets

**Need and Vision:** The City of Macomb has a strong need for multimodal transportation. According to the latest American Community Survey census data, approximately 36% of households within Macomb do not have a personal motor vehicle and rely on other transportation methods. The City has committed to a multi-use bike plan that consists of off-road and on-road paths to update and complement McDonough County's 2015 McDonough County Bike Study, City of Macomb's 2013 Comprehensive Plan and the 2004 McDonough County Trails and

Greenway Plan. Thriving Communities Program support will help to implement these plans and strengthen community engagement and local leadership development.

## City of Indianapolis, IN

**Community Partners:** RecycleForce and John. H. Boner Neighborhood Centers

**State:** Indiana

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Indianapolis lacks a robust public transportation system and has limited regional transportation options, while job growth in surrounding counties is not accessible to its urban labor force. Thriving Communities Program support will help the City to implement the Indy Moves Plan, a City-County integrated transportation plan that proposes a multi-modal path along Sherman Drive and to connect two redeveloped brownfield sites, Sherman Park and the Community Justice Campus (CJC). A key component of Thriving Communities Program support will involve understanding the unique needs of Indianapolis' most vulnerable residents in their efforts to return to the labor force.

## City of Villisca, IA

**Community Partners:** Alquist 3D, LLC and the Farmer's Mutual Telephone Company of Stanton Iowa

**State:** Iowa

**Community of Practice:** Main Streets

**Need and Vision:** The rural City of Villisca has experienced the interconnected challenges of a declining population, declining commerce, and a decline in the ability to maintain transportation infrastructure. Two bridges within the city are in dire need of repair. One bridge has been closed within the last twelve months, and the other has an expected lifespan of less than four years. Villisca, however, lacks both financial and human resources to seek and apply for funding opportunities. Thriving Communities Program support will help the community advance these projects and also address broader community economic development needs.

## North Central Regional Planning Commission, KS

**Community Partners:** Dane G. Hansen Foundation and OCCK, Inc.

**State:** Kansas

**Community of Practice:** Main Streets

**Need and Vision:** The North Central Regional Planning Commission (NCRPC) serves as the rural economic development district comprised of 12 rural counties with 83 towns in North Central Kansas. As a very rural area, the area's population is dispersed and decreasing making it difficult for limited taxpayers to upgrade infrastructure and meet grant match requirements. A lack of staff capacity has historically made it very difficult to secure federal dollars. Among the

projects Thriving Communities Program will support is to help NCRPC modernize and build resilience by incorporating electronic vehicle charging stations along Highway 81 and Interstate 70 and pursue implementation of new transportation technologies to aid in natural disaster response, deployment of emergency response vehicles and prioritization of transportation projects for repair and maintenance.

## City of Monroe, LA

**Community Partners:** North Delta Community Planning and Development and University of Louisiana Monroe

**State:** Louisiana

**Community of Practice:** Main Streets

**Need and Vision:** The City of Monroe is divided by an interstate which creates a physical barrier between parts of the city. The City of Monroe has struggled with the capacity to plan, design, receive funding, and implement projects. One project, the South 2nd Corridor Project, could connect the city's historically black economic corridors to the central business district and the core of downtown Monroe. It would also connect these neighborhoods to a regional medical center, local government buildings, arts and entertainment venues, and locally owned businesses. Thriving Communities Program support will help the City to move this corridor project forward.

## Baltimore City Planning Department, MD

**Community Partners:** Edmondson Community Organization and West Baltimore Anchor Group

**State:** Maryland

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The Baltimore Planning Department will focus its Thriving Communities Program efforts on the neighborhoods of Fayette Street Outreach, Franklin Square, Midtown-Edmondson, Rosemont, and Boyd Booth, all neighborhoods that have been victims of harmful historic policies and are immediately adjacent to the West Baltimore MARC Transit Hub. Amtrak has a multi-billion-dollar plan to build two new tunnels adjacent to the station, which will expedite travel along the Northeast Corridor. While this represents a major opportunity, Thriving Communities Program support is needed to increase community capacity in coordination with Baltimore agencies to stimulate economic growth and transit-oriented development while not displacing residents.

## City of Brockton, MA

**Community Partners:** Brockton Area Transit Authority and Elvera's Cafe

**State:** Massachusetts

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Brockton is the largest city in southeastern Massachusetts, with a majority African American, Latino American, Native American, and Asian population. Brockton is poised for growth but requires investment in its disadvantaged areas that will promote development by leveraging land and location for job creation, surface transportation redevelopment, and implementation of nature-based solutions. The City is prioritizing the implementation of affordable housing, mixed-use development near its commuter rail. Complete Streets and green infrastructure projects are also being advanced to improve resiliency and green space. Thriving Communities Program support will help Brockton build its technical capacity to apply for Federal funding and coordinate projects with the broader community.

## City of Detroit, MI

**Community Partners:** Southwest Detroit Business Association (SDBA), Southwest Detroit Community Benefits Coalition (SDCBC), and Detroit Hispanic Development Corporation (DHDC)

**State:** Michigan

**Community of Practice:** Networked Communities

**Need and Vision:** One of the biggest challenges and opportunities facing the vitality of Southwest Detroit revolves around a diverse array of freight infrastructure. Southwest Detroit is home to the Livernois Intermodal Freight Terminal, the Port of Detroit, the Detroit Truck Ferry, the Ambassador Bridge to Canada, the soon to open Gordie Howe International Bridge to Canada, and an extensive freeway system. The frequent truck traffic causes negative health and safety impacts in the community. The City of Detroit has created a series of policy and infrastructure recommendations to improve the area, but the plans require extensive funding and coordination. Thriving Communities Program support will assist the City in advancing these plans and enact positive change in the community and create deeper public involvement.

## City of Lansing, MI

**Community Partners:** Capital Area Housing Partnership (CAHP), Southside Community Coalition, the Lansing Economic Development Corporation, and the MLK Corridor Improvement Authority

**State:** Michigan

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Southwest Lansing has long-standing economic, housing, and transportation needs, as well as equity challenges. The area is substantially less walkable than the remainder of Lansing and has only two bus routes with main stops on the outer edge of the neighborhood. Urban renewal in the 1960s and the construction of I-496 displaced over 600 Black families who originally lived in the area and Lansing is still grappling with the repercussions of these decisions. With Thriving Communities Program support and its community partners, the City of Lansing hopes not only to build capacity but also to bring a diverse group of stakeholders to the table to advance a set of projects that will create reliable and efficient transportation services.

## Bois Forte Band of Chippewa, MN

**Community Partners:** Public Works Department and the 477 Program & Career Development Program

**State:** Minnesota

**Community of Practice:** Main Streets

**Need and Vision:** Bois Forte has a need to provide and expand public safety for the tribal community on its public roads, walkways, and trails. However, the Band faces capacity challenges since it does not have an engineer or the capacity to apply to funding opportunities when they become available. The Tribal Government has identified several projects, including a one-mile walking path from the Nett Lake community to nearby ball fields and food shelf and another walking path and a road expansion in the Indian Point community that would enhance safety by providing a second existing route in the event of a major disaster in Nett Lake. Thriving Communities Program support will help to advance these projects and build local capacity to also coordinate these transportation projects with parallel housing production efforts.

## Hinds County, MS

**Community Partners:** City of Jackson and Hinds County Economic Development Authority

**State:** Mississippi

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Jackson is ranked the tenth most dangerous place for pedestrians in America, with communities of color suffering historic disinvestment and lack of resources and capacity. The City seeks Thriving Communities Program support to implement a city-wide transit study

and several trail projects that will also be coordinating with open space and public health goals. This includes efforts to guide regional project development for more effective transit-oriented systems.

## St. Louis County, MO

**Community Partners:** City of St. Louis and St. Louis Economic Development Partnership

**State:** Missouri

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** St. Louis County has dealt with a lack of coordination and cooperation between government entities that have created obstacles to regional growth, exacerbated urban sprawl, perpetuated inequity, and racialized economic growth. Participation in the Thriving Communities Program will give the community an opportunity to work across city-county limits to improve digital connectivity and decarbonized transportation options for an expansive and revitalized North City-County multi-modal sustainable networked community transportation system that connects all areas of the region.

## Big Sky Economic Development, MT

**Community Partners:** Native American Development Corporation and Seventh Generation InterTribal Center

**State:** Montana

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Native Americans in Yellowstone County face long-standing challenges with transportation access, public health, and safety issues. Challenges have also existed in the past surrounding funding and implementation due to a lack of engagement with Native Americans and other minority populations. There are currently a range of infrastructure projects planned and underway in various parts of the City of Billings and other areas of Yellowstone County. An underlying challenge in these projects is prioritization in terms of securing funding and the timing of implementation. Impacts on residents are also a concern. Thriving Communities Program support will assist in helping community leadership with prioritization and understanding the impacts on the community, including the Native American population.

## Metropolitan Area Planning Agency, NE

**Community Partners:** City of Omaha and Spark

**State:** Nebraska

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The neighborhoods along the North Freeway in Omaha have long been burdened by the impacts of transportation bisection, displacement, and redlining of a predominantly black neighborhood. Conflicts and barriers to multimodal transportation exist

largely due to the legacy of the transportation decision-making process and the terminus of the North Freeway south of the Florence Neighborhood. Significant local activities adjacent to the North Freeway have transformed the corridors. Throughout these efforts, the North Freeway corridor has largely remained unstudied and unevaluated for changes that would mitigate the negative impacts of the freeway corridor on the neighborhood. Thriving Communities Program support will assist the Metropolitan Area Planning Agency and its partners to complete this work in ways that build the community's power and helps restore trust in the transportation decision-making process.

## Mineral County, NV

**Community Partners:** Walker River Paiute Tribe and Mineral County School District

**State:** Nevada

**Community of Practice:** Main Streets

**Need and Vision:** Mineral County is a rural community with limited employment options where a high percentage of residents rely on the Hawthorne Army Depot for jobs that are often seasonal. The County is working to implement a shared community revitalization plan by merging the community capacity needs for the Babbitt Industrial Park site with the infrastructure needs of the town of Hawthorne. Thriving Communities Program support will help to advance local storm water infrastructure improvements to repair roadways from flooding events and improve community walkability. Mineral County is a Rural Partner Network community.

## City of East Orange, NJ

**Community Partners:** City of Orange Township and Housing and Neighborhood Development Services, Inc. (HANDS)

**State:** New Jersey

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The City of East Orange and the City of Orange Township hope to address key challenges and needs that are faced by both cities and directly caused by harmful historic policies. The primary challenge faced by both communities is the construction of Interstate 280 and Freeway Drive in the 1960s which has had a detrimental safety, environmental justice, economic, livability, housing, connectivity, and mobility impact on the communities. An existing Freeway Drive & Station Area Safety and Public Realm Study has recommended reconnecting the north and south segments of the community through improvements to bridges, roadways, and other transportation infrastructure. Thriving Communities Program support will assist the cities in working with state and regional transportation partners to advance a set of improvements to bridges, roadways, and other transportation infrastructure.

## City of Glens Falls, NY

**Community Partners:** Lake Champlain & Lake George Regional Planning Board, the Adirondack/Glens Falls Transportation Council, and the Adirondack Economic Development Corporation

**State:** New York

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Glens Falls is planning several transportation projects but has no technical planning staff and relies heavily on the use of consultants. The lack of professional planning staff limits the capability of the community to apply for and manage large federal investments in transportation projects. Currently, there are four main transportation projects under consideration, including a multimodal transportation hub, the implementation of a merger of regional transportation systems, the electrification of a bus fleet, and the implementation of ADA accessibility improvements for pedestrian facilities. Thriving Communities Program support will help the community to advance these projects and connect them with broader community development goals.

## Suffolk County, NY

**Community Partners:** Trust for Public Land and New York Bicycling Coalition

**State:** New York

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The focus of Suffolk County's Thriving Communities Program support is on the communities of Riverhead and Hampton Bays, where pedestrian and bicycling infrastructure could provide long-awaited and needed connectivity. Suffolk County has published its 2020 Hike and Bike Master Plan, a plan that coincides with the Trust for Public Land's proposal for the Long Island Greenway. Both efforts highlighted key corridors in Riverhead and Hampton Bays that encountered logistical obstacles for implementation due to jurisdictional issues surrounding ownership. Thriving Communities Program support will help navigate between multiple jurisdictions, including the State of New York, to coordinate all that is necessary to create a well-connected, intermodal downtown.

## City of Albuquerque, NM

**Community Partners:** Indian Pueblo Cultural Center and the Greater Albuquerque African American Chamber of Commerce

**State:** New Mexico

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The City of Albuquerque is looking to redevelop a large area bounded by a new rail trail in the city core to provide housing for Native and Black homebuyers. Thriving

Communities Program support will focus on planning and investment that mitigates displacement and gentrification as well as strategies for wealth building for Black and Native communities through a transit-oriented development strategy. Specific transportation concerns include reconnecting the broader Sawmill Neighborhood along 12$^{th}$ street, an urban Native American cultural, economic, and educational/entrepreneurial corridor, which is bisected by I-40 and remains a major transit route through the neighborhood that is underserved by public transit.

## Town of Elizabethtown, NC

**Community Partners:** Bladen County Community College and Habitat for Humanity

**State:** North Carolina

**Community of Practice:** Main Streets

**Need and Vision:** The New Town community is a community within Elizabethtown founded in the late 1860s by freed African Americans. New Town was originally located on the main southern thoroughfare into Elizabethtown highway, and interstate construction bypassed New Town causing social and economic segregation. New Town has begun efforts to replace some infrastructure, including working with Habitat for Humanity to replace blighted homes and revitalize a community center and park. Thriving Communities Program support will help to advance a set of local infrastructure goals to install sidewalks, bicycle lanes, street lighting, and street scaping. Elizabeth town is a Rural Partners Network community.

## City of Charlotte, NC

**Community Partners:** United Way of Central Carolinas and LISC North Carolina

**State:** North Carolina

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The City of Charlotte has identified six priority corridors and documented their historic challenges and economic growth barriers, including issues related to safety, discrimination, segregation, environmental health inequities, disinvestment, aging populations, and equitable transportation access. The Thriving Communities Program support will focus on these six corridors located within disadvantaged areas of the City to help implement the City's Corridors of Opportunity (CoO).

## Standing Rock Sioux Tribe, ND

**Community Partners:** Standing Rock Development Corp/Rock Industries and the Tribal Planning and EDA Office

**State:** North Dakota

**Community of Practice:** Main Streets

**Need and Vision:** Some of the key challenges faced by the Standing Rock Sioux Tribe include isolation, poverty, unemployment, high suicide rates, racial profiling, and discrimination. The

COVID-19 pandemic adversely affected the casino businesses, and the Tribe is now exploring new industries to enhance its economy. Of particular concern are its roads, which are often dangerous, with inadequate maintenance; in some cases, roads have collapsed and washed away. The goal of Thriving Communities Program support is to plan for safe and well-maintained roads for the Tribe and support broader community economic and equity goals.

## City of Lima, OH

**Community Partners:** Lima Allen County Regional Planning Commission (LACRPC), Allen County Regional Transit Authority (ACRTA), Activate Allen County, Allen County Bicycle and Pedestrian Task Force, Lima Community Improvement Corporation, West Ohio Community Action Partnership, Bradfield Community Association, and US Ignite

**State:** Ohio

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Lima experiences high poverty, low incomes, food deserts, and high crime. In partnership with a diverse set of community partners focused on housing, public health, and workforce development, the City is pursuing a set of projects that connect disadvantaged neighborhoods to existing recreational trails, provide multimodal means of travel from disadvantaged neighborhoods, modernize the traffic signal network, provide lighting for pedestrian safety, revitalize downtown with a complete streets approach, and institutionalize Every Day Counts Innovations. Thriving Communities Program support will assist the City in implementing its Vision 2040 Comprehensive Plan and identify a list of projects to incorporate into its Transportation Improvement Program.

## City of Cleveland, OH

**Community Partners:** Slavic Village Development Corporation and Fairfax Renaissance Development Corporation

**State:** Ohio

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The City of Cleveland has identified numerous projects in need of assistance within several disadvantaged neighborhoods including the Morgana Run Trail Extension, the Slavic Village Downtown Connector Trail, the Thrive 105-93 Corridor project, the Lee Road Rehabilitation project, the Carnegie Avenue Rehabilitation project. The selected geography also contains six high-frequency bus corridors and nine high frequency fixed rail transit stations, and Woodhill Choice is a redevelopment of a HUD Choice Neighborhood. Across these projects the City struggles to take recommendations from completed plans and scope them for engineering and budget estimates to apply for State/Federal funding. Thriving Communities Program support will help advance these and identify funding opportunities to pursue transit-oriented development in these locations.

## City of McAlester, OK

**Community Partners:** Keep McAlester Beautiful and Oklahomans for Independent Living

**State:** Oklahoma

**Community of Practice:** Main Streets

**Need and Vision:** The City has identified a set of goals for efficient and appropriate transportation that are detailed in its 2019 Comprehensive Plan. The city's primary public transportation is a single bus provided through a partnership with Oklahomans for Independent Living that provides essential transportation links between neighborhoods and community activity centers. McAlester is seeking Thriving Communities Program support to create a transportation master plan and roadway assessment, update its 2012 Master Trails Plan, and implement a set of complete street projects.

## City of Independence, OR

**Community Partners:** Polk Community Development Corporation (CDC), Central School District, City of Monmouth, Independence Downtown Association, West Valley Housing Authority, and US Ignite

**State:** Oregon

**Community of Practice:** Main Streets

**Need and Vision:** Many low-income areas in Independence lack safe, convenient, and efficient transportation infrastructure. Independence has a significant portion of residents that are classified as migrant agricultural workers, and often also are lower income. The City has developed the "Central Talmadge," project that addresses the development of business, lower-income housing, and transportation infrastructure to better connect the southern half of the city to schools, services, and employment. Thriving Communities Program support will help the City leverage and secure federal funding for projects that impact low-income communities by creating more equitable transportation infrastructure.

## Chester Economic Development Authority, PA

**Community Partners:** Delaware County Planning Department, Delaware County Commerce Center, Laborers Local 413, Pennsylvania Environmental Council, and Widener University

**State:** Pennsylvania

**Community of Practice:** Networked Communities

**Need and Vision:** Chester is situated in the heart of regional goods and people movement corridors that include multiple interstates, the Philadelphia International Airport, Amtrak and CSX rail lines, Septa light rail and trolley lines, and the Delaware River Port Authority. Freight movement highway traffic creates significant congestion and pollution in and around Chester,

creates barriers for residents, and limits access to waterfront and greenspace. Over 40 different plans have been developed over the last several decades.  Implementing the Chester Waterfront Master Plan and completing the East Coast Greenway are endeavors Thriving Communities Program technical assistance will support.

## Borough of Pottstown, PA

**Community Partners:** Pottstown Area Health and Wellness Foundation (PAHWF) and Montgomery County Planning Commission

**State:** Pennsylvania

**Community of Practice:** Networked Communities

**Need and Vision:** The Borough of Pottstown is a post-industrial community located on the proposed Philadelphia to Reading passenger rail line. This working class, increasingly diverse borough forty miles northwest of Philadelphia has a connection to pre-colonial history and was an important location for civil rights activism. The borough has identified several projects requiring assistance to secure funds and ensure equitable access to economic development activities. Potential infrastructure projects include improvements to stormwater systems, rehabilitation of the Moser Road Bridge, replacement of various other bridges owned by Norfolk Southern, and projects associated with the Keystone Economic and Employment Plan and the Keim Street Gateway Plan.

## Municipality of Isabela, PR

**Community Partners:** Mabodamaca Corporation and Casa de la Cultura Isabelina (House of Culture)

**State:** Puerto Rico

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Isabela is a municipality in the northern region of Puerto Rico. The community is economically dependent on tourism and high-tech manufacturing. The municipal administration promotes direct work with community leaders and community-based organizations. Thriving Communities Program support will assist local partners in scoping, planning, developing, and delivering transportation and community revitalization activities.

## City of Providence, RI

**Community Partners:** Smith Hill Partners' Initiative (led by Half Full LLC), Central Providence Opportunities: A Health Equity Zone (led by One Neighborhood Builders), and Providence Resilience Partnership

**State:** Rhode Island

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Providence's Smith Hill is a diverse urban community that faces legacies of disinvestment, highway development projects, and redlining that have contributed to its current condition as an economically disadvantaged neighborhood that is challenged by a lack of affordable housing, poor health outcomes, and safety and quality of life concerns. The neighborhood is bisected by the busy arterial Smith Street (R44) and is located near four major highways. It is also susceptible to impacts of climate change, particularly the heat island effect and flooding, given the prevalence of impervious paved lots, limited tree canopy and green infrastructure, and existing brownfield sites. With support from Thriving Communities Program, the City will help the neighborhood implement its Smith Street Revitalization Plan for safer streets, affordable housing, and greater economic activity along its commercial corridors with community involvement and resilience at the center of these infrastructure improvements.

## Charleston Area Transportation Study, SC

**Community Partners:** The Hub at Centerpoint, Metanoia and the City of North Charleston

**State:** South Carolina

**Community of Practice:** Networked Communities

**Need and Vision:** North Charleston, a port city near South Carolina's coast, is crisscrossed by an intricate network of urban rail lines and major freight corridors. In addition to being home to one of the ten busiest port terminals in the country, North Charleston offers rail access to Joint Base Charleston, recently opened the first phase of a new multi-phase intermodal facility on its old Navy Base and a second port terminal, and plans to expand its airport terminal. Although these freight facilities serve as the core of the region's economy with $7.8 billion in annual economic impact, they also present barriers to local transportation access, health outcomes, and affordable housing. Thriving Communities Program support will help advance opportunities along the east-west corridors of Remount Road and Reynolds Avenue to tie surrounding communities into new transit options and provide a reliable workaround to the area's dense rail network.

## Town of Atlantic Beach, SC

**Community Partners:** Chesterfield Missionary Baptist Church, Waccamaw Regional Council of Governments, and KHAFRA

**State:** South Carolina

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** Atlantic Beach was founded in 1934 as a segregated beach community for African Americans and is today the only predominantly African American beachfront community. The town is challenged with outdated infrastructure, including an inadequate transportation grid. The current system has limited modality and provides unhealthy ways of moving. The town has plans to address its challenges with an innovative upgrade of the outdated transportation grid. This includes new ADA-compliant sidewalks, biking and walking trails to connect to the East Coast Greenway, updated traffic management, and improved stormwater and

solar utility management. Thriving Communities Program support will help to prioritize and advance these projects.

## Sumter Area Transportation Study, SC

**Community Partners:** Sumter Economic Development Growth Engine (Sumter EDGE), City of Sumter, Sumter County Government, The Link Economic Development Alliance, Santee-Lynches Regional Council of Governments, and the Sumter Housing and Economic Development Corporation

**State:** South Carolina

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** With a population over 85,000 and decades of relatively flat population growth, Sumter faces several critical challenges to encouraging safety, accessibility, and equity across the community. The community believes that revitalizing Sumter's downtown transportation network requires community blending connectivity and access with the preservation of natural features and unique individual neighborhood character. Several existing community-wide visioning and planning efforts have established a vision for improving the downtown, and the goal of Thriving Communities Program support will be to implement these efforts and address funding challenges.

## First Tennessee Rural Planning Organization, TN

**Community Partners:** Heritage Square Development (HSD), Hometown Service Coalition (HSC), Town of Mountain City, and Johnson County

**State:** Tennessee

**Community of Practice:** Main Streets

**Need and Vision:** The focus of First Tennessee Rural Planning Organization's Thriving Communities Program will be on Mountain City, a rural town of less than 2,500 residents. It is the county seat of Johnson County, which is home to nearly 18,000 citizens. Transportation safety is a number one concern for Mountain City and Johnson County stakeholders, especially surrounding Main Street, Heritage Square, and routes to and from schools. Thriving Communities Program technical assistance will enable the community to complete its ADA Transition Plan by helping to design context sensitive design solutions for a walkable town center including ADA-regulated widening, re-surfacing of parking areas, and traffic control devices in support of the elderly who walk from the Town Center to the Senior Center and for schoolchildren who walk to the Community Center for after school programs.

## City of Brownsville, TX

**Community Partners:** Housing Authority of the City of Brownsville and Texas Southmost College

**State:** Texas

**Community of Practice:** Networked Communities

**Need and Vision:** Brownsville is located on the southernmost tip of Texas. Its focus for this effort is on the low-income community located near the Brownsville South Padre Island International Airport and two major anchor institutions. With support from Thriving Communities Program, Brownsville will focus on improving community mobility, including sidewalk improvements, affordable housing, environmental justice, and economic issues to create wealth-building opportunities for the community through infrastructure development. Brownsville is a GSA Land Port of Entry community.

## VIA Metropolitan Transportation Agency, TX

**Community Partners:** City of San Antonio and Bexar County

**State:** Texas

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** VIA Metropolitan Transportation Agency's Thriving Communities Program support will focus on the Advanced Rapid Transit (ART) East/West Corridor Project, which is in San Antonio's Eastside and Westside communities. These communities have been subjected to redlining, racial discrimination, and historic inequities that established disparities that persist today. Voters approved a Bond Program in May of 2022 that authorized the City to create and preserve affordable housing, including $17 million specifically for the Eastside and Westside communities. VIA seeks support to leverage these funds to ensure the ART East/West Corridor Project and the Bond Program's investment in affordable housing and transit-oriented development is done equitably and in a manner that ensures meaningful community engagement.

## Kearns Metro Township, UT

**Community Partners:** Wasatch Front Regional Council and Kearns Community Council

**State:** Utah

**Community of Practice:** Networked Communities

**Need and Vision:** Prior to 2019, Kearns was an unincorporated township of Salt Lake County and competed for resources and staff time with over 50,000 other unincorporated County residents. Even today, it shares critical planning and engineering staff with other metro townships. Kearns is bisected by an active, north-south freight rail line with only three crossings, borders the South Valley Regional Airport and is bisected by a seven-lane state route flagged as

one of the most dangerous in the state. Through Thriving Communities Program, Kearns will establish and utilize community partnerships to improve connectivity and implement a strategy to improve 5400 South and the Kearns Town Center to support greater economic opportunity.

## County of Henry, VA

**Community Partners:** Harvest Foundation, Uptown Partnership, Dan River Basin Association, and Rudy's Girl Media

**State:** Virginia

**Community of Practice:** Main Streets

**Need and Vision:** Henry County lost numerous manufacturing jobs due to offshoring in the 1990s, and the area has been severely impacted by the opioid crisis. Additionally, the county suffers from high rates of obesity, low access to fresh foods, along with despair-related illnesses that contribute to poor overall vitality and health. While the County has tried to pursue federal funding to support a large vision of community revival, the County has not been able to secure adequate grant dollars to jumpstart the work. Thriving Communities Program support will help to implement the County's "Connecting and Correcting: Building Corridors of Hope across Henry County and Martinsville" initiative to extend an existing 11-mile multiuse corridor through five disadvantaged communities.

## Roanoke, VA

**Community Partners:** Greater Williamson Road Area Business Association and Roanoke Valley - Alleghany Regional Commission

**State:** Virginia

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** The Williamson Road Corridor is a key connector between disadvantaged neighborhoods, activity centers, and businesses in Roanoke. Its development is challenged by lingering impacts of outdated land use planning and urban renewal practices, disinvestment, and lack of transportation planning that have led to safety issues, vacant businesses, and threats to its economic vitality. This neighborhood was the focus of a past Choice Neighborhood grant. Roanoke has struggled to identify a vision for the corridor that is widely accepted by its stakeholders and to effectively communicate with residents who do not speak English as their first language. Through participation in Thriving Communities Program, the City of Roanoke and its partners seek to build authentic consensus around the future of the corridor. The vision of the Williamson Road Commerce and Mobility Initiative is to turn a struggling post-WWII auto-dependent street into a vibrant multi-modal mobility corridor that sustains existing legacy small-businesses, nurtures emerging multi-cultural small businesses, enhances access into downtown and the City's Innovation Corridor, restores connections between adjacent neighborhoods and enable safe and reliable mobility options.

## Shoalwater Bay Indian Tribe of Shoalwater Bay Indian Reservation, WA

**Community Partners:** NOAA Sea Grant, and Affiliated Tribes of Northwest Indians (ATNI)

**State:** Washington

**Community of Practice:** Main Streets

**Need and Vision:** The Shoalwater Bay Indian Tribe is a narrow area of land sandwiched between the ocean and a hillside, and during major storms, the area can be completely cut off from essential services. The physical size of the Reservation has drastically contracted over the years due to the loss of coastal land as sea-level rise and erosion continues to encroach upon and threaten the Tribe's infrastructure. The Tribe is overburdened in trying to take on the full-scale relocation of the village upland and make investments to improve the resiliency of its infrastructure. Shoalwater Bay Tribe has applied for but has not been awarded funding to implement relocation efforts and is seeking Thriving Communities Program support to gain insight on how to better position itself to receive funding.

## Pierce County Public Transportation Benefit Area Corporation, WA

**Community Partners:** Tacoma Housing Authority, and City of University Place

**State:** Washington

**Community of Practice:** Complete Neighborhoods

**Need and Vision:** An area around the intersection of S. 19th Street and S. Mildred Street has been identified in regional and local planning documents as an area where a concentration of future growth in population, housing, and jobs is desirable. The Sound Transit 3 Plan will ultimately extend the Tacoma Link light rail to Tacoma Community College, which will connect the area ultimately to Sea-Tax International Airport, downtown Seattle, the University of Washington, and the east King County cities of Bellevue and Richmond, as well as cities in Snohomish County. Thriving Communities Program support will help create a unified vision and implementation path for promoting equitable transit-oriented development within the jurisdictions along the light rail.

## Nisqually Indian Tribe, WA

**Community Partners:** Port of Olympia and South Puget Intertribal Planning

**State:** Washington

**Community of Practice:** Networked Communities

**Need and Vision:** The Nisqually Tribe has been pursuing a diversified economic and community development strategy aimed at providing living wage jobs for the tribal membership and revenue to the tribal organization. The Tribe's focus for the next several years is on completing a tribal land consolidation effort for the acquisition of the remaining lands on the reservation, the development of additional enterprises on the tribal commercial site, and the

expansion of the community's physical infrastructure (water system, septic system, road system, Broadband). The Tribe has identified capital projects related to these goals, including public works facilities, water and solid waste systems, and a set of roadway and trail improvements to increase accessibility, safety and mobility that will be advanced through Thriving Communities Program support.

## Upper Kanawha Valley Strategic Initiative Council, WV

**Community Partners:** West Virginia State University, Region IV Planning & Development Council, Center for Rural Health Development

**State:** West Virginia

**Community of Practice:** Networked Communities

**Need and Vision:** Over the past several decades, communities in Fayette and Kanawha counties increasingly face a devastating economic transition with the loss of educational facilities & mining careers, public health challenges, housing displacement, and vacant properties. Match requirements for federal funds have been an obstacle to applying for projects, as neither community has the necessary funds. Thriving Communities Program support will help the communities implement projects identified in comprehensive plans that each community crafted in 2019 and also advance a feasibility study known as the River Cities Plan.

## Forest County Potawatomi Community, WI

**Community Partners:** Town of Lincoln and Town of Wabeno

**State:** Wisconsin

**Community of Practice:** Main Streets

**Need and Vision:** The Forest County Potawatomi Community (FCPC) faces many challenges and needs stemming from the Tribe's historic displacement and discrimination. The community is guided by its 2023-2025 RCP Community Strategy Plan, which was adopted in October 2021. The scattering of tribal lands and physical disconnection created by the FCPC's forcible relocation has created a literal separation of communities. FCPC not only needs to reconnect their communities to each other, but also to the resources that close the gaps to accessing an improved economic, environmental, and health-related quality of life. Thriving Communities Program support will help FCPC and its partners advance multiple transportation needs and road projects for the area, including road repairs to address storm-water quality and erosion control, and expanding the multi-modal options for this rural, auto-dependent area. The FCPC is located in a Rural Partners Network Community.